

7 November 2017

The Chief Executive Officer  
Douglas Shire Council  
PO Box 723  
MOSSMAN QLD 4873

**Attention: Neil Beck**

Dear Sir,

**SUBMISSION OF DEVELOPMENT APPLICATION (MCU)  
PORT DOUGLAS DISTRICT COMBINED CLUBS INC.**

Please find enclosed one (1) hard copy of the Supporting Information Report for a Development Application for a Material Change Use (MCU) for *Undefined Use* (accommodation of motorhomes and campervans) on land described as Lots 20 and 21 on SP212664, and located at 20 Mossman Daintree Road and 21 Newell Road, Newell.

We note that two (2) previous Applications have been lodged with Council for an MCU at the Mossman Golf Club; however, both Applications lapsed at various stages in the development assessment process.

To assist Council with their assessment of this new Application, the following is attached:

- DA Form 1 – Development application details;
- Owner's Consent from Douglas Shire Council and owner's consent from the Port Douglas District Combined Clubs Inc.
- Development Application and Supporting Information Report (R-EC1949, dated November 2017);

Douglas Shire Council have confirmed that the Application payable fee in association with this Application is \$3,112.30 as per Council's email dated 29 September 2017. A copy is attached for Council's ease of reference.

We understand that the Applicant will pay the Application fees directly to Council following lodgement of this Application.

Should you have any further queries or concerns regarding any of the attached, you are encouraged to contact the undersigned on (07) 4724 5737 or [erin@flanaganconsulting.com.au](mailto:erin@flanaganconsulting.com.au)

Yours faithfully

**FLANAGAN CONSULTING GROUP**

**ERIN CAMPBELL**

Senior Planner

## 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>	Port Douglas District Combined Clubs Inc.
Contact name <i>(only applicable for companies)</i>	C/- Flanagan Consulting Group
Postal address <i>(P.O. Box or street address)</i>	PO Box 5820
Suburb	CAIRNS
State	QLD
Postcode	4870
Country	Australia
Contact number	(07) 4724 5737
Email address <i>(non-mandatory)</i>	erin@flanaganconsulting.com.au
Mobile number <i>(non-mandatory)</i>	0434 692 073
Fax number <i>(non-mandatory)</i>	
Applicant's reference number(s) <i>(if applicable)</i>	R-EC1949

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
		20	Mossman Daintree Road	Newell
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4873	20	SP212664	Douglas Shire
b)	Unit No.	Street No.	Street Name and Type	Suburb
		21	Newell Road	Newell
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4873	21	SP212664	Douglas Shire

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

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

Coordinates of premises by longitude and latitude

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

Coordinates of premises by easting and northing

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

## 3.3) Additional premises

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

Not required

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

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

Name of water body, watercourse or aquifer:

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

In a tidal area

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

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

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

Name of airport:

Listed on the Environmental Management Register (EMR) under the *Environmental Protection Act 1994*

EMR site identification:

<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>
CLR site identification: <input style="width: 500px;" type="text"/>

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

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

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

**PART 3 – DEVELOPMENT DETAILS****Section 1 – Aspects of development****6.1) Provide details about the first development aspect**a) What is the type of development? *(tick only one box)*

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

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

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

c) What is the level of assessment?

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

d) Provide a brief description of the proposal *(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):*Accommodation of motorhomes and campervans sites (not exceeding 20 sites) defined as *Undefined Use*

e) Relevant plans

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

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

**6.2) Provide details about the second development aspect**a) What is the type of development? *(tick only one box)*

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

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

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

c) What is the level of assessment?

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

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

e) Relevant plans

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

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

**6.3) Additional aspects of development**

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

- Not required

## Section 2 – Further development details

## 7) Does the proposed development application involve any of the following?

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

## Division 1 – Material change of use

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

## 8.1) Describe the proposed material change of use

Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m <sup>2</sup> ) (if applicable)
Accommodation of 20 motorhome & campervan sites	Undefined Use	20 sites	NA

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

<input checked="" type="checkbox"/> Yes	Ablution	Existing ablution facilities will be used
<input type="checkbox"/> No		

## Division 2 – Reconfiguring a lot

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

## 9.1) What is the total number of existing lots making up the premises?

--

## 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 <sup>2</sup> )	Lot on plan description	Area (m <sup>2</sup> )

**12.2) What is the reason for the boundary realignment?**

**13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement?**  
*(attach schedule if there are more than two easements)*

Existing or proposed?	Width (m)	Length (m)	Purpose of the easement? <i>(e.g. pedestrian access)</i>	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: <input style="width: 500px;" type="text"/>		

**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 style="width: 100px;" type="text"/>
<input type="checkbox"/> No

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

\$

**PART 4 – ASSESSMENT MANAGER DETAILS**

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

Douglas Shire Council

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

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)*

<input type="checkbox"/> Environmentally relevant activities (ERA) <i>(only if the ERA have not been devolved to a local government)</i> <input type="checkbox"/> Fisheries – aquaculture <input type="checkbox"/> Fisheries – declared fish habitat area <input type="checkbox"/> Fisheries – marine plants <input type="checkbox"/> Fisheries – waterway barrier works <input type="checkbox"/> Hazardous chemical facilities <input type="checkbox"/> Queensland heritage place <i>(on or near a Queensland heritage place)</i> <input type="checkbox"/> Infrastructure – designated premises <input type="checkbox"/> Infrastructure – state transport infrastructure <input type="checkbox"/> Infrastructure – state transport corridors and future state transport corridors <input type="checkbox"/> Infrastructure – state-controlled transport tunnels and future state-controlled transport tunnels <input checked="" type="checkbox"/> Infrastructure – state-controlled roads <input type="checkbox"/> Land within Port of Brisbane's port limits <input type="checkbox"/> SEQ development area <input type="checkbox"/> SEQ regional landscape and rural production area or SEQ Rural living area – community activity <input type="checkbox"/> SEQ regional landscape and rural production area or SEQ Rural living area – indoor recreation <input type="checkbox"/> SEQ regional landscape and rural production area or SEQ Rural living area – residential development <input type="checkbox"/> SEQ regional landscape and rural production area or SEQ Rural living area – urban activity <input type="checkbox"/> Tidal works or works in a coastal management district <input type="checkbox"/> Urban design <input type="checkbox"/> Water-related development – taking or interfering with water <input type="checkbox"/> Water-related development – removing quarry material <i>(from a watercourse or lake)</i> <input type="checkbox"/> Water-related development – referable dams <input type="checkbox"/> Water-related development – construction of new levees or modification of existing levees <i>(category 2 or 3 levees only)</i> <input type="checkbox"/> Wetland protection area
<b>Matters requiring referral to the local government:</b>
<input type="checkbox"/> Airport land <input type="checkbox"/> Environmentally relevant activities (ERA) <i>(only if the ERA have been devolved to local government)</i> <input type="checkbox"/> Local heritage places
<b>Matters requiring referral to the chief executive of the distribution entity or transmission entity:</b>
<input type="checkbox"/> Electricity infrastructure
<b>Matters requiring referral to:</b> <ul style="list-style-type: none"> <li>• The <b>chief executive of the holder of the licence</b>, if not an individual</li> <li>• The <b>holder of the licence</b>, if the holder of the licence is an individual</li> </ul> <input type="checkbox"/> Oil and gas infrastructure
<b>Matters requiring referral to the Brisbane City Council:</b>
<input type="checkbox"/> Brisbane core port land
<b>Matters requiring referral to the Minister under the Transport Infrastructure Act 1994:</b>
<input type="checkbox"/> Brisbane core port land <input type="checkbox"/> Strategic port land
<b>Matters requiring referral to the relevant port operator:</b>
<input type="checkbox"/> Brisbane core port land (below high-water mark and within port limits)
<b>Matters requiring referral to the chief executive of the relevant port authority:</b>
<input type="checkbox"/> Land within limits of another port
<b>Matters requiring referral to the Gold Coast Waterways Authority:</b>
<input type="checkbox"/> Tidal works, or development in a coastal management district in Gold Coast waters
<b>Matters requiring referral to the Queensland Fire and Emergency Service:</b>
<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?**

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

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

State-controlled road	Department of Transport and Main Roads	9 August 2017

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).

The development proposal has not changed. The Port Douglas District Combined Clubs Inc. made representations to DTMR regarding the Concurrence agency response dated 19 December 2016. The PDDCCI argued that external roadworks on the Mossman Daintree Road were not required based on the type of development, the volume of traffic generated by the development and the existing configuration of the Mossman Daintree Road / Newell Road intersection. DTMR accepted the representations and amended the Concurrence agency response to **No Requirements**.

**PART 6 – INFORMATION REQUEST****19) Information request under Part 3 of the DA Rules**

- I agree to receive an information request if determined necessary for this development application  
 I do not agree to accept an information request for this development application

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

- that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties
- Part 3 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)**

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

List of approval/development application references	Reference number	Date	Assessment manager
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			

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

- Yes – 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](http://www.qld.gov.au). An ERA requires an environmental authority to operate. See [www.business.qld.gov.au](http://www.business.qld.gov.au) for further information.

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

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

#### Hazardous chemical facilities

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

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

No

**Note:** See [www.justice.qld.gov.au](http://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](http://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](http://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](http://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](http://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](http://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](http://www.daf.qld.gov.au) for further information.

#### **Quarry materials from a watercourse or lake**

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

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

 No

**Note:** Contact the Department of Natural Resources and Mines at [www.dnrm.qld.gov.au](http://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](http://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](http://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*)

A certificate of title

 No

**Note:** See guidance materials at [www.ehp.qld.gov.au](http://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**?

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

 No

**Note:** See guidance materials at [www.ehp.qld.gov.au](http://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**?

Yes – this development application demonstrates how the proposal meets the code for a development application for a brothel under Schedule 3 of the *Prostitution Regulation 2014*

No

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

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

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

No

**PART 8 – CHECKLIST AND APPLICANT DECLARATION****24) Development application checklist**

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

Yes

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

If building work is associated with the proposed development, Parts 4 to 6 of *Form 2 – Building work details* have been completed and attached to this development application

Yes

Not applicable

Supporting information addressing any applicable assessment benchmarks is with development application

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

Yes

Relevant plans of the development are attached to this development application

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

Yes

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

Yes

Not applicable

**25) Applicant declaration**

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

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

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

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

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

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

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

**PART 9 – FOR 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	
<i>Note: For completion by assessment manager if applicable</i>	
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.

20 October 2017

Mr Kym Rowley  
General Manager  
Port Douglas District Combined Clubs Inc.  
7 Ashford Avenue  
**PORT DOUGLAS QLD 4877**

Dear Kym,

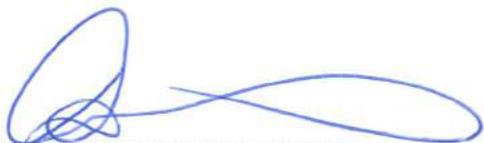
**RE: Lot 20 on SP212664  
20 Mossman Daintree Road, Newell  
Owner's Consent**

Douglas Shire Council is the registered owners of land located at 20 Mossman Daintree Road, Newell, described as Lot 20 on SP212664. Council understands that the Port Douglas District Combined Clubs Inc. is re-lodging a Development Application for a Material Change of Use for *Undefined Use (Accommodation of Motorhomes & Campervans not exceeding 20 Sites)* over part of Lot 20 on SP212664.

Council's notes that owner's consent has previously been provided for the making of an application under the now repealed *Sustainable Planning Act 2009*. Council also notes that this new Application also requires owner's consent from Council.

Douglas Shire Council, being the registered owner of the land situated at 20 Mossman Daintree Road, Newell, and described as Lot 20 on SP212664, hereby consent to the making of a development application by Port Douglas District Combined Clubs Inc.

Signed 24th day of October 2017.



.....  
Daryl Crees  
**Acting Chief Executive Officer  
Douglas Shire Council**



**Port Douglas District Combined Clubs Inc.**  
**PO Box 29 PORT DOUGLAS 4877**  
**Telephone: 07 40995553**  
**Email: [admin@thetinshed-portdouglas.com.au](mailto:admin@thetinshed-portdouglas.com.au)**  
**ABN: 35 996 717 905**

29<sup>th</sup> September 2017

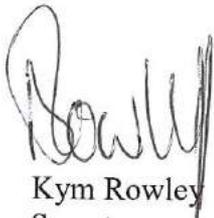
To Whom It May Concern

**Owner's Consent to the making of a Development Application under the *Planning Act 2016***

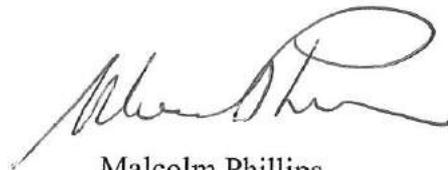
I, Kym Michael Rowley being the Secretary, and I, Malcolm Phillips being the Treasurer of the Incorporated Association known as the Port Douglas District Combined Clubs Inc being the owner of the premises identified as:

Mossman Golf Club - Lot 21 on SP212664  
Newell Road  
Newell Beach 4873

consent to the making of a development application under the *Planning Act 2016* by Flanagan Consulting Group for the premises described above for the Material Change of Use (Undefined Use – Accommodation of Motorhomes & Campervans not exceeding 20 Sites).



Kym Rowley  
Secretary



Malcolm Phillips  
Treasurer

Erin Campbell

---

From: Jenny Elphinstone <Jenny.Elphinstone@douglas.qld.gov.au>  
Sent: Friday, 29 September 2017 9:05 AM  
To: Erin Campbell  
Subject: Douglas Shire Council Advice Application Fees - Undefined Land Use RV camping for Mossman Golf Club L20 & 21 SP212664

Good morning Erin,

The fee payable for the current application is as follows.

It is noted that the application has been lodged for an "undefined use". Council's fees and charges require the fee of the "use deemed most similar by the Manager Sustainable Communities."

The use most similar is a camping ground, for which the fee is \$6,224.60 for which there would be a 50% reduction for the not-for-profit organisation.

Fee payable is \$3,112.30.

Please note it is anticipated that the request for the land owner's consent will be reported to Council for a resolution on 31 October 2017.

Kind Regards

**Jenny Elphinstone** | Senior Planning Officer

**Development Assessment & Coordination | Sustainable Communities | Douglas Shire Council**

**P:** 07 4099 9482 | **F:** 07 4098 2902

**E:** [jenny.elphinstone@douglas.qld.gov.au](mailto:jenny.elphinstone@douglas.qld.gov.au) | **W:** douglas.qld.gov.au

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

---

From: Erin Campbell [mailto:[erin@flanaganconsulting.com.au](mailto:erin@flanaganconsulting.com.au)]  
Sent: Thursday, 28 September 2017 1:58 PM  
To: Jenny Elphinstone  
Cc: 4390-04 Town Planning; Kym Rowley; Neil Beck  
Subject: Doc 828659 Application Fees - Undefined Land Use

Good afternoon Jenny,

As you are aware we will be lodging the Development Application for a Material Change of Use (accommodation of motorhomes and campervans) at the Mossman Golf Club as soon as we received owners consent from the Council for Lot 20 on SP212664.

The proposed development is defined as Undefined Use in accordance with the provisions of the Planning Scheme. Further, the Council's 2017/2018 Fees and Charges Schedule does not include an Application fee for an undefined use.

I cannot locate on our files, the fees paid by the Mossman Golf Club for the previous Applications. Can you please advise your earliest convenience, the fee which will be payable by the Applicant is association with this Application.

Thanks so much Jenny.

Kind Regards,

Erin Campbell  
BRTP, MPIA  
Senior Planner

# SUPPORTING INFORMATION REPORT

Port Douglas District Combined Clubs Inc.

Development Application for a Material Change of Use *Undefined Use* (Motorhomes & Campervans)



Project No. 4390/04  
Reference No. R-EC1949  
Date: November 2017



## Table of Contents

<b>DEVELOPMENT PARTICULARS</b> .....	<b>3</b>
<b>DEFINITIONS</b> .....	<b>4</b>
<b>1.0 INTRODUCTION</b> .....	<b>5</b>
<b>2.0 THE SITE</b> .....	<b>6</b>
<b>3.0 BACKGROUND</b> .....	<b>8</b>
<b>4.0 THE PROPOSAL</b> .....	<b>9</b>
<b>5.0 PLANNING ACT 2016</b> .....	<b>12</b>
<b>6.0 DEVELOPMENT ASSESSMENT FRAMEWORK</b> .....	<b>13</b>

<b>APPENDIX A –</b>	<b>DEHP’s CLR &amp; EMR Search (Lots 20 &amp; 21 on SP21266)</b>
<b>APPENDIX B –</b>	<b>Survey Plan (Lots 20 &amp; 21 on SP212664)</b>
<b>APPENDIX C –</b>	<b>Certificate of Incorporation of Amalgamation</b>
<b>APPENDIX D –</b>	<b>Title Search – Lot 20 on SP212664</b>
<b>APPENDIX E –</b>	<b>Douglas Shire Council Owner’s Consent</b>
<b>APPENDIX F –</b>	<b>Amended Concurrence Agency Response – 19 December 2016</b>
<b>APPENDIX G -</b>	<b>Site Plans and Development Plans</b>
<b>APPENDIX H -</b>	<b>19 July 2016 Correspondence - FCG to DSC</b>
<b>APPENDIX I -</b>	<b>30 August 2016 Correspondence – FCG &amp; DSC</b>
<b>APPENDIX J -</b>	<b>State Code 1 and State Code 6</b>

**CAIRNS** +61 7 4031 3199 | cairns@flanaganconsulting.com.au | 138 Spence Street PO Box 5820 CAIRNS QLD 4870

**DARWIN** +61 8 8911 0046 | darwin@flanaganconsulting.com.au | Level 5, 7 Kitchener Drive GPO Box 4299 DARWIN NT 0800

**MACKAY** +61 7 4944 1200 | mackay@flanaganconsulting.com.au | 56 Gordon Street PO Box 45 MACKAY QLD 4740

**TOWNSVILLE** +61 7 4724 5737 | townsville@flanaganconsulting.com.au | 370 Flinders Street PO Box 891 TOWNSVILLE QLD 4810

*Flanagan Consulting Group is a registered business name of South Pacificsands Pty Ltd A.C.N. 052 933 687*

## DEVELOPMENT PARTICULARS

<b>Proposal</b>	Development Application for a Material Change of Use <i>Undefined Use</i> – (Accommodation of Motorhomes & Campervans not exceeding 20 sites).
<b>Applicant</b>	Port Douglas District Combined Clubs Inc.
<b>Land Owner</b>	Douglas Shire Council Port Douglas District Combined Clubs Inc.
<b>Applicant Contact</b>	Flanagan Consulting Group Erin Campbell Senior Planner <a href="mailto:erin@flanaganconsulting.com.au">erin@flanaganconsulting.com.au</a> Ph: (07) 4724 5737
<b>Site Description</b>	Lot 20 on SP212664 (part of) and Lot 21 on SP212664
<b>Street Address</b>	20 Mossman Daintree Road and 21 Newell Road, Newell
<b>Total Site Area</b>	19.666 hectares
<b>Planning Scheme</b>	Douglas Shire Planning Scheme 2008
<b>Planning Locality</b>	Rural Areas & Rural Settlement Locality
<b>Planning Area</b>	Community and Recreational Facilities
<b>Overlays</b>	Natural Hazards Code <ul style="list-style-type: none"> <li>• Bushfire Risk Analysis - Low Risk Hazard</li> </ul> Acid Sulfate Soils <ul style="list-style-type: none"> <li>• Below 20m AHD</li> </ul>
<b>Assessment Manager</b>	Douglas Shire Council
<b>SARA</b>	Department of Transport and Main Roads

## DEFINITIONS

<b>'Applicant'</b>	Port Douglas District Combined Clubs Inc.
<b>'CLR'</b>	Contaminated Land Register
<b>'Council'</b>	Douglas Shire Council
<b>'DEHP'</b>	Department of Environment and Heritage Protection
<b>'DEO'</b>	Desired Environmental Outcome
<b>'DNRM'</b>	Department of Natural Resources and Mines
<b>'EMR'</b>	Environmental Management Register
<b>'FNQRP'</b>	Far North Queensland Regional Plan 2009-2031
<b>'MCU'</b>	Material Change of Use
<b>'PA 2016'</b>	<i>Planning Act 2016</i>
<b>'PR 2017'</b>	<i>Planning Regulations 2017</i>
<b>'Planning Scheme'</b>	Douglas Shire Planning Scheme 2008
<b>'RLRPA'</b>	Regional Landscape and Rural Production Area
<b>'SARA'</b>	State Assessment and Referral Agency

## 1.0 INTRODUCTION

This Report has been prepared as Supporting Information for a Development Application for a Material Change of Use *Undefined Use* (accommodation of motorhomes & campervans not exceeding 20 sites) for Port Douglas District Combined Clubs Inc. on land located at 20 Mossman Daintree Road and 21 Newell Road, Newell.

The proposal includes the development of 20 motorhome and campervan sites (10 serviced and 10 unserviced) on land located within the Mossman Golf Course to provide low cost camping in the Mossman area.

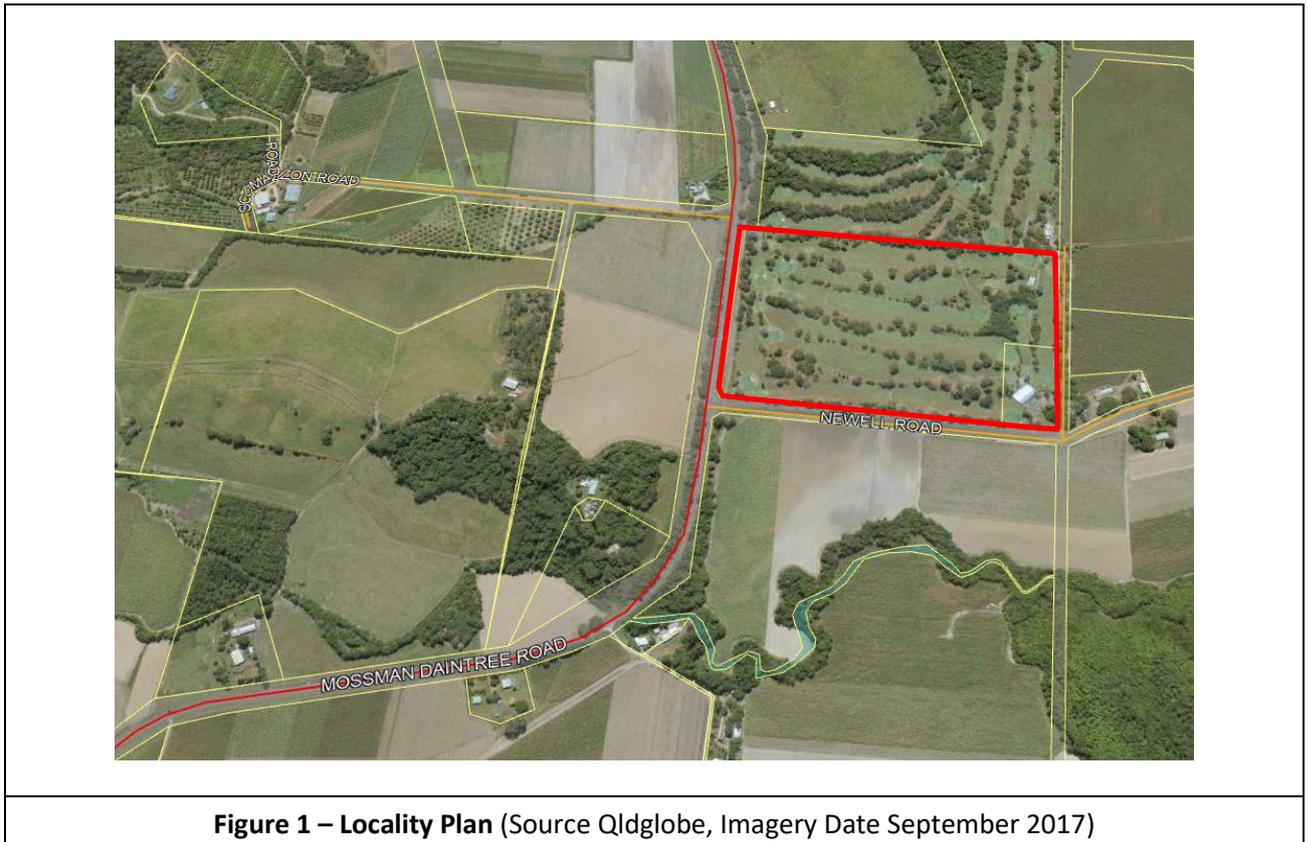
This Report sets out in detail the following:

- The Site;
- Background;
- The Proposal;
- *Planning Act 2016* provisions;
- Decision making framework
- Potential Impacts and Mitigation Measures; and
- Recommendations and Conclusions.

## 2.0 THE SITE

### 2.1 Site Description

The land the subject of this Development Application is described as Lots 20 and 21 on SP212664 and is located at 20 Mossman Daintree Road and 21 Newell Road, Newell. The location of the site is shown on **Figure 1 – Locality Plan**. The subject land is identified as being in the Community and Recreational Facilities Planning Area of the Rural Areas and Rural Settlements Locality of the Douglas Shire Council Planning Scheme 2008.



The site has a total area of 19.666 hectares. That part of the site to be developed for the accommodation of motorhomes & campervans (not exceeding 20 sites) has an area of approximately 1,960m<sup>2</sup>. The remaining 19.47 hectares will continue to be used for golf course purposes.

Lots 20 and 21 on SP212664 is not listed on DEHP's CLR or EMR (refer **Appendix A**). Easements do not encumber the land. Please refer to the Survey Plan attached at **Appendix B**.

The Mossman Golf Course is surrounded by cane farms with an unformed road located on the eastern boundary of the site. Newell Road forms the southern boundary, while the Mossman-Daintree Road is located on the western boundary of the site.

The site is accessed by the fully constructed, sealed Newell Road. All essential services are available, including power, water and telecommunications. An on-site effluent system is used for waste disposal purposes.

The Applicant owns Lot 21 on SP212664 in Fee Simple. Prior to May 2017, the registered owner of Lot 21 on SP212664 was the Mossman Golf Club Incorporated. However, on 17 May 2017, a Certificate of Incorporation on Amalgamation was issued to the Port Douglas District Combined Clubs Inc. stating that the Club was incorporated under the Associations Incorporation Act 1981, following the amalgamation of Port Douglas & District Combined Clubs Inc. and Mossman Golf Clubs Incorporated. A copy of the Certificate of Incorporation on Amalgamation issued by the Department of Justice and Attorney-General is attached at **Appendix C**.

Lot 20 on SP212664 is owned by Douglas Shire Council. Douglas Shire Council previously provided land owners consent for the original Development Application in March 2016 in accordance with the provisions of the now repealed *Sustainable Planning Act 2009*. The same land owners consent was used for the revised Development Application lodged with Council in October 2016. A copy of the relevant title search is attached at **Appendix D**.

New owners consent has been obtained from Douglas Shire Council for the purposes of this Application. A copy of Council's owner's consent consistent with the requirements of the *Planning Act 2016* is attached at **Appendix E**.

### 3.0 BACKGROUND

In December 2015, Flanagan Consulting Group on behalf of the Mossman Golf Club, submitted a Development Application to Douglas Shire Council for a Material Change of Use Undefined Use (accommodation of motorhomes & campervans not exceeding 20 sites) on land located at Mossman Daintree Road and Newell Road, Newell.

The Application was considered not Properly Made because land owners consent for Lot 20 on SP212664 was not submitted with the Development Application documentation. Douglas Shire Council subsequently provided land owners consent on 10 March 2016.

On 29 March 2016, Council issued an Acknowledgement Notice and Information Request. The Development Application also required referral to SARA for matters of State interest. The Application was subsequently never referred to SARA by the Applicant, and therefore the Application lapsed in accordance with section 273 of the *Sustainable Planning Act 2009*.

On 21 October 2016, a revised Development Application was lodged with Douglas Shire Council. The revised Development Application was submitted to address issues raised by Council in the Information Request dated 29 March 2016, and to allow the Application to be referred to SARA following receipt of Council's new Acknowledgement Notice.

The October 2016 Development Application was referred to SARA, and a Concurrence agency response was received on 19 December 2016. However, the Applicant never proceeded with public notification, and once again the Application lapsed.

This new Development Application is being lodged in response to the amalgamation of the Port Douglas District Combined Clubs Inc. and the Mossman Golf Club Incorporated, and to ensure that Decision Notice is received from Council.

It is also noted that the State has also issued a revised Concurrence agency response following negotiations with the Port Douglas District Combined Clubs Inc. A copy of the amended Concurrence agency response is attached at **Appendix F**.

Notwithstanding, this new Application must be referred to SARA for matters of State interest.

## 4.0 THE PROPOSAL

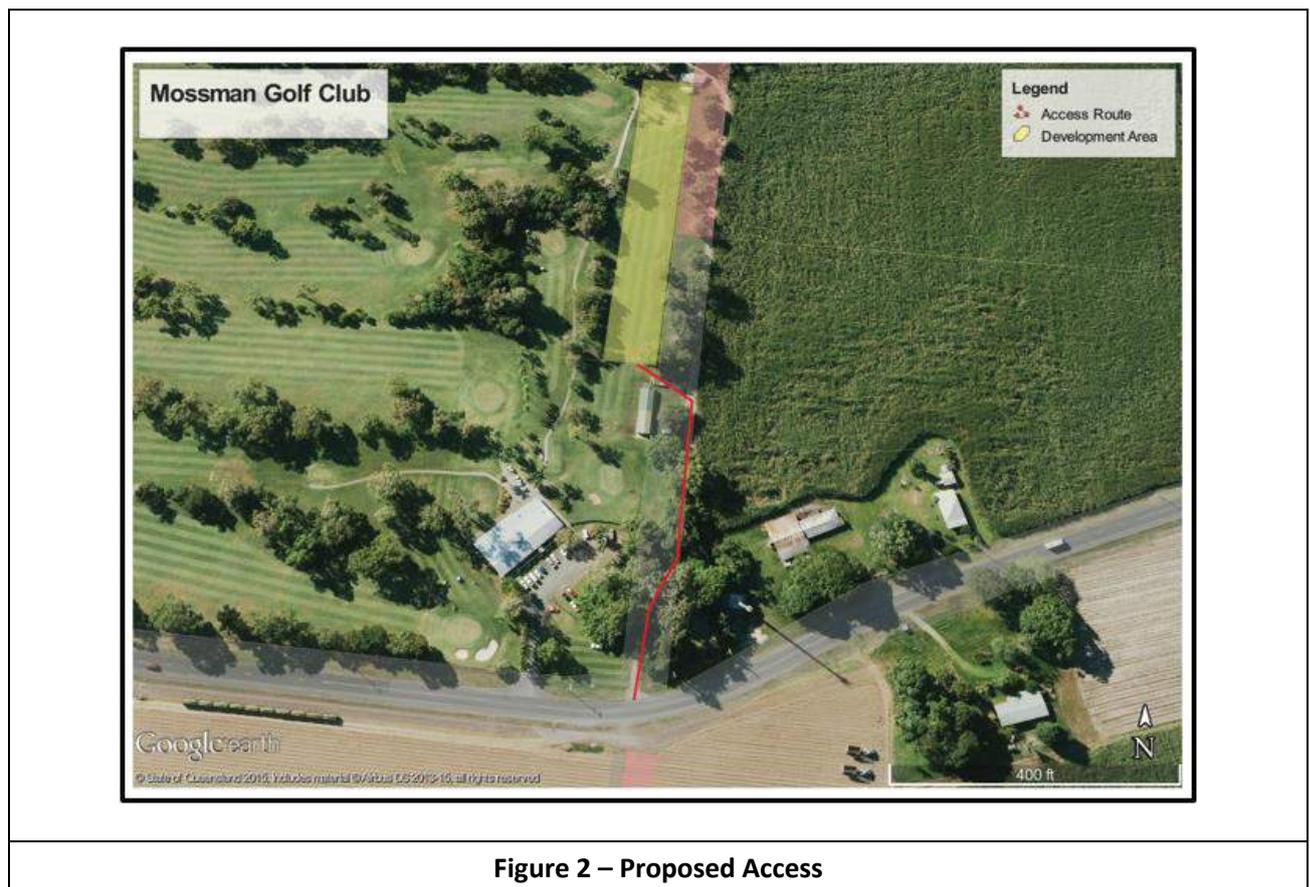
The Port Douglas District Combined Clubs Inc. proposes to develop (20) sites for the accommodation of motorhomes and campervans within the Mossman Golf Club. The area which will contain the development is approximately 1,960m<sup>2</sup>.

A copy of the Site Plan and Development Plans are attached at **Appendix G**. A summary of the Development Plans is provided in the following **Table 1**.

**Table 1: Development Plan**

Drawing Type	Drawing No.	Date
Mossman Golf Course – Motorhome & Caravans Sites	4390-SK01B	23/12/15
Amenity Block Details	4390-SK02	26/11/15

The proposed development is to be accessed from Newell Road via the unnamed road on the eastern boundary of the site. The location of the proposed access is shown on **Figure 2 – Proposed Access**. This part of the unnamed road is unimpeded by any lease and or easements.



**Figure 2 – Proposed Access**

A total of twenty (20) motorhome and campervan sites will be provided including ten (10) serviced sites and ten (10) un-serviced sites.

Existing ablution facilities are provided at the Club House. These facilities will be utilised for the purposes of the proposed development and will be available 24/7. The facilities can be accessed externally by guests associated with the motorhome and campervan sites without the need to enter the Club House after hours.

The development is proposed within an existing driving range area of the golf course. This area is already landscaped with established vegetation that demarcates the specific development area from the rest of the golf course. The existing landscaping provides privacy and screening of the area from the golf course, club house and adjacent cane farm. Established vegetation provides screening along the Unnamed Road boundary of the site adjacent to the motorhome/campervan area.

## 4.1 Douglas Shire Council Information Request March 2016

In March 2016, Council issued a Request for Information (RFI) in response to the December 2015 Development Application. The revised Development Application submitted to Council in October 2016 also addressed the matters raised in the March 2016 RFI and the development was amended accordingly.

This new Development Application also considers matters previously raised by Council and has been drafted accordingly.

The March 2016 RFI included the following elements:

1. *Undertake a review of the proposed access onto Newell Road to ensure adequate sightlines exist to ensure safe ingress and egress to the site and to identify any external works required to facilitate the access. Such review must be undertaken by an RPEQ and have regard to Complete Streets: Guidelines for Urban Design and the FNQROC Development Manual.*

*An investigation of both access locations should be undertaken to identify which access is most safe.*

On 19 July 2016, Flanagan Consulting Group submitted RPEQ correspondence to Council in response to Item 1 of Council's RFI. The RPEQ inspection of both accesses to Newell Road concluded the following:

### **Access to Newell Road**

- There is sufficient sight distance in both directions for traffic exiting the site at location.
- The secondary access point east of the main access has restricted sight distance to the east due to the unmaintained vegetation growth which encroaches into the road verge. If this vegetation is removed back to the adjacent property boundary and maintained to a similar standard as the road verges adjacent to the golf club, then adequate sight distance will be available in both directions.

The Applicant is amenable to Council including a Condition in the Development Application Decision Notice in this regard, in response to this new Application.

### **Proposed Access Road**

This road formation is considered suitable for low volume, low speed use for access to the proposed camping sites. In the event of localised pavement failure, it will be incumbent of the Golf Club to undertake any repairs to ensure functionality of the road is maintained.

The Applicant is amenable to Council including a Condition on the Development Application Decision Notice in this regard, in response to this new Application.

A copy of the 19 July 2016 correspondence from Flanagan Consulting Group to Douglas Shire Council is attached at **Appendix H**.

2. *Provide an assessment of the existing unconstructed road reserve and detail the extent of works and the design criteria for the works to take place within the road reserve. It is noted that the report states that no changes to the design criteria is proposed. However, it is evident that works will be required to this access of this access is maintained subject to Item 1 above.*

*Also detail to what standard the internal access will be constructed.*

Please refer to the correspondence from Flanagan Consulting Group to Council attached at Appendix G.

3. *Please provide further information with respect to the existing onsite effluent system servicing the Club House with particular reference to the capacity of the system and whether it constitutes an Environmentally Relevant Activity (ERA); or if the additional development proposed in addition to the existing demand triggers an ERA.*

Further to email correspondence between Flanagan Consulting Group and Douglas Shire Council on 30 August 2016, it was confirmed by the Mossman Golf Club that the existing onsite effluent system can cater for a maximum of 190 persons – i.e. 150 golf club members and 40 persons associated with the proposed development (assumes 2 people per motorhome or campervan).

A copy of the email correspondence is attached at **Appendix I**.

In this regard, the onsite effluent system is not a concurrence ERA in accordance with Schedule 2 of the *Environmental Protection Regulation 2008*.

## 5.0 PLANNING ACT 2016

The PA 2016 is Queensland's principal planning legislation that coordinates planning at a local, regional and State level. The *Planning Act 2017* came into effect on 3<sup>rd</sup> July 2017, and replaces the previous *Sustainable Planning Act 2009*.

The PA 2016 identifies the following hierarchy between statutory planning documents:

- State Planning Policy;
- Regional Plans;
- Local planning instruments; and
- Other statutory instruments (e.g. DA Rules).

The PR 2017 states which entity is responsible for assessing and deciding the Application.

## 5.1 Development Application

The proposal requires the issue of a Development Permit for a Material Change of Use for *Undefined Use* (Motorhomes & Campervans not exceeding 20 sites).

The Development Application is Impact Assessable in accordance with the provisions of the Planning Scheme, and is required to be assessed against the relevant assessment benchmarks and any other matters prescribed by regulation, or any other relevant matter.

## 5.2 Assessment Manager

In accordance with Schedule 8, Table 2, Item 1 of the PR 2017, Douglas Shire Council is the Assessment Manager for the Development Application.

## 5.3 State Assessment and Referral Agency

The Application for the MCU will be referable to SARA for matters of State interest. Referral to SARA means that where the State is an Assessment Manager or Referral Agency for a Development Application, the Chief Executive administering the PA will assess and may decide the Application. In assessing the Application, the Chief Executive will consider the Application from a State perspective, resolving any conflicts between State agencies and ensuring Conditions are reasonable and relevant.

The following State interests have been identified:

State Interest	Trigger	Agency	Referral Type
State controlled road	Schedule 10, Table 4, Item 1	DTMR	Concurrence

The proposal has been considered against the State Code 1 and State Code 6. A copy of the assessment against these Codes is attached at **Appendix J**. Please note that a revised Concurrence agency response has been provided as attached at Appendix E.

## 6.0 DEVELOPMENT ASSESSMENT FRAMEWORK

### 6.1 Douglas Shire Planning Scheme 2008

The Douglas Shire Planning Scheme is an *Integrated Planning Act 1997* Planning Scheme and established Council's planning intent for the interface between development of the Shire and the management of environmental resources.

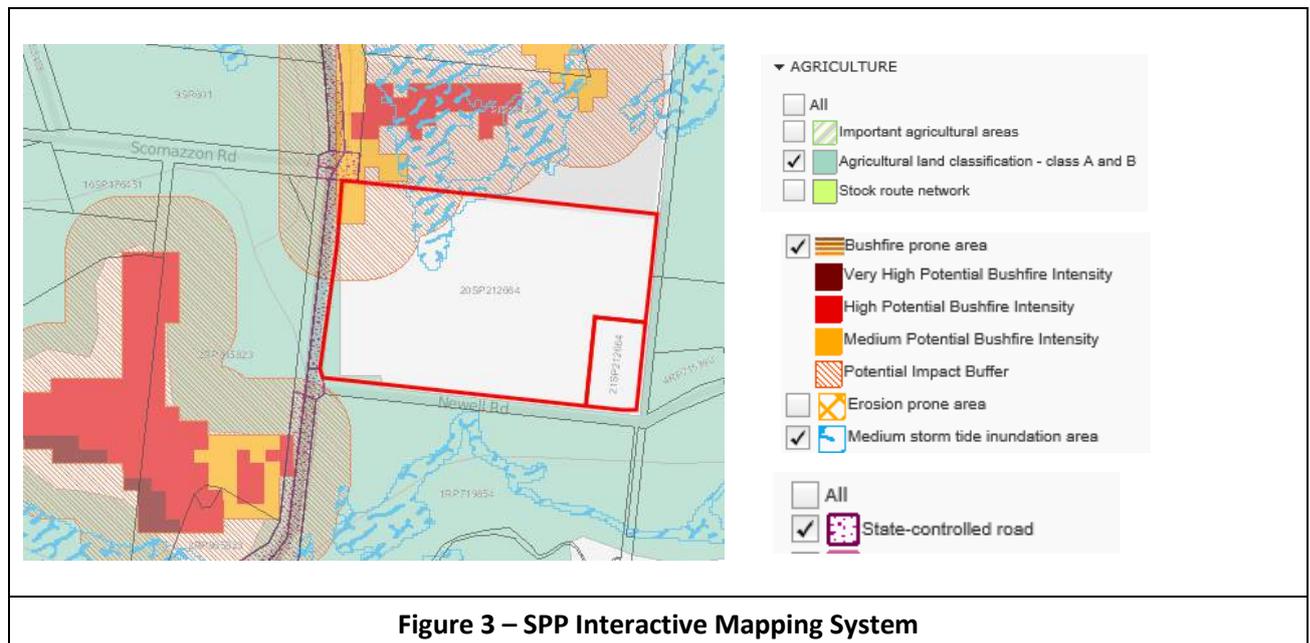
The Planning Scheme commenced in 2006 and incorporated amendments which were adopted in 2008.

### 6.2 State Planning Policy

The new State Planning Policy commenced on 3 July 2017 and replaces the SPP dated April 2016.

The SPP applies to the development proposal. Specifically, the following State interests apply to the development as detailed on **Figure 3 – SPP Interactive Mapping System**.

- Economic Growth (Agricultural land classification – class A and B);
- Safety and Resilience to Hazards (bushfire prone area & medium storm tide inundation area);
- Infrastructure (State controlled road).



It is noted that bushfire prone areas and state-controlled roads have been incorporated into the Planning Scheme. Accordingly, an assessment against the SPP for these State interests is not required.

The following assessment for Economic Growth (agricultural land classification – class A & B) and Safety and Resilience to Hazards (medium storm tide inundation) is provided below:

### **Economic Growth**

#### *Agricultural land classification – class A & B*

The proposed development does not impact on agricultural land class A & B. The subject land is located in the Community and Recreational Facilities Planning Area of the Douglas Shire Planning Scheme and is a fully developed golf course.

The very small portion of agricultural land located identified by the SPP mapping is located on the western and southern boundaries of the site, well clear of the development proposal. In this regard, it is considered that SPP mapping is incorrect and should be amended by the State accordingly.

Notwithstanding, the development does not impact nor fragment agricultural land in the locale. Accordingly, the proposed development is considered to comply with the provisions of the SPP as it relates to economic growth.

### **Safety and Resilience to Hazards**

#### *Medium storm tide inundation*

That part of the site impacted by medium storm tide inundation is well clear of the part of the site to be developed for accommodation of motorhomes and campervans. The stormtide mapping impacts a very small portion of the subject land towards the northern boundary of the site. The development proposal is located on the western boundary of the site.

Accordingly, the proposed development is considered to comply with the provisions of the SPP as it relates to safety and resilience to hazards.

## 6.3 FNQ Regional Plan

The site is identified as being in the Regional Landscape and Rural Production Area (RLRPA) of the Far North Queensland Regional Plan 2009-2031.

The intent of the RLRPA is to protect regional landscapes, rural production land and other non-urban values from inappropriate development, particularly urban or rural residential development.

Whilst development of the RLRPA for urban purposes is not generally supported, it is considered that the proposed development does not conflict with the intent of the RLRPA for the following reasons:

- The proposed use will accommodate motorhomes and campervans on a short-term short stay basis.
- The golf course is included in the Community and Recreational Facilities Planning Area of the Douglas Shire Planning Scheme. The proposed development is to be located wholly with the existing golf course and not on rural land. Consequently, the proposed development will not impact on surrounding rural land.

Having regard to the full range of State and local planning matters considered as part of this Application, it is submitted that the proposal satisfies the intent of the Regional Plan for the development of the site.

## 6.4 Douglas Shire Planning Scheme

The subject site is located in the Community and Recreational Facilities Planning Area of the Rural Areas and Rural Settlements Locality under the Douglas Shire Council Planning Scheme, 2006. The Overlays affecting the subject land include:

- Acid Sulphate Soils – area below 20m AHD; and
- Natural Hazards – Bushfire Risk Analysis (low risk hazard).

### 6.4.1 Desired Environmental Outcomes

Chapter 2 of the Douglas Shire Council, 2006 sets out the DEOs required to be achieved by the Planning Scheme. The DEOs relevant to the Application, and the proposal's compliance with them, are outlined below.

#### 6.4.1.1 Ecological Processes and Natural Systems

***DEO 1 – the unique environmental values of the Shire, which result from its location within the Wet Tropics Bioregion, are maintained and protected for current and future generations.***

The proposed development is being located entirely within the existing Mossman Golf Course. The unique environmental values of the Shire will not be impacted by the proposed development.

***DEO 2- those parts of the Shire located within the Wet Tropics and Great Barrier Reef World Heritage Areas and other adjacent areas of environmental value and ecological significance, are preserved and protected for nature conservation, landscape/scenic quality, Biodiversity and habitat values, in particular the protection of the Sothern Cassowary and its habitat and to ensure the integrity of natural processes.***

The proposed development site is not located within the Wet Tropics and Great Barrier Reef World Heritage Area. Accordingly, areas of environmental value and ecological significance will not be impacted by the proposed development.

***DEO 3 – natural waterways such as the Daintree River, the Mossman River, the Mowbray River and Dicksons Inlet, all wetlands but particularly those on the Directory of Wetlands of Importance in Australia, being the Lower Daintree River, Alexandra Bay and Hilda Creek Headwater; and all catchments located in coastal areas within the Shire, are managed to protect their ecological processes, enhance water quality, conserve riparian ecological values and landscape/scenic quality, while acknowledging nature based recreation opportunities.***

The proposed development is being located wholly within the existing Mossman Golf Course. The natural waterways of the Shire as listed above will not be impacted by the proposed development.

***DEO 4 – the unique environmental character of the Shire comprised of internationally renowned landscapes, ecologically significant rainforest systems, sensitive coastal systems and areas of unsurpassed natural beauty, are maintained in association with sustainable development practices, which seek to minimise the effects of development on the natural environment.***

The proposed development is to be located wholly within the existing Mossman Golf Course. Further the subject land adjoins and is surrounded by Rural land currently being used for agricultural purposes. The proposed development of 20 serviced and unserviced campervan and motorhome sites within the existing golf course grounds will not impact on the natural environment.

#### **6.4.1.2 Economic Development**

***DEO 5 – a prosperous community with a strong rural sector, a dynamic tourism industry and commercial and industrial activities offering a diverse range of employment opportunities, is supported by the sustainable use and management of the natural resources of the Shire.***

The proposed establishment of campervan and motorhomes sites within the existing Mossman Golf Course provides a low cost camping solution for tourist to the Mossman area. The proposed use is considered to be sustainable and will not impact on the management of the natural resources of the Shire.

***DEO 6 – the natural resources of the Shire, such as GQAL, extractive resources, water and forestry resources, are protected and managed in a manner that ensures their ecological and economic values are assured for present and future generations.***

The Mossman Golf Course is surrounded by land included in the Rural Planning Area of the Douglas Shire Planning Scheme. However, the subject land is located in the Community and Recreational Facilities Planning Area. Accordingly, the development of campervan and motorhomes sites within the existing Golf Course grounds will not impact on the natural resources of the Shire.

***DEO 7 – the values of the Shire are protected by a preferred pattern of development through identifying GQAL which sustains productive primary industries, particularly the sugar, horticultural and cattle grazing industries, and consolidate growth and employment opportunities, primarily in the identified locations of Mossman and Port Douglas.***

Surrounding GQAL land will not be affected by the proposed development. The proposed campervan and motorhome sites are being located entirely within the existing Mossman Golf Course which is separately zoned to be included in the Community and Recreational Facilities Planning Area.

***DEO 8 – the economic development of the Shire is facilitated by the provision of infrastructure which contemplates the conservation economy of the Shire with 82% of its lands within the WTWHA in an efficient, equitable and environmentally safe manner, as well as circulation networks which provide for the efficient movement of people and goods, without compromising the Captain Cook Highway as the scenic entry corridor to the Shire.***

The proposed development can be provided with a potable water supply and access to an electricity supply without additional cost imposed on the Council. The onsite effluent disposal system has sufficient capacity to cater for the additional demand generated by the proposed development. The Captain Cook Highway will not be impacted by the proposed development.

### 6.4.1.3 Cultural, Economic, Physical and Social Well-being of the Community

***DEO 9 – places of cultural and heritage significance, both Indigenous and European, are identified, protected and retained for their significance and importance to the history and identity of the Shire.***

The subject land has not been identified as being a place of cultural or heritage significance to either Indigenous or European cultures.

***DEO 10 – a range of housing options, which provide a high standard of living and a variety of different residential lifestyle opportunities, are available in the Shire and are provided in a sustainable manner with regard to the environment, including its people and communities and the provision of services and facilities.***

The proposed development does not represent a residential development.

***DEO 11 – the distinctive character and unique sense of place of the towns, villages and other settlement areas in the Shire including the Daintree Lowlands Community, are maintained, promoting community pride and well-being and community safety and prosperity.***

The proposed development is sufficiently removed from the towns, villages and other settlement areas of the Shire so as to not cause any direct adverse impacts. However, it is noted that these same towns, villages and settlement areas in the vicinity of the proposed development may also benefit from additional tourist trade as a result of the proposed development.

***DEO 12 – residential communities, particularly communities within the major tourism areas of Port Douglas, Daintree Village and the Daintree Lowlands maintain a prosperous economy, a sense of community with the natural features, character of those areas and community values and cohesion, promoting harmony between residents and visitors.***

The proposed development does not represent a residential development and is not located in the major tourism areas of Port Douglas, Daintree Village and the Daintree Lowlands.

## 6.4.2 Rural Areas and Rural Settlements Locality Guide

To comply with the purpose of the Rural Areas and Rural Settlements Locality Guide, the proposal is required to comply with the Performance Criteria outlined in this Code. The proposed development's compliance with the relevant provisions of the Guide is outlined in the following **Table 2**.

**Table 2: Rural Areas and Rural Settlement Locality Code**

Performance Criteria	Development Compliance
<b>General Requirements</b>	
<b>P1</b> Buildings and structures complement the Height of surrounding development and/or are subservient to the surrounding environment and are in keeping with the character of the Locality	The proposed development includes the accommodation of campervans and motorhomes, and as such is not considered buildings or structures. It is considered that the inclusion of 20 van sites within the existing Golf Course will not affect the character of the locality.
<b>P2</b> Development is connected to all urban services or to sustainable on Site infrastructure services.	Ten of the twenty sites are proposed to be serviced sites with water and electricity. External access to ablution facilities is provided at the clubhouse.
<b>P3</b> Landscaping of development Sites complements the existing rural character of the Locality.	The development is on the existing driving range of the Golf course which is a secluded and vegetated screened area.
<b>P4</b> Development Sites are provided with efficient and safe vehicle Access and manoeuvring areas on Site and to the Site, to an acceptable standard for the Locality.	Vehicle access will be from Newell Road via the unnamed road on the eastern boundary of the site. Access to the individual sites is designed to allow for safe vehicle movements at low speeds.
<b>P5</b> Industrial development in a rural area relies on or has a strong nexus with the primary rural activity undertaken on Site or in the surrounding area.	The proposed development does not represent Industrial development.
<b>P6</b> Any community facilities or service infrastructure located in a rural area or rural settlement areas are sited to protect the general amenity and the visual amenity of the surrounding rural area/rural settlement area.	The development is on the existing driving range of the Golf course which is a secluded and vegetated screened area. The location will have no visual intrusive impacts on the surrounding rural area.
<b>P7</b> Rural settlement areas are visually unobtrusive in the rural landscape to protect the integrity of the rural areas as a dominant landscape element of high quality <sup>21</sup> .	The development is on the existing driving range of the Golf course, which is a secluded and vegetated screened area complying with the protection of the integrity of the rural area.
<b>P8</b> Areas at Rocky Point included in the Residential 1 Planning Area maintain the integrity of the dominant landscape qualities of the area and ensure safe Access onto Mossman-Daintree Road.	The subject land is not located at Rocky Point, nor is the land included in the Residential 1 Planning Area.
<b>P9</b> Development of Lot 32 on RP 850495, Vixies Road, Wonga Beach is connected to urban services.	The proposed development is not located at Lot 32 on RP850495 Vixies Road, Wonga Beach.

Performance Criteria	Development Compliance
<b>P10</b> The development of part of Lots 10 and 11 on SP 132055 for residential purposes is undertaken to protect the environmental values of the site and the scenic amenity of the local area.	The proposed development is not located on Lots 10 and 11 on SP132055.
P11 Development does not adversely impact on areas of sensitive natural vegetation, foreshore areas, Watercourses and areas of tidal inundation which contribute to the Scenic Amenity and natural values of the Locality <sup>23</sup> .	The development is contained within the golf course site and does not impact on sensitive natural vegetation, foreshore areas, Watercourses and areas of tidal inundation which contribute to the Scenic Amenity and natural values.
<b>Indigenous Interests</b>	
P12 The land use aspirations in any Indigenous Land Use Agreement (ILUA) are acknowledged and facilitated.	The land is not subject to an Indigenous Land Use Agreement.

The proposed development is considered to comply with the Performance Criteria of the Rural Areas and Rural Settlement Locality Code having regard to the Acceptable Solutions. It is therefore considered that the development meets the purpose of the Code.

### 6.4.3 Community and Recreational Facilities Planning Area Code

To comply with the purpose of the Community and Recreational Facilities Planning Area Code, the proposal is required to comply with the Performance Criteria outlined in this Code. The proposed development's compliance with the relevant provisions of the Community and Recreational Facilities Area Code is outlined in the following **Table 3**.

**Table 3: Community and Recreational Facilities Planning Area Code**

Performance Criteria	Development Compliance
<b>Consistent and Inconsistent Uses</b>	
<b>P1</b> The establishment of uses is consistent with the outcomes sought for the Community and Recreational Facilities Planning Area.	The proposed development is considered an Undefined Use in accordance with the provisions of the Planning Scheme. Whilst the proposed use is Impact Assessable, it is not considered an Inconsistent Use in the Community and Recreational Facilities Planning Area.
<b>Building/Structure Siting</b>	
<b>P2</b> Buildings/structures are setback to ensure that they are compatible with the character of the area and do not adversely affect other uses, particularly residential uses.	The development does not include buildings or structures. The motorhome and campervan sites are sensitively located on the existing driving range of the Golf course which is a secluded and established vegetated screened area.
<b>Site Access and Car Parking</b>	
<b>P3</b> Car parking areas are setback from the boundaries of the Site to ensure a high standard of amenity and to ensure that the amenity of adjacent residential land, residential uses or other sensitive Sites is protected.	The motorhome and campervan sites are sensitively located on the existing driving range of the Golf course which is a secluded and established vegetated screened area. The sites are located adjacent to an unnamed road which is screened with established vegetation.
<b>P4</b> The setbacks to car parking areas are landscaped to enhance the amenity of the site and to provide a buffer to adjacent residential land, residential uses and other sensitive sites.	The development does not abut residential land, residential uses and other sensitive sites.
<b>Night Lighting</b>	
<b>P5</b> Night lighting of playing fields and club facilities do not adversely affect the amenity of adjacent areas or uses.	The development site is not located adjoining land included in the Residential 1, Residential 2 or Tourist and Residential Planning Area.
<b>Landscaping</b>	
<b>P6</b> Landscaping is functional, provides visual interest and form, incorporates native vegetation, provides screening and enhances the visual appearance of the development and provides for useable public recreation/congregation areas, where appropriate.	The development is on the existing driving range of the Golf course which is a secluded and established vegetated screened area.

Performance Criteria	Development Compliance
<b>Sloping Sites</b>	
<b>P7</b> Building/structures are designed and sited to be responsive to the constraints of sloping sites.	The proposed development is not located on a sloping site.
<b>P8</b> The building style and construction methods used for development on sloping sites are responsive to the site constraints.	As above.
<b>P9</b> Development on sloping land minimises any impacts on the landscape character of the surrounding areas.	As above.
<b>P10</b> Development on sloping land ensures that the quality and quantity of stormwater traversing the site does not cause any detrimental impact to the natural environment or to any other sites.	As above.

The proposed development is considered to comply with the Performance Criteria of the Community and Recreational Planning Area Code having regard to the Acceptable Solutions. It is therefore considered that the development meets the purpose of the Code.

## 6.4.4 Acid Sulfate Soils Code

To comply with the purpose of the Acid Sulfate Soils Code, the proposal is required to comply with the Performance Criteria outlined in this Code. The proposed development's compliance with the relevant provisions of the Code is outlined in the following **Table 4**.

**Table 4: Acid Sulfate Soils Code**

Performance Criteria	Development Compliance
<b>Disturbance of Acid Sulphate Soils</b>	
<p><b>P1</b> The release of acid and associated metal contaminants into the environment are avoided either by:</p> <ul style="list-style-type: none"> <li>• not disturbing Acid Sulfate Soils; or by</li> <li>• preventing the potential impacts of any disturbance through appropriate Site planning, treatment and ongoing management.</li> </ul>	<p>The development does not include any excavation or filling. The campervan and motorhome sites will be developed on the existing grassed of the driving range area.</p>
<b>Identification and Management of Acid Sulphate Soils</b>	
<p><b>P2</b> The location and extent of acid sulfate soils are identified on the development site and appropriately managed so as to avoid the release of acid and associated metal contaminants into the environment.</p>	<p>As above.</p>

The proposed development is considered to comply with the Performance Criteria of the Acid Sulfate Soils Overlay Code having regard to the Acceptable Solutions. It is therefore considered that the development meets the purpose of the Code.

## 6.4.5 Natural Hazards Code

To comply with the purpose of the Natural Hazards Code, the proposal is required to comply with the Performance Criteria outlined in this Code. The proposed development's compliance with the relevant provisions of the Code is outlined in the following **Table 5**.

**Table 5: Natural Hazards Code**

Performance Criteria	Development Compliance
<b>Bushfire</b>	
<b>P1</b> Development does not compromise the safety of people or property from bushfire.	The subject land is identified as being located in the Low Risk Analysis - Low Risk Hazard Bushfire Area.
<b>P2</b> Development maintains the safety of people and property by: <ul style="list-style-type: none"> <li>• avoiding areas of High or Medium Risk Hazard; or</li> <li>• mitigating the risk through:               <ul style="list-style-type: none"> <li>▪ lot design and the siting of Buildings; and</li> <li>▪ - including firebreaks that provide adequate:                   <ul style="list-style-type: none"> <li>○ Setbacks between Building/structures and hazardous vegetation, and</li> <li>○ Access for firefighting/other emergency vehicles;</li> </ul> </li> </ul> </li> <li>• providing adequate Road Access for firefighting/other emergency vehicles and safe evacuation; and</li> <li>• providing an adequate and accessible water supply for fire-fighting purposes</li> </ul>	The subject land is identified as being located in the Low Risk Analysis - Low Risk Hazard Bushfire Area. An evacuation plan will be developed and provided to the users of the development in the unlikely event of bushfires.
<b>P3</b> Public safety and the environment are not adversely affected by the detrimental impacts of bushfire on hazardous materials manufactured or stored in bulk.	The development is for the use by campervans and motorhomes. No hazardous materials will be manufactured or stored in bulk.

The proposed development is considered to comply with the Performance Criteria of the Natural Hazards Code having regard to the Acceptable Solutions. It is therefore considered that the development meets the purpose of the Code.

## 6.4.6 Camping Ground Code

To comply with the purpose of the Camping Ground Code, the proposal is required to be assessed against the Performance Criteria outlined in this Code. The proposed development's compliance with the relevant provisions of the Camping Ground Code is detailed in the following **Table 6**.

**Table 6: Camping Ground Code**

Performance Criteria	Development Compliance
<b>Siting, Area and Design</b>	
<b>P1</b> The Site of a Camping Ground contains sufficient area to accommodate the accommodation and facilities necessary for the short term occupants and any buildings/structures ensure minimal impact on the natural environment.	The campervan and motorhome development design makes provision for typical campervan and motorhome configurations as well as cars with caravans as indicated on drawing 4390-SK01B attached at Appendix G.
<b>Facilities</b>	
<b>P2</b> Sufficient services and ablution facilities are provided to satisfy the short term requirements of the occupants, including disabled access and facilities.	<p>The ablution facilities at the Clubhouse will be available for the use by residents of the motorhomes and campervans. The facilities are accessible directly from the campground with an external access point. The internal access points to the club facilities will be secured after normal opening hours.</p> <p>The facilities make provision for both male and female facilities (Please refer to Appendix G for sketches of the existing facilities)</p> <ul style="list-style-type: none"> <li>• Female <ul style="list-style-type: none"> <li>○ 2 pedestals</li> <li>○ 2 washbasins</li> <li>○ 1 shower</li> <li>○ 1 locker room</li> </ul> </li> <li>• Male <ul style="list-style-type: none"> <li>○ 1 urinal (2-3 persons)</li> <li>○ 2 pedestals</li> <li>○ 1 washbasin</li> <li>○ 2 showers</li> </ul> </li> <li>• Laundry</li> </ul>
<b>P3</b> Sufficient refuse disposal facilities are provided for the safe and convenient disposal of refuse by the occupants.	Refuse disposal facilities at the clubhouse will be sufficient to accommodate refuse associated with the campervan and motorhome development. Recycling bins are available at the southern end of the proposed development near the buggy shed as well as near the manager's facilities at the northern end of the proposed development.
<b>P4</b> Adequate landscaping and recreation areas are provided for the recreation requirements of the occupants.	The facility is situated on the Mossman Golf Course that provides recreation area to the users of the facility.

Performance Criteria	Compliance
<b>P5</b> Camping grounds are designed to ensure a suitable buffer is provided to protect the amenity of the locality and the amenity of the camping ground.	The design of the facility allows for minimum offset of 3m between sites providing privacy and a level of amenity that is synonymous with similar camping areas.
<b>Vehicular Access</b>	
<b>P6</b> An internal vehicular movement network is provided to allow for the safe and convenient access of vehicles to camping sites.	The internal movement network provides for an informal road width of 2.4m and turnaround space configured to suit motorhomes and campervans.
<b>Operation and Maintenance</b>	
<b>P7</b> The location and number of camping sites and facilities are readily identifiable within the Camping Ground.	The Mossman Golf Club as managers of the facility will prepare maps and demarcate the relevant sites.
<b>P8</b> Camping Grounds provide for short term accommodation for the travelling public.	The facility will be managed as a short term short term accommodation facility to the traveling public only.

The proposed development is considered to comply with the Performance Criteria of the Camping Ground Code having regard to the Acceptable Solutions. It is therefore considered that the development meets the purpose of the Code.

## 6.4.7 Design and Siting of Advertising Devices

The proposed development does not include any Design and/or Siting of Advertising Devices and thus does not impact on the proposed outcomes of the code.

## 6.4.8 Filling and Excavation Code

The proposed development does not involve any filling or excavation and will be developed on the natural grassed area of the Golf Course.

## 6.4.9 Sustainable Development Code

To comply with the purpose of the Sustainable Development Code, the proposal is required to comply with the Performance Criteria outlined in this Code. The proposed development's compliance with the relevant provisions of the Infrastructure Works Code is outlined in the following **Table 7**.

**Table 7: Sustainable Development Code**

Performance Criteria	Compliance
<b>Energy Efficiency</b>	
<b>P1</b> Buildings are designed and sited to: <ul style="list-style-type: none"> <li>• maximise the thermal comfort achieved within the building using passive design measures; and</li> <li>• minimise the need for energy reliant cooling appliances to achieve accepted levels of thermal comfort.</li> </ul>	The development is to be located on the existing driving range of the Golf course on the eastern boundary of the site. The large on-site trees provide areas of shade and passive cooling
<b>P2</b> Hot water systems support the efficient use of natural resources and minimise consequent pollution such as greenhouse gases	The showers will be upgraded to have energy saving devices on approval of the Application. MGC have also applied for state funding to install solar power throughout the clubhouse.
<b>P3</b> Where practicable, and consistent with density and design provisions, residents should have access to a non-mechanical clothes drying area: <ul style="list-style-type: none"> <li>• taking advantage of natural ventilation; and</li> <li>• receiving ample sunlight</li> </ul> in a manner that does not impair visual amenity.	A laundry is provided for the use by residents of the motorhomes and campervans. The site allows for natural ventilation of any washing. The location of the washing for each site to manage potential visual impacts will be managed through a set of rules and guidelines that will be drafted by the club management.
<b>P4</b> Cooking appliances are energy efficient.	Cooking appliances are not required to be provided.
<b>P5</b> All electrical appliances intended to be installed as standard into any residential building shall meet a minimum standard of 4 stars in accordance with the Australian Energy Rating Label.	Not applicable to this application.

Performance Criteria	Compliance
<b>P6</b> Lighting is energy efficient.	Not applicable to this application.
<b>P7</b> Air conditioning where not covered by Australian Energy Rating Label, is energy efficient.	Not applicable to this application.
<b>Water Conservation and Reuse</b>	
<b>P8</b> Rainwater harvesting systems are incorporated into residential buildings to ensure collection, treatment and reuse of rainwater on-site to reduce run-off and demand on the potable water supply. Internal fixtures must have a continuous supply of water.	Not applicable to this application.
<b>P9</b> Plumbing fixtures must support the efficient use of water/	Not application to this application.
<b>Water Minimisation</b>	
<b>P10</b> Site and building design must facilitate efficient sorting and disposal to maximise recycling opportunities.	Recycling bins are available at the southern end of the proposed development near the buggy shed as well as near the manager's facilities at the northern end of the proposed development.
<b>Landscaping and Irrigation</b>	
<b>P11</b> Landscaping must facilitate sustainable tropical design by: <ul style="list-style-type: none"> <li>• providing sufficient space for the retention and/or establishment of significant substantial vegetation;</li> <li>• using locally appropriate plant species;</li> <li>• using paving design and materials that minimise hear reflection and site run-off;</li> <li>• providing appropriate seasonal shade and passive cooling/heating of outdoor spaces throughout the year;</li> <li>• providing private open space located to maximise indoor/outdoor connections; and</li> <li>• design and plant sections to minimise water use and contribute to stormwater management.</li> </ul>	The development is in an existing established landscaped and vegetated area.
<b>Solar Panels</b>	
<b>P12</b> Solar hot water systems are located for optimum performance.	Not applicable to this development proposal.

Performance Criteria	Compliance
<b>Private Swimming Pools</b>	
<p><b>P13</b> A swimming pool for recreational use by residents of a residential building is designed and constructed to minimise its resource needs by consideration of:</p> <ul style="list-style-type: none"> <li>• potential usage in terms of number of swimmers;</li> <li>• purpose (e.g. lap swimming, plunging etc);</li> <li>• siting issues; and</li> <li>• filtration systems.</li> </ul>	Not applicable to this development proposal.

The proposed development is considered to comply with the Performance Criteria of the Sustainable Development Code having regard to the Acceptable Solutions. It is therefore considered that the development meets the purpose of the Code.

## 6.4.10 Landscaping Code

To comply with the purpose of the Landscaping Code, the proposal is required to comply with the Performance Criteria outlined in this Code. The proposed development's compliance with the relevant provisions of the Landscaping Code is outlined in the following **Table 8**.

**Table 8: Landscaping Code**

Performance Criteria	Assessment
<b>Landscape Design</b>	
<b>P1</b> Landscape design satisfies the purpose and the detailed requirements of this Code.	The development is to be located on the existing driving range of the golf course. Plants and vegetation has been established along the perimeter of the proposed development area. The edge planting is mature established trees with well-maintained under crofts. The vegetation screens the development, providing shade and cooling effects, blending the development into the adjacent land uses.
<b>Landscape–Character and Planning</b>	
<b>P2</b> Landscaping contributes to a sense of place, is functional to the surroundings and provides dominant visual interest and form.	The development is on the existing driving range of the golf course which is a secluded and vegetated screened area.
<b>P3</b> Landscaping is consistent with the existing landscape character of the area and native vegetation existing on the site is to be retained wherever possible and integrated with new landscaping.	The development is on the existing driving range of the golf course which is a secluded and vegetated screened area.
<b>P4</b> Plant species are selected with consideration to the scale and form of development, screening, buffering, s streetscape, shading and the locality.	The development is on the existing driving range of the Golf course which is a secluded and vegetated screened area.
<b>P5</b> Shade planting is provided in car parking areas where uncovered or open, and adjacent to driveways and internal roadways.	The development is on the existing driving range of the golf course which is a secluded and vegetated screened area.
<b>P6</b> Fences along street frontages are articulated with appropriate landscaping.	Not applicable to this application
<b>P7</b> Landscaping within recreation areas of residential development are functional, well deigned and enhance the residential amenity.	Not applicable to this application
<b>P8</b> Undesirable features are screened with landscaping.	The development is on the existing driving range of the Golf course which is a secluded and vegetated screened area.
<b>P9</b> The environmental values of the site and adjacent land are enhanced.	The development is on the existing driving range of the golf course which is a secluded and vegetated screened area.

Performance Criteria	Assessment
<b>Streetscape and Site Amenity</b>	
<b>P10</b> Landscaping for residential development enhances the streetscape and the visual appearance of the development.	Not applicable to this application
<b>P11</b> landscaping for non-residential development enhances the streetscape and the visual appearance of the development.	The development is on the existing driving range of the golf course which is a secluded and vegetated screened area.
<b>Maintenance and Drainage</b>	
<b>P12</b> Landscaped areas are designed in order to be maintained in an efficient manner.	The established landscaping and vegetation form part of the larger golf Club facility and is maintained as part of the golf Course.
<b>P13</b> Stormwater runoff is minimised and re-used in landscaping through water infiltration, where appropriate.	The proposed development of the camping area for the motorhomes and campervans will have a negligible effect on the existing stormwater regime. Stormwater management associated with the proposed internal road can be Conditioned.
<b>Safety</b>	
<b>P14</b> Trees species and their location accommodate vehicle and pedestrian sight lines.	The development is on the existing driving range of the Golf course. Plants and vegetation has been established along the perimeter of the proposed development area leaving excellent sight lines. The edge planting is mature established trees with well-maintained under crofts.
<b>P15</b> The landscape design enhances personal safety and reduces the potential for crime and vandalism.	The layout design has been undertaken taking CEPTED principles into consideration allowing for visual corridors that provide good visibility. Lighting will be provided along the link to the public facilities.
<b>Utilities and Services</b>	
<b>P16</b> The location and type of plant species does not adversely affect the function and accessibility of services and facilities and service areas.	The development is on the existing driving range of the Golf course. Plants and vegetation has been established along the perimeter of the proposed development area.

The proposed development is considered to comply with the Performance Criteria of the Landscaping Code having regard to the Acceptable Solutions. It is therefore considered that the development meets the purpose of the Code.

## 6.4.11 Vehicle Parking and Access Code

To comply with the purpose of the Vehicle Parking and Access Code, the proposal is required to comply with the Performance Criteria outlined in this Code. The proposed development's compliance with the relevant provisions of the Parking and Access Code is outlined in the following **Table 9**.

**Table 9: Vehicle Parking and Access Code**

Performance Criteria	Assessment
<b>Vehicle Parking Numbers</b>	
<p><b>P1</b> Sufficient parking spaces are provided on site to accommodate the amount and type of vehicle traffic expected to be generated by the use or uses of the site, having particular regard to:</p> <ul style="list-style-type: none"> <li>the desired character of the area in which the site is located;</li> <li>the nature of the particular use and its specific characteristic and scale;</li> <li>the number of employees and the likely number of visitors to the site;</li> <li>the level of local accessibility;</li> <li>the nature and frequency of any public transport serving the area;</li> <li>whether or not the use involves the retention of an existing building and the previous requirement for car parking for the building;</li> <li>whether or not the use involves an identified valuable conservation feature and valuable site;</li> <li>whether or not the site involves the retention of significant vegetation.</li> </ul>	<p>The campervan and motorhome development design makes provision for typical campervan and motorhome configurations as well as cars with caravans as indicated on drawing 4390-SK01B.</p>
<p><b>P2</b> Parking spaces are provided to meet the needs of the vehicle occupants with disabilities.</p>	<p>The campervan and motorhome site dimensions are generous and allow for 3m separation between sites.</p>
<b>Motor Cycles</b>	
<p><b>P3</b> In recognition that motorcycles are low road-spaces transport, a proportion of the parking spaces provided may be for motorcycles. The proportion provided for motorcycles is selected so that:</p> <ul style="list-style-type: none"> <li>ordinary vehicles do not demand parking in the spaces reserved for motorcycles due to capacity constraints;</li> <li>it is a reflection of the make-up of the likely vehicle fleet that uses the parking; and</li> <li>it is not a reflection of the lower costs of providing motorcycle parking.</li> </ul>	<p>Not applicable to this application</p>

Performance Criteria	Assessment
<b>Compact Vehicles</b>	
<p><b>P4</b> A proportion of the parking spaces provided may be for compact vehicles. The proportion of total parking provided for compact vehicles is selected considering:</p> <ul style="list-style-type: none"> <li>• compact vehicle spaces are not available to non-compact vehicles;</li> <li>• it is a reflection of the proportion of the likely vehicle fleet that uses the parking;</li> <li>• compact vehicle spaces are located so as to be proximate to pedestrian destinations such that they present significant inclination for use by users of compact vehicles; and</li> <li>• the scale of parking spaces, likely users and the likely degree of familiarity with the availability of such spaces.</li> </ul>	Not applicable to this application
<b>Bicycle Parking</b>	
<p><b>P5</b> Sufficient bicycle parking spaces with appropriate security and end trip facilities are provided on-site to accommodate the amount of bicycles expected to be generated by the use or uses.</p>	The campervan and motorhome site dimensions are generous and allow for 3m separation between sites. The development does not necessitate the provision of bicycle parking spaces.
<b>Vehicular Access to the Site</b>	
<p><b>P6</b> The location of access points minimise conflicts and is designed to operate efficiently and safely taking into account:</p> <ul style="list-style-type: none"> <li>• the amount and type of vehicular traffic;</li> <li>• the type of use (e.g. long-stay, short-stay, regular, casual);</li> <li>• frontage road traffic conditions;</li> <li>• the nature and extent of future street or intersection improvements;</li> <li>• current and future on-street parking arrangements;</li> <li>• the capacity of the adjacent street system; and</li> <li>• the available site distance.</li> </ul>	Access to the development site is from Newell Road via the unnamed road on the eastern boundary of the site.
<p><b>P7</b> On-site vehicle parking is provided where it is convenient, attractive and safe to use, and does not detract from an attractive or existing streetscape character.</p>	The campervan and motorhome development design make provision for typical campervan and motorhome configurations as well as cars with caravans as indicated on drawing 4390-SK01B.

Performance Criteria	Assessment
<b>P8</b> The layout of parking areas provides a high degree of amenity and accessibility for different users.	The campervan and motorhome development design make provision for typical campervan and motorhome configurations as well as cars with caravans as indicated on drawing 4390-SK01B Appendix G.
<b>Access Driveways</b>	
<b>P9</b> The dimensions of access driveways cater for all vehicles likely to enter the site and minimises the disruption of vehicular, cyclist and pedestrian traffic.	The vehicles will access and exit the site in forward gear from the unnamed road.
<b>P10</b> The surface construction materials of access driveways within the road reserve contribute to the streetscape and alerts pedestrians to the location of the driveway.	The facility is in a rural area with limited opportunity for pedestrians. The site entrances however are long established well marked entrances.
<b>Access for People with Disabilities</b>	
<b>P11</b> Access for people with disabilities is provided to the building from the parking area and from the street.	Access to the club facilities and ablution facilities is via a well-maintained level grassed area. The existing club facilities comply with the relevant disability requirements of the Act.
<b>Access for Pedestrians</b>	
<b>P12</b> Access for pedestrians is provided to the building from the parking area and from the street.	As above
<b>Access for Cyclists</b>	
<b>P13</b> Access for cyclists is provided to the building or to the bicycle parking area from the street.	Not applicable to this Development Application.
<b>Dimensions of Parking Spaces</b>	
<b>P14</b> Parking spaces have adequate areas and dimensions to meet user requirements.	The campervan and motorhome development design make provision for typical campervan and motorhome configurations as well as cars with caravans as indicated on drawing 4390-SK01B at Appendix G.
<b>On-site Driveways, Manoeuvring Areas and Parking/Standing Areas</b>	
<b>P15</b> On-site driveways, manoeuvring areas and vehicle parking/standing areas are designed, constructed and maintained such that they: <ul style="list-style-type: none"> <li>• are at gradients suitable for intended vehicle use;</li> <li>• consider the shared movements of pedestrians and cyclists;</li> <li>• are effectively drained and surfaced; and</li> <li>• are available at all times they are required.</li> </ul>	The internal site circulation arrangements will comply with relevant standards.
<b>Vehicle Circulation, Queuing and Set Down Areas</b>	
<b>P16</b> Sufficient area of appropriate circulation arrangements are provided to enable all vehicles expected to use the site to drive on and off the site in a forward gear.	The design allows sufficient circulation space with vehicles entering and exiting the development site in forward gear.

Performance Criteria	Assessment
<b>P17</b> An on-site circulation system provides safe and practical access to all parking, loading/unloading and manoeuvring areas.	The individual motorhome and campervan sites allow for practical, safe and efficient manoeuvring.
<b>P18</b> Where vehicle queuing, set down or special vehicle parking is expected, sufficient queuing or parking area is provided to enable vehicle to stand without obstructing the free flow of moving traffic or pedestrian movement.	The proposed development is via a left turn into an unnamed road for approximately 150m providing enough queuing space even for longer vehicles. From the unnamed road, a further 35m of queuing space is provided to the first site.

The proposed development is considered to comply with the Performance Criteria of the Infrastructure Vehicle Parking and Access Code having regard to the Acceptable Measures. It is therefore considered that the development meets the purpose of the Code.

## 7.0 POTENTIAL IMPACTS AND MITIGATION MEASURES

The establishment of accommodation for motorhome and campervan sites (not exceeding 20 sites) at the Mossman Golf Club will not result in additional impacts on the surrounding locality.

The subject land is surrounded by cane farms and that part of the site to be developed for the motorhomes and campervans is not clearly visible from adjoining roads.

Existing ablution facilities at the Golf Club will be available for use by residents of the motorhomes and campervans. Notwithstanding, it is expected that some motorhomes and campervans will include their own bathroom facilities. Water and electricity will be provided to the serviced sites. The existing onsite effluent system is considered of sufficient capacity to cater for both the demands of the existing golf club and the proposed development.

The proposed development does not cause any adverse impacts on local and State-controlled roads in the locality. The State has provided an amended Concurrence agency response in this regard.

## 8.0 RECOMMENDATIONS AND CONCLUSIONS

This Report details a Development Application for a Material Change of Use for an Undefined Use (motorhome and campervans not exceeding 20 sites) on land described as Lots 20 and 21 on SP212664.

It is considered that Council can reasonably approve the Application, subject to reasonable and relevant Conditions on the following grounds:

- The proposed development is not considered inconsistent with the Douglas Shire Planning Scheme 2008;
- The subject land is of sufficient size to accommodate the proposed development;
- All service infrastructure can be provided to the development (where relevant);
- There will be no additional impacts to the amenity of the surrounding area.

In accordance with the above, the proposal is hereby commended to Council for its favourable consideration.

# APPENDIX: A

DEHP's CLR and EMR Searches (Lot 20 & 21 on SP212664)



Department of Environment and Heritage Protection (EHP)  
ABN 46 640 294 485  
400 George St Brisbane, Queensland 4000  
GPO Box 2454 Brisbane QLD 4001 AUSTRALIA  
www.ehp.qld.gov.au

**SEARCH RESPONSE**  
**ENVIRONMENTAL MANAGEMENT REGISTER (EMR)**  
**CONTAMINATED LAND REGISTER (CLR)**

Transaction ID: 50329457                      EMR Site Id: 21 October 2016  
This response relates to a search request received for the site:  
Lot: 20                      Plan: SP212664

**EMR RESULT**

The above site is NOT included on the Environmental Management Register.

**CLR RESULT**

The above site is NOT included on the Contaminated Land Register.

**ADDITIONAL ADVICE**

All search responses include particulars of land listed in the EMR/CLR when the search was generated.  
The EMR/CLR does NOT include:-

1. land which is contaminated land (or a complete list of contamination) if EHP has not been notified
2. land on which a notifiable activity is being or has been undertaken (or a complete list of activities) if EHP has not been notified

If you have any queries in relation to this search please phone 13QGOV (13 74 68)

**Administering Authority**



Department of Environment and Heritage Protection (EHP)  
ABN 46 640 294 485  
400 George St Brisbane, Queensland 4000  
GPO Box 2454 Brisbane QLD 4001 AUSTRALIA  
www.ehp.qld.gov.au

**SEARCH RESPONSE**  
**ENVIRONMENTAL MANAGEMENT REGISTER (EMR)**  
**CONTAMINATED LAND REGISTER (CLR)**

Transaction ID: 50220148                      EMR Site Id:    10 November 2015  
This response relates to a search request received for the site:  
    Lot: 21                      Plan: SP212664

**EMR RESULT**

The above site is NOT included on the Environmental Management Register.

**CLR RESULT**

The above site is NOT included on the Contaminated Land Register.

**ADDITIONAL ADVICE**

If you have any queries in relation to this search please phone 13QGOV (13 74 68)

**Administering Authority**

# APPENDIX: B

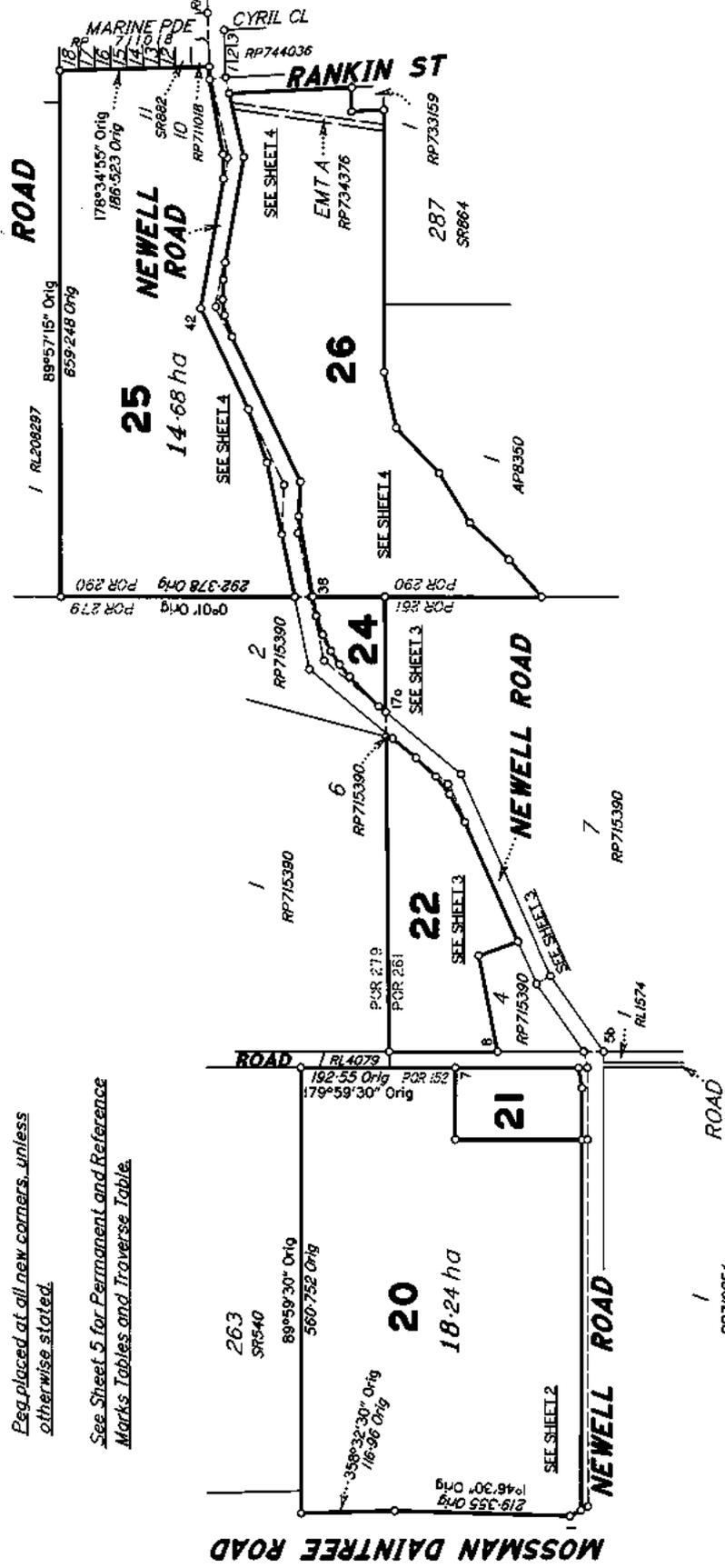
Survey Plan (Lots 20 & 21 on SP212664)

62822/SE

Land Title Act 1994; Land Act 1994  
Form 21 Version 2

SURVEY PLAN

Sheet 1 of 5



Total Area of New Road

(See Sheet 2)	4345 m <sup>2</sup>
(See Sheet 3)	1045 m <sup>2</sup>
(See Sheet 4)	1971 m <sup>2</sup>
<b>Total</b>	<b>7361 m<sup>2</sup></b>

*Req. placed at all new corners, unless otherwise stated.*  
*See Sheet 5 for Permanent Land and Reference Marks Tables and Traverse Table.*

*Original information compiled from SPI38585, RP733159, RP715390, RP711018 & NR157206 in the Department of Environment and Resource Management.*



Conica (Coima) Pty Ltd (ACN 055 931 096) hereby certify that the land comprised in this plan was surveyed by the corporation, by Ben Christopher SHEPHERD, surveying graduate, for whose work the corporation accepts responsibility, under the supervision of Andre Collier SARRETT, cadastral surveyor, and that the plan is accurate, that the said survey was performed in accordance with the Survey and Mapping Infrastructure Act 2003 and Surveyors Act 2003 and associated Regulations and Standards and that the said survey was completed on 01-07-2009.

*Ben Christopher Shepherd*  
Authorized Delegate

Date 5/8/09

0 50mm 100mm 150mm State copyright reserved.

**Plan of Lots 20-22, 24-26**

Cancelling Lots 4 & 5 on SPI38585, Lots 3 & 5 on RP715390, Lot 2 on RP733159 & Lot 19 on RP711018

PARISH: **WHYANBEEL** COUNTY: **Solander**

Meridian: SPI38585 F/N's: No

Scale: **1:6000**

Format: **STANDARD**

**SP212664**

Plan Status:

712823715

CS 400 NT

\$698.70  
27/10/2009 15:13

WARNING : Folded or Mutilated Plans will not be accepted.  
Plans may be rolled.  
Information may not be placed in the outer margins.

Registered

s. Lodged by

MARINO MOLLER LAWYERS  
PO BOX 6722  
CAIRNS QLD 4870  
KMR: 064 328

795

(Include address, phone number, reference, and Lodger Code)

1. Certificate of Registered Owners or Lessees.

+/We CAIRNS REGIONAL COUNCIL  
MOSSMAN GOLF CLUB INCORPORATED  
DOUGLAS JOHN CREES 1/2 INTEREST  
ANTHEA JANE CREES 1/2 INTEREST AS TENANTS IN COMMON  
COCKRELL MANAGEMENT SERVICES PTY LTD  
A.C.N. 010 111 065  
ERNEST HODGSON JOINT TENANTS INTER SE  
MARVEEN JANET HODGSON 1/2 INTEREST  
RICHARD ALAN KERSWELL JOINT TENANTS INTER SE  
BERYL DAPHNE KERSWELL 1/2 INTEREST  
AS TENANTS IN COMMON

(Names in full)

\* as Registered Owners of this land agree to this plan and dedicate the Public Use Land as shown hereon in accordance with Section 50 of the Land Title Act 1994.

\* as Lessees of this land agree to this plan.

Signature: *Dal Schuen* MAYOR / CAIRNS REGIONAL COUNCIL  
Signature: *Ell* ACTING CEO / CAIRNS REGIONAL COUNCIL  
Signature: *Ell* PRESIDENT / MOSSMAN GOLF CLUB INCORPORATED  
Signature: *Anthea Jane Crees* ANTHEA JANE CREES  
Signature: *Douglas John Crees* DOUGLAS JOHN CREES  
Signature: *Ernest Hodgson* ERNEST HODGSON  
Signature: *Marveen Janet Hodgson* MARVEEN JANET HODGSON  
Signature: *Beryl Daphne Kerswell* BERYL DAPHNE KERSWELL  
Signature: *Richard Alan Kerswell* RICHARD ALAN KERSWELL

\* Rule out whichever is inapplicable

2. Local Government Approval.

\* CAIRNS REGIONAL COUNCIL  
hereby approves this plan in accordance with the:  
% INTEGRATED PLANNING ACT 1997

Dated this 6<sup>th</sup> day of OCTOBER 2009

*Dal Schuen* # MAYOR  
*Ell* # CEO

\* Insert the name of the Local Government. % Insert Integrated Planning Act 1997 or # Insert designation of signatory or delegation Local Government (Planning & Environment) Act 1990

3. Plans with Community Management Statement :

4. References :

CMS Number :  
Name :

Dept File :  
Local Govt :  
Surveyor : 62822-1

6. Existing

Title Reference	Description	Created				
		New Lots	Road	Emts	Cov.	Profit a prendre
50359381	Lot 4 on SP138535	20	New Rd			
50359382	Lot 5 on SP138585	21	New Rd			
20541159	Lot 5 on RP715390	22	New Rd			
50727957	Lot 3 on RP715390	24	New Rd			
20577207	Lot 19 on RP711018	25	New Rd			
21087054	Lot 2 on RP733159	26	New Rd			

MORTGAGE ALLOCATIONS

Mortgage	Lots Fully Encumbered	Lots Partially Encumbered
704944935	21	

ENCUMBRANCE EASEMENT ALLOCATIONS

Easement	Lots to be Encumbered
602603128	26

EXISTING LEASE ALLOCATIONS

Lease	Lots to be Encumbered
602791781	20
702117044	25

EXISTING ADMINISTRATIVE ADVICE ALLOCATIONS

Administrative Advice	Lots to be Encumbered
709620598	20
710990256	20
711873658	21

Request to vest Title Reference 5035938 name into the Cairns Regional Council.

25 & 26	POR 290
24	POR 279
22	POR 261
20 & 21	POR 152

Lots	Orig
------	------

7. Portion Allocation :

8. Map Reference :  
7965-224333

9. Locality :  
NEWELL

10. Local Government :  
CAIRNS REGIONAL

11. Passed & Endorsed :

By: Conics (Cairns) Pty Ltd  
Date: 5/8/09  
Signed: *Solomon*  
Designation: Cadastral Surveyor

12. Building Format Plans only.

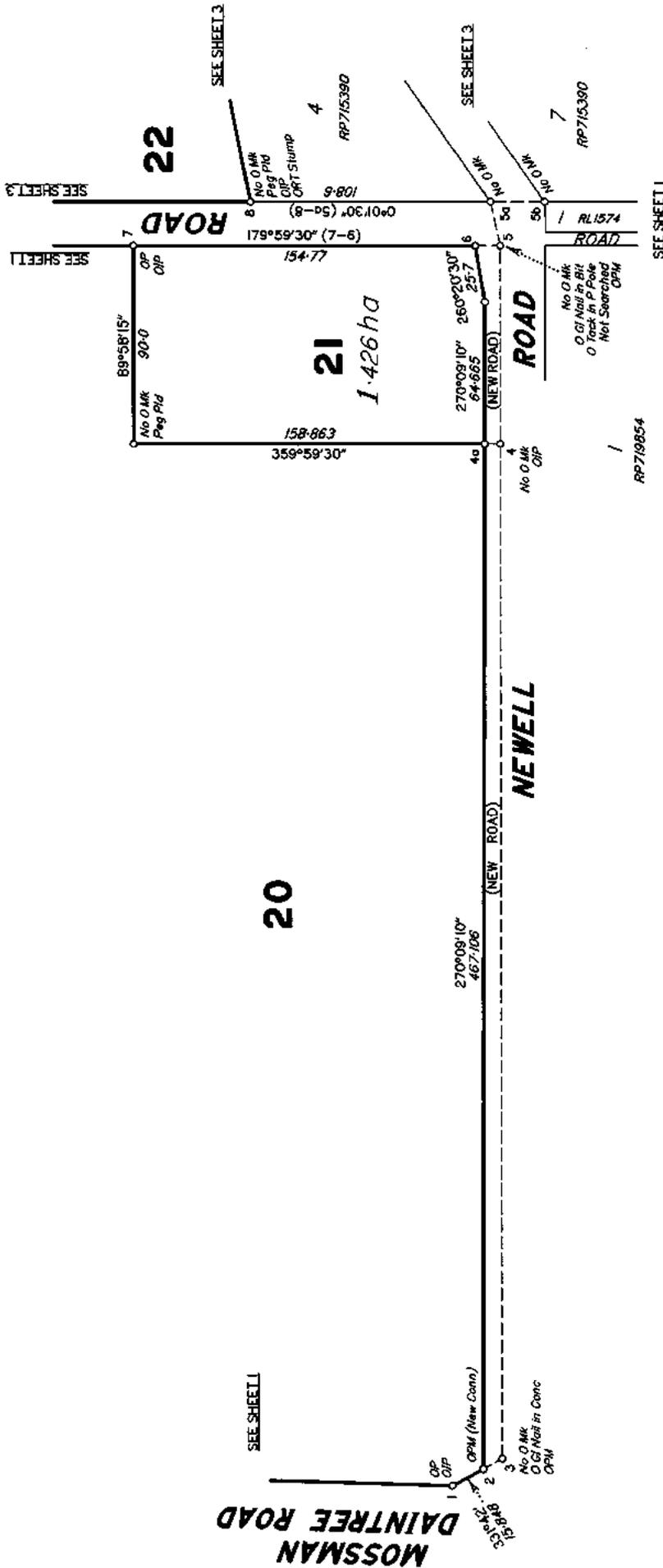
I certify that:  
\* As far as it is practical to determine, no part of the building shown on this plan encroaches onto adjoining lots or roads.  
\* Part of the building shown on this plan encroaches onto adjoining lots and road

Cadastral Surveyor/Director\* Date  
\* Delete words not required

13. Lodgement Fees :

Survey Deposit \$ .....  
Lodgement \$ .....  
New Titles \$ .....  
Photocopy \$ .....  
Postage \$ .....  
TOTAL \$ .....

14. Insert Plan Number  
SP212664

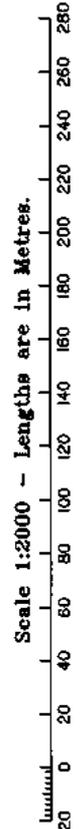


Area of New Road  
(2-4a-4-3-2) 3660 m<sup>2</sup>

Area of New Road  
(4a-6-5-4a) 685 m<sup>2</sup>

See Sheet 5 for Permanent and Reference  
Marks Tables and Traverse Table.

Peg placed at all new corners, unless  
otherwise stated.



**MOSSMAN  
DAINTREE ROAD**

**NEWELL**

**22**

**21**  
1.426 ha

**20**

Area of New Road  
(20-19a-21a-38-39-20) 815 m<sup>2</sup>

Area of New Road  
(13-15-14-13) 230 m<sup>2</sup>

*Req. placed at all new corners, unless otherwise stated.*  
*See Sheet 5 for Permanent and Reference Marks Tables and Traverse Table.*

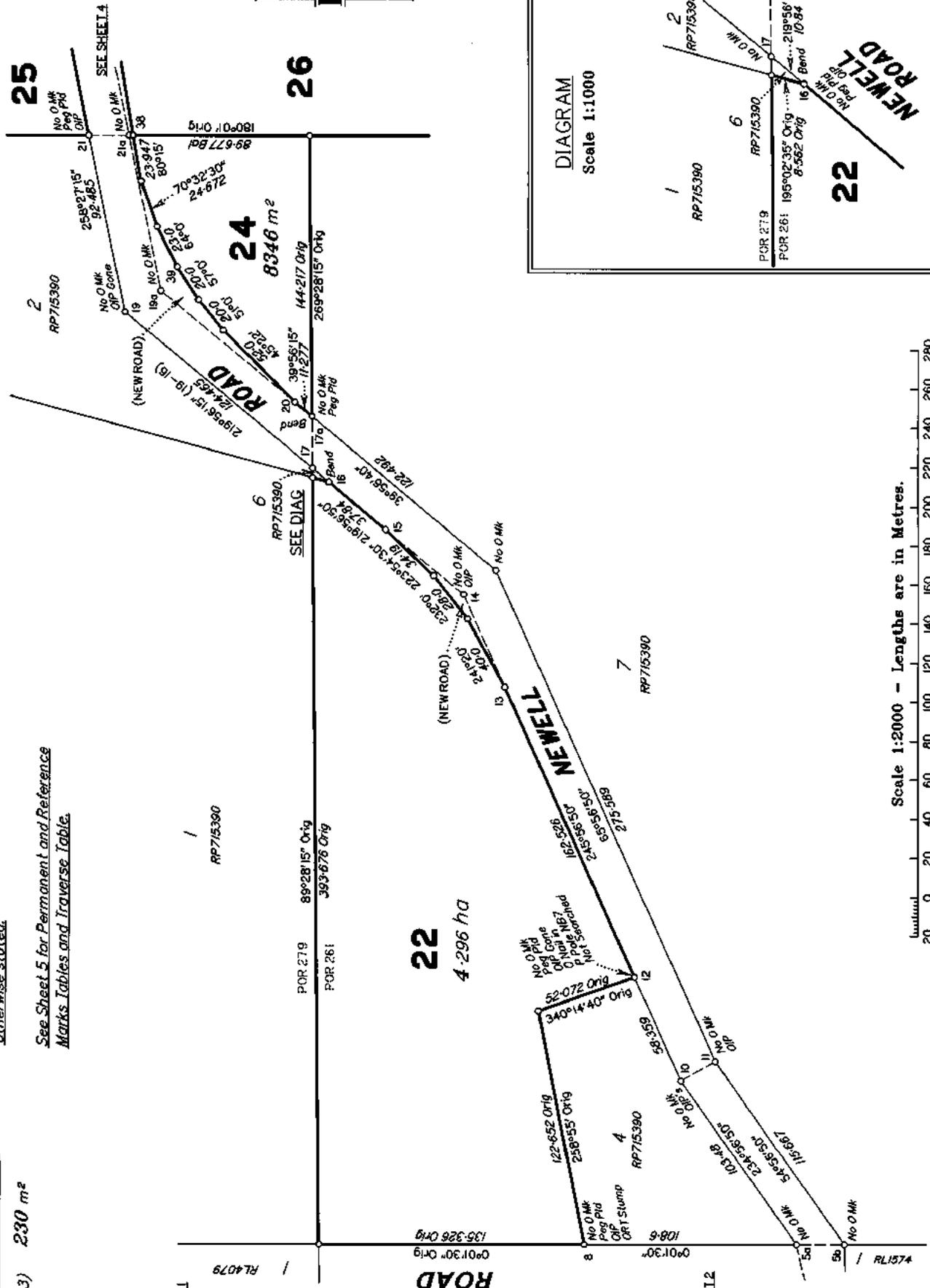
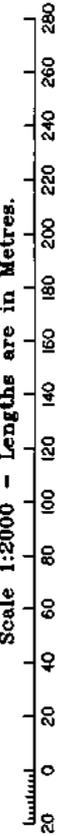
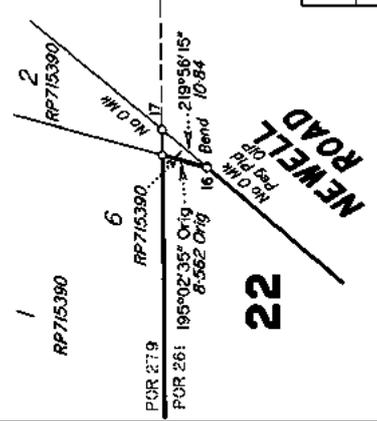
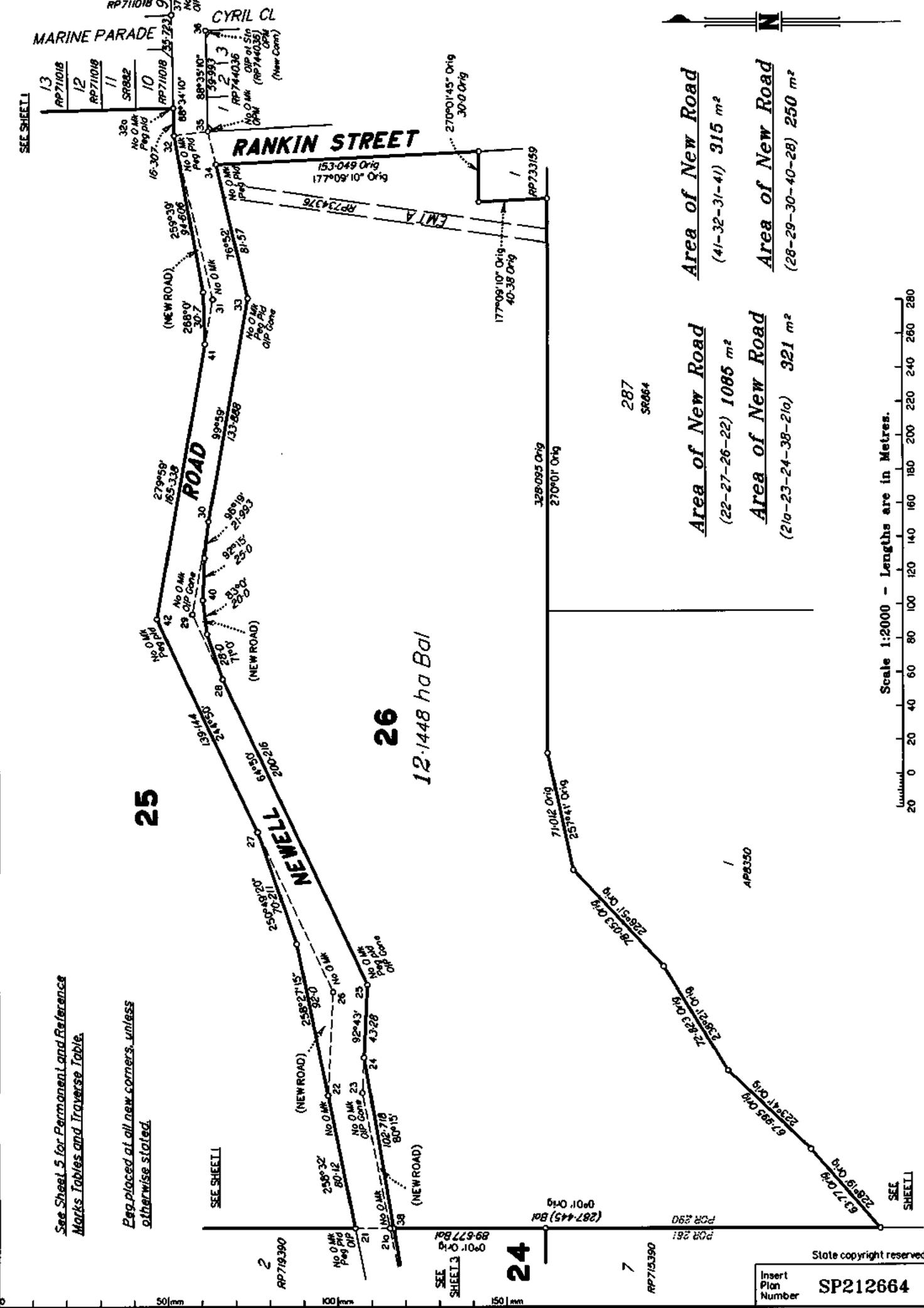


DIAGRAM  
Scale 1:1000





See Sheet 5 for Permanent Land and Reference  
Marks, Tables and Traverse Table.

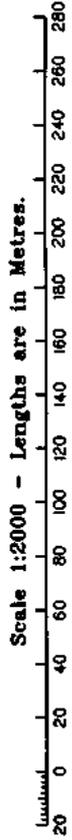
Peq placed at all new corners, unless  
otherwise stated.

**Area of New Road**  
(41-32-31-41) 315 m<sup>2</sup>

**Area of New Road**  
(22-27-26-22) 1085 m<sup>2</sup>

**Area of New Road**  
(21a-23-24-38-21a) 321 m<sup>2</sup>

**Area of New Road**  
(28-29-30-40-28) 250 m<sup>2</sup>



State copyright reserved.

Insert Plan Number  
**SP212664**

TRAVERSES ETC

LINE	BEARING	DISTANCE
2-3	151°42'	9.787
3-4	89°58'15"	462.465
4-4a	359°58'30"	7.137
4-5	89°58'15"	90.0
5-5a	77°28'	20.61
5-6	180°01'30"	24.578
5-6	359°59'30"	11.23
10-11	150°26'50"	20.213
13-14	65°56'30"	52.0
14-15	39°56'30"	52.0
17-17a	89°28'15"	26.445
18a-20	219°56'15"	89.0
18a-21a	78°27'15"	81.344
21-21a	179°56'15"	20.528
21a-23	78°32'	81.705
21a-38	180°01'	2.156
23-24	92°43'	21.2
22-26	92°43'	61.989
26-27	64°50'	104.45
28-29	64°50'	42.0
29-30	99°59'	56.0
31-32	76°52'	99.968
31-41	270°59'	26.8
32-35	172°43'35"	20.223
34-35	76°52'	20.446

PERMANENT MARKS

PM	ORIGIN	BEARING	DIST	NO	TYPE
2-OPM	DP890706	185°40'45"	33.165	45016	New Conn
3-OPM	SP138585	48°42'	8.365	96536	
5-OPM	RP744036	274°41'	7.925	140500	
36-OPM	SP161474	299°35'20"	1.241	96081	
		343°58'40"	3.49	149274	New Conn

REFERENCE MARKS

STN	TO	ORIGIN	BEARING	DIST
1	OP	SR259	181°46'45"	1.006
3	O GI Nail in Conc	SP138585	93°19'	4.8
4	OP	SP138585	96°08'	2.755
5	O GI Nail in Bit	DP890706	99°52'	4.32
5	O Track in P Pole (Not Searched)	SP138585	171°04'30"	19.74
6	Pin		79°40'	0.58
7	OP	SP138585	44°47'	2.24
8	OP	RP715390	0°01'30"	1.006
8	ORT (Slump)	RP715390	293°02'30"	15.047
10	OP	RP715390	150°26'50"	1.01
10	OP	DP890706	156°05'20"	1.725
11	OP	DP890706	103°08'20"	1.045
12	OP Cone	RP715390	160°14'50"	1.01
12	O Nail in P Pole NB7 (Not Searched)	DP890706	154°21'20"	3.41
13	Pin		157°15'10"	1.185
14	OP	RP715390	132°26'50"	1.014
15	Pin		132°55'40"	1.605
16	OP	RP715390	195°03'10"	1.005
19	OP	SR208	149°12'15"	1.066
20	OP Cone		306°05'30"	0.978
21	Pin	RP715390	180°01'	1.005
22	Pin		182°38'	2.895
23	OP Cone	SR208	355°38'	1.014
24	Pin		348°05'	0.68
25	OP Cone	SR208	348°46'	1.036
27	Pin		166°23'15"	0.82
28	Pin		338°19'40"	0.715
29	OP Cone	SR208	352°24'	1.054
30	Pin		10°08'40"	0.69
31	Pin		210°02'15"	1.65
32	Pin		179°28'30"	3.82
33	OP Cone	SR208	358°25'	1.026
37	OP	1572175	267°06'30"	0.805

# APPENDIX: C

Certificate of Incorporation on Amalgamation

## QUEENSLAND

Associations Incorporation Act 1981  
Section 85

Form 17

Incorporation Number: **IA56942**

# Certificate of Incorporation on Amalgamation

This is to certify that

## **PORT DOUGLAS DISTRICT COMBINED CLUBS INC**

is, on and from the seventeenth day of May 2017  
incorporated under the Associations Incorporation Act 1981, following the  
amalgamation of PORT DOUGLAS & DISTRICT COMBINED CLUBS INC. and  
MOSSMAN GOLF CLUB INCORPORATED.

Dated this nineteenth day of May 2017



Delegate of Director-General

0711FT\_04/16

# APPENDIX: D

Title Search - Lot 20 on SP212664

# CURRENT TITLE SEARCH

DEPT OF NATURAL RESOURCES AND MINES, QUEENSLAND

Request No: 26984582

Search Date: 28/09/2017 11:51

Title Reference: 50791546

Date Created: 24/11/2009

Previous Title: 50359381

## REGISTERED OWNER

Dealing No: 716386009 24/03/2015

DOUGLAS SHIRE COUNCIL

## ESTATE AND LAND

Estate in Fee Simple

LOT 20 SURVEY PLAN 212664  
Local Government: DOUGLAS

## EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by  
Deed of Grant No. 10677142 (POR 152)
2. LEASE No 602791781 (T565067W) 29/10/1991  
OF THE WHOLE OF THE LAND  
TO MOSSMAN GOLF CLUB INCORPORATED  
ORIGINAL TERM: COMMENCING 01 NOV 1991  
TERMINATING 31 AUG 2011  
OR OPTIONS AS MAY BE STATED

## ADMINISTRATIVE ADVICES

Dealing	Type	Lodgement Date	Status
709620598	ACCESS RIGHT SUGAR INDUSTRY ACT 1999	24/05/2006 11:04	CURRENT

UNREGISTERED DEALINGS - NIL

## CERTIFICATE OF TITLE ISSUED - No

Caution - Charges do not necessarily appear in order of priority

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

COPYRIGHT THE STATE OF QUEENSLAND (DEPT OF NATURAL RESOURCES AND MINES) [2017]  
Requested By: D-ENQ CITEC CONFIRM

# APPENDIX: E

Douglas Shire Council's Land Owners Consent

20 October 2017

Mr Kym Rowley  
General Manager  
Port Douglas District Combined Clubs Inc.  
7 Ashford Avenue  
**PORT DOUGLAS QLD 4877**

Dear Kym,

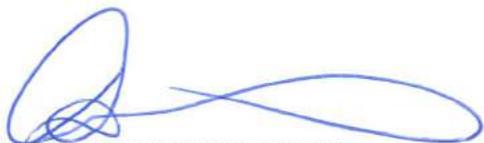
**RE: Lot 20 on SP212664  
20 Mossman Daintree Road, Newell  
Owner's Consent**

Douglas Shire Council is the registered owners of land located at 20 Mossman Daintree Road, Newell, described as Lot 20 on SP212664. Council understands that the Port Douglas District Combined Clubs Inc. is re-lodging a Development Application for a Material Change of Use for *Undefined Use (Accommodation of Motorhomes & Campervans not exceeding 20 Sites)* over part of Lot 20 on SP212664.

Council's notes that owner's consent has previously been provided for the making of an application under the now repealed *Sustainable Planning Act 2009*. Council also notes that this new Application also requires owner's consent from Council.

Douglas Shire Council, being the registered owner of the land situated at 20 Mossman Daintree Road, Newell, and described as Lot 20 on SP212664, hereby consent to the making of a development application by Port Douglas District Combined Clubs Inc.

Signed 24th day of October 2017.



.....  
Daryl Crees  
**Acting Chief Executive Officer  
Douglas Shire Council**

# APPENDIX: F

Amended Concurrence Agency Response - 19 December 2016



Department of Infrastructure,  
Local Government and Planning

SARA reference: SDA-1016-034578  
Council reference: (792913)  
Applicant reference: 4390/01L-EC1823

9 August 2017

Chief Executive Officer  
Douglas Shire Council  
PO Box 723  
Mossman QLD 4873

*Attn: Neil Beck*

Dear Sir / Madam

**AMENDED Concurrence agency response—~~with conditions~~ no requirements**

Application for a material change of use for undefined use (accommodation of motorhomes & campervans not exceeding 20 sites) on land situated at 20L Mossman-Daintree Road and 21L Newell Road, Newell and described as Lots 20 & 21 on SP212664  
(Given under section 285 of the *Sustainable Planning Act 2009*)

The Department of Infrastructure, Local Government and Planning (the department) issued a concurrence agency response under section 285 of the *Sustainable Planning Act 2009* on 19 December 2017. On 29 July 2017, the department received representations from the applicant under section 320(1) of the *Sustainable Planning Act 2009* requesting that the department amend its concurrence agency response under section 290(1)(b)(i) of the Act.

The department has considered the written representations and agrees to issue an amended concurrence agency response.

**Applicant details**

---

Applicant name: Mossman Golf Club  
Applicant contact details: C/- Port Douglas District Combined Clubs Inc  
PO Box 29  
PORT DOUGLAS QLD 4877

## Site details

---

Street address: 20L Mossman-Daintree Road and 21L Newell Road, Newell  
 Lot on plan: Lots 20 & 21 on SP212664  
 Local government area: Douglas Shire Council

## Application details

---

Proposed development: Development permit for a material change of use (undefined use – accommodation of motorhomes and campervans not exceeding 20 sites)

## Aspects of development and type of approval being sought

Nature of Development	Approval Type	Brief Proposal of Description	Level of Assessment
Material Change of Use	Development permit	Undefined use (accommodation of motorhomes and campervans not exceeding 20 sites)	Impact Assessment

## Referral triggers

---

The development application was referred to the department under the following provisions of the *Sustainable Planning Regulation 2009*:

Referral trigger                      Schedule 7, Table 3, Item 1—State-controlled road

## Conditions

~~Under section 287(1)(a) of the *Sustainable Planning Act 2009*, the conditions set out in **Attachment 1** must be attached to any development approval.~~

## ~~Reasons for decision to impose conditions~~

~~Under section 289(1) of the *Sustainable Planning Act 2009*, the department must set out the reasons for the decision to impose conditions. These reasons are set out in **Attachment 2**.~~

## No requirements

**The department advises the assessment manager, under section 287(2)(a) of the *Sustainable Planning Act 2009*, that it has no requirements relating to the application.**

## Further advice

Under section 287(6) of the *Sustainable Planning Act 2009*, the department offers advice about the application to the assessment manager—see **Attachment 3**.

## ~~Approved plans and specifications~~

~~The department requires that the following plans and specifications set out below and in **Attachment 4** must be attached to any development approval.~~

Drawing/Report Title	Prepared by	Date	Reference no.	Version/ Issue
<b>Aspect of development: material change of use (undefined use – accommodation of motorhomes and campervans not exceeding 20 sites)</b>				
Rural basic left turn treatment (BAL)	Austrroads – Guide to Road Design: Part 4A Unsignalised and Signalised Intersections	2010	Figure 8.2	-

A copy of this response has been sent to the applicant for their information.

For further information, please contact Bec Turner, A/ Planning Officer, SARA Far North QLD on 4037 3208, or email [bec.turner@dilgp.qld.gov.au](mailto:bec.turner@dilgp.qld.gov.au) who will be pleased to assist.

Yours sincerely



Brett Nancarrow  
Manager (Planning)

cc: Mossman Golf Club, C/- Port Douglas District Combined Clubs Inc, attn: Kym Rowley, email: [manager@thetinshed-portdouglas.com.au](mailto:manager@thetinshed-portdouglas.com.au)

enc: **Attachment 1** – Conditions to be imposed  
**Attachment 2** – Reasons for decision to impose conditions  
**Attachment 3** – Further advice  
**Attachment 4** – Approved Plans and Specifications

SARA reference: SDA-1016-034578  
 Council reference: (792913)  
 Applicant reference: 4390/01L-EC1823

### **Attachment 1—Conditions to be imposed**

No.	Conditions	Condition timing
<b>Material change of use (undefined use — accommodation of motorhomes and campervans not exceeding 20 sites)</b>		
Schedule 7, Table 3, Item 1: State-controlled road— Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i> , the chief executive administering the Act nominates the Director General of the <b>Department of Transport and Main Roads</b> to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition:		
1.—	<p>(a) Road works comprising of a sealed Rural Basic Left turn treatment (BAL) must be provided at the Mossman-Daintree Road / Newell Road T-Intersection.</p> <p>(b) The road works must be designed and constructed in accordance with Austroads— Guide to Road Design: Part 4A Unsignalised and Signalised Intersections, Figure 8.2 Rural basic left turn treatment (BAL), dated 2010.</p>	Prior to the commencement of use.
2.—	Signage, indicating 'advance directional signs to Newell Beach' is to be installed on either side of the Mossman-Daintree Road / Newell Beach intersection in accordance with the Department of Transport and Main Roads' <i>Manual of Uniform Traffic Control Devices</i> .	Prior to the commencement of use.

SARA reference: SDA-1016-034578  
Council reference: (792913)  
Applicant reference: 4390/01L-EC1823

## **~~Attachment 2—Reasons for decision to impose conditions~~**

---

~~The reasons for this decision are:~~

- ~~• To ensure the road works on, or associated with, the state-controlled road network are undertaken in accordance with applicable standards;~~
- ~~• To maintain the safety and efficiency of the state-controlled road; and~~
- ~~• To ensure the development achieves the applicable provisions and outcomes of Module 19—State transport network functionality of the State Development Assessment Provisions (version 1.9).~~

SARA reference: SDA-1016-034578  
 Council reference: (792913)  
 Applicant reference: 4390/01L-EC1823

### Attachment 3—Further advice

<b>General advice</b>	
<b>Ref</b>	<b>State Planning Policy April 2016 interim development assessment provisions</b>
1.	Douglas Shire Council, in its role as assessment manager, must assess the development application against the State Planning Policy April 2016, and in particular the interim development assessment provisions, such as Natural hazards risk and resilience to the extent it is relevant to the proposed development.
<b>Ref.</b>	<b>Advertising Device</b>
2.	A local government should obtain advice from the Department of Transport and Main Roads (DTMR) if it intends to approve the erection, alteration or operation of an advertising sign or another advertising device that would be visible from a state-controlled road, and beyond the boundaries of the state-controlled road, and reasonably likely to create a traffic hazard for the state-controlled road.  Note: DTMR has powers under section 139 of the <i>Transport Operations (Road Use Management - Accreditation and Other Provisions) Regulation 2015</i> to require removal or modification of an advertising sign and/or a device which is deemed that it creates a danger to traffic.
<b>Ref.</b>	<b>General advice</b>
3.	The Department of Transport and Main Roads (DTMR) notes any future intensification of the subject site (Lot 20 on SP212664 & Lot 21 on SP212664) may require the upgrading of the Mossman-Daintree Road / Newell Road intersection.
<b>Further development permits, compliance permits or compliance certificates</b>	
<b>Ref.</b>	<b>Road works approval</b>
4.—	<del>Under section 33 of the <i>Transport Infrastructure Act 1994</i>, written approval is required from the Department of Transport and Main Roads to carry out road works on a state-controlled road. Please contact the Department of Transport and Main Roads on 4045 7144 at the Cairns district office to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ).</del>  <b>The road works approval process takes time — please contact Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.</b>

SARA reference: SDA-1016-034578  
Council reference: (792913)  
Applicant reference: 4390/01L-EC1823

**~~Attachment 4—Approved plans and specifications~~**

---

# APPENDIX: G

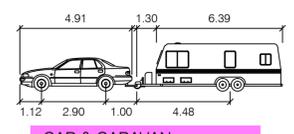
Site Plans and Development Plans



THIS DRAWING IS COPYRIGHT AND THE PROPERTY OF FLANAGAN CONSULTING GROUP, A REGISTERED BUSINESS NAME OF SOUTH PACIFICASUNDS PTY. LTD. (ACN 052 933 687) AND MUST NOT BE REPRODUCED WITHOUT WRITTEN PERMISSION.

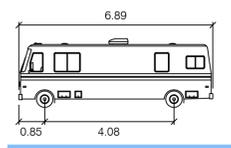
Notes

**TYPICAL VEHICLES**



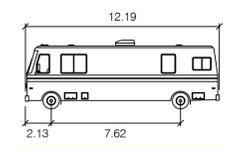
**CAR & CARAVAN**

meters	
Car Width	: 1.86
Trailer Width	: 2.48
Car Track	: 1.83
Trailer Track	: 2.34
Lock to Lock Time	: 6.0
Steering Angle	: 23.9
Articulating Angle	: 70.0



**SMALL MOTORHOME**

meters	
Width	: 2.30
Track	: 1.98
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

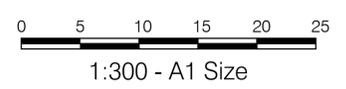
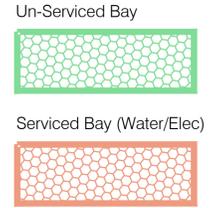


**LARGE MOTORHOME**

meters	
Width	: 2.59
Track	: 2.59
Lock to Lock Time	: 6.0
Steering Angle	: 44.3

**PARKING BAYS**

**DIMENSIONS**  
 5.0m Wide x 15m Long  
 Parking Bays  
 Angled at 45°  
 3.0m Min. Separation



**FLANAGAN CONSULTING GROUP**  
 DEVELOPMENT CONSULTANTS • PROJECT MANAGERS • ENGINEERS • PLANNERS

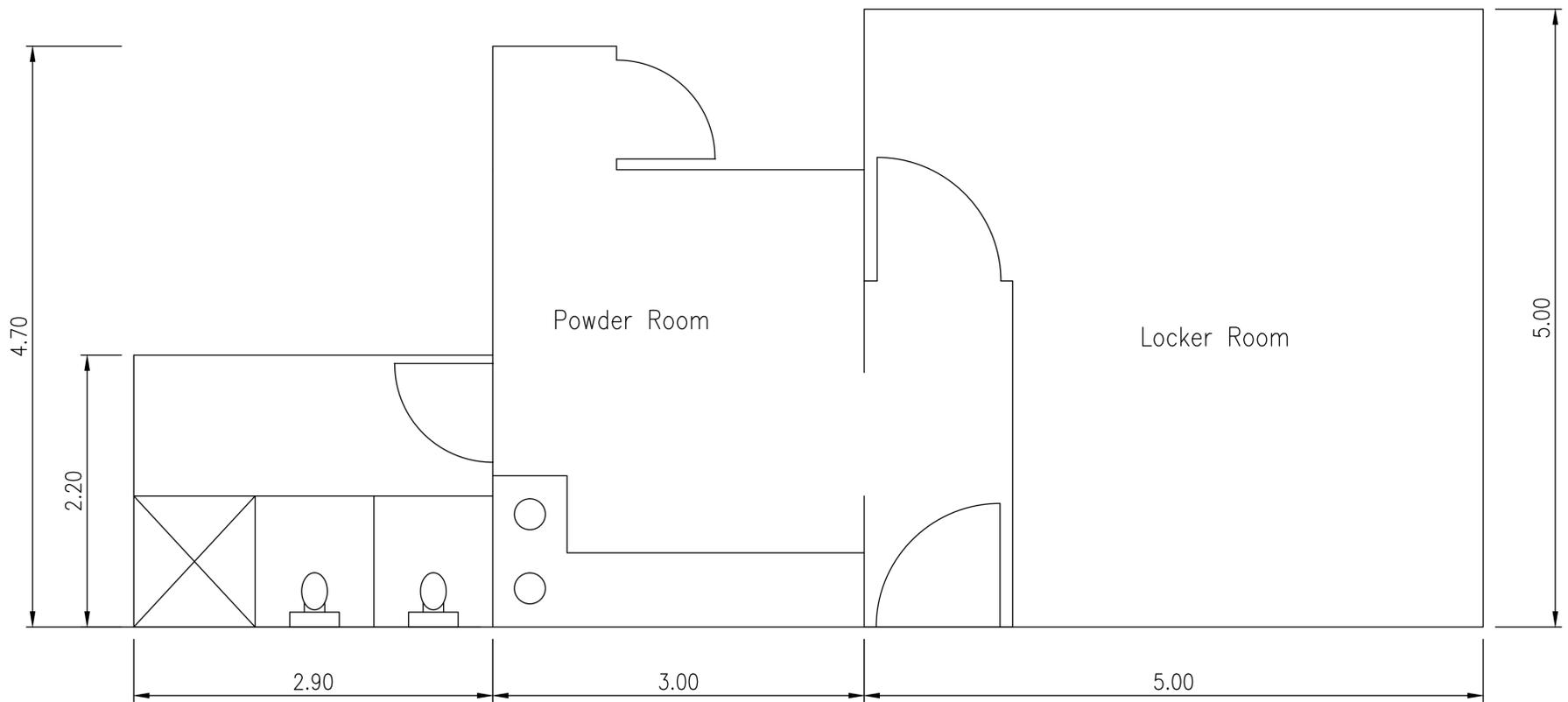
CAIRNS (07) 4031 3199    DARWIN (08) 8943 0620    MACKAY (07) 4944 1200    TOWNSVILLE (07) 4724 5737

www.flanaganconsulting.com.au

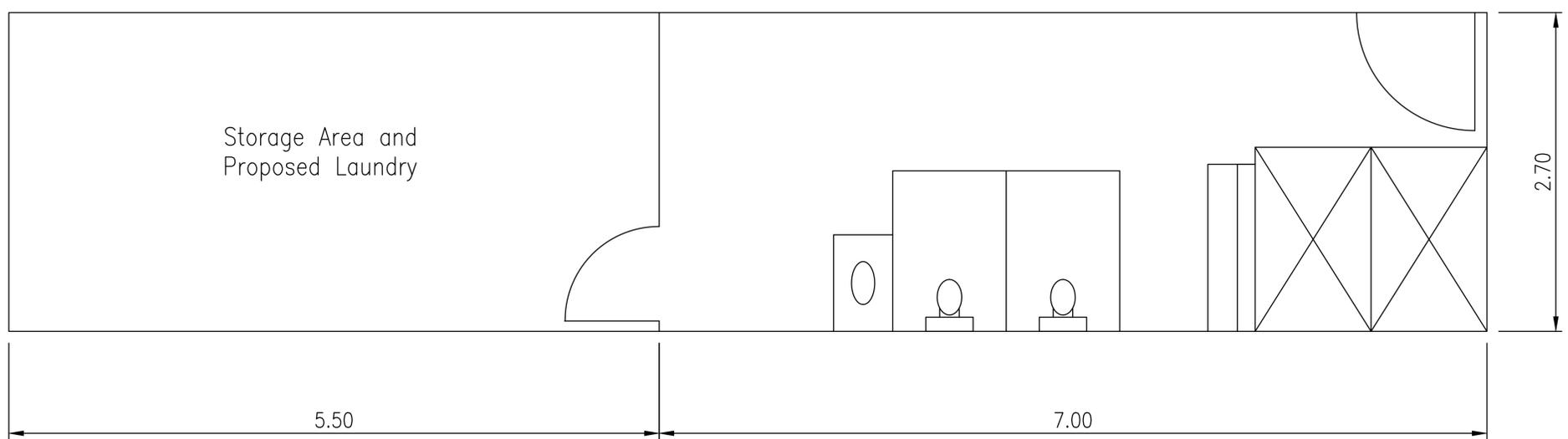
Mossman Golf Course

Proposed RV Parking

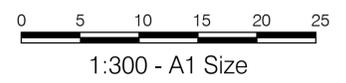
4390-SK01B 1:300  
A1 Full Size



FEMALE TOILET AND SHOWER AREA



MALE TOILET AND SHOWER AREA



# APPENDIX: H

19 July 2016 Correspondence - FCG to DSC

19 July 2016

The Chief Executive Officer  
Douglas Shire Council  
P.O. Box 723  
Mossman QLD 4873

**Attention: General Manager Operations -Paul Hoyer**

Dear Sir,

**MCU FOR UNDEFINED USE  
20L MOSSMAN - DAINTREE RD, 21L NEWELL RD  
RESPONSE TO DOUGLAS SHIRE COUNCIL  
INFORMATION REQUEST 29/3/16**

On behalf of the Applicant, Mossman Golf Club Inc I provide the following response to points 1 & 2 of the information request in DSC's Acknowledgement Notice and Information Request dated 29 March 2016.

**Access to Newell Road**

I inspected the sight distances available to the existing entry points on Sunday 17<sup>th</sup> June 2016. I observed that the sight distances are adequate in both directions for the main entry /exit point to the carpark. There is sufficient sight distance in both directions for traffic exiting the site at this location as demonstrated in t Photograph 1.

**Photograph 1**



The secondary access/exit point east of the main entry/exit point has restricted sight distance to the east due to current unmaintained vegetation growth which encroaches into the road verge between the two power poles as shown in Photographs 2, 3 & 4.

**Photograph 2**



**Photograph 3**



**Photograph 4**

If this vegetation is removed back to the adjacent property boundary and maintained to a similar standard as the road verges adjacent to the golf club then adequate sight distance will be available in both directions.

**Proposed Access road**

The proposed access road currently functions as an access to the caretakers residence and as a cane headland for the adjacent property. The road features a gravel pavement on a generally well drained formation as shown in Photograph 5.

**Photograph 5**

This road formation is considered suitable for low volume, low speed use for access to the proposed camping sites. In the event of localised pavement failure, it will be incumbent of the Golf Club to undertake any repairs required to ensure functionality of the road is maintained.

Yours faithfully

**FLANAGAN CONSULTING GROUP**

**PAT FLANAGAN**

BEng MBA FIEAust FIPWEA CPE

RPEQ No 2170

# APPENDIX: I

30 August 2016 Email Correspondence - FCG & DSC

Erin Campbell

---

From: Neil Beck <Neil.Beck@douglas.qld.gov.au>  
Sent: Tuesday, 30 August, 2016 10:36 AM  
To: Erin Campbell  
Subject: RE: Mossman Golf Club - Revised Application

Hi Erin,

Happy to take to take that approach...

Regards

Neil

---

From: Erin Campbell [mailto:erin@flanaganconsulting.com.au]  
Sent: Tuesday, 30 August 2016 10:34 AM  
To: Neil Beck  
Cc: 4390-01 Underfined Use Application; Pat Flanagan; underthestarsfnq@ozemail.com.au  
Subject: Mossman Golf Club - Revised Application

Hi Neil,

Further to Pat's recent emails about the Mossman Golf Club, we are in the process of preparing the revised Development Application to Council.

I note that Council's Acknowledgement Notice and Information Request of 29<sup>th</sup> March requested further details about the existing onsite effluent system. We also note that Council advised that they would review their files and provide any information in this regard.

I understand that you had the opportunity to meet with John Carney last week and the matter of the existing onsite effluent system was discussed. Could you please confirm as per your discussions with John that the existing effluent system is adequate on the basis that membership at the Golf Club has decreased from 300 members to about 150 members.

Thanks Neil.

Regards,  
Erin



Erin Campbell | Senior Planner  
Flanagan Consulting Group | 370 Flinders Street Townsville QLD 4810  
t: (07) 4724 5737 | M: 0434 692 073

---

From: Neil Beck [mailto:Neil.Beck@douglas.qld.gov.au]  
Sent: Monday, 29 August 2016 3:38 PM  
To: Pat Flanagan  
Subject: RE: Mossman Golf Club

Okay – thanks for the update.

I'll acknowledge the resubmitted DA asap so referral can proceed straight away.

Regs

NB

---

From: Pat Flanagan [<mailto:pat@flanaganconsulting.com.au>]  
Sent: Monday, 29 August 2016 3:38 PM  
To: Neil Beck  
Cc: 4390-01 Underfined Use Application; John Carney - Port Douglas Golf Tours; Erin Campbell  
Subject: RE: Mossman Golf Club

Neil,

John has advised today that the club is happy with the configuration as shown on the plan attached to the original application.

They do not propose to alter the layout to preserve the driving range.

In relation to the application we will arrange to re-lodge with the more recently provided information in response to the original RFI and then will attend to the SARA referral.



Pat Flanagan  
Flanagan Consulting Group | 138-142 Spence Street, Cairns QLD 4870  
t: (07) 4031 3199 | m: 0417 710 313

---

From: Neil Beck [<mailto:Neil.Beck@douglas.qld.gov.au>]  
Sent: Monday, 29 August 2016 9:21 AM  
To: Pat Flanagan  
Cc: 4390-01 Underfined Use Application; John Carney - Port Douglas Golf Tours; Erin Campbell  
Subject: RE: Mossman Golf Club

Pat,

Further to our phone conversation, John and I discussed an amended layout which made use of the existing road reserve with a turnaround on the land generally as shown on Drawing No. 4390-SK01B which would then enter back out onto the road reserve. This would allow for the retention of the chipping fairway and vehicles could reverse into the sites from the road reserve.

This would require use of the road reserve currently under a road licence and I don't know the implications of this. John was going to look into this further. However John did advise that the holder of the road licence doesn't have an issue with the proposal.

John was to prepare a sketch of the amended layout and discuss with yourself further.

Happy to discuss anytime.

Regards

Neil

---

From: Pat Flanagan [<mailto:pat@flanaganconsulting.com.au>]  
Sent: Monday, 29 August 2016 8:52 AM  
To: Neil Beck  
Cc: 4390-01 Underfined Use Application; John Carney - Port Douglas Golf Tours; Erin Campbell  
Subject: RE: Mossman Golf Club

Comments in Red



Pat Flanagan  
Flanagan Consulting Group | 138-142 Spence Street, Cairns QLD 4870  
t: (07) 4031 3199 | m: 0417 710 313

---

From: Neil Beck [<mailto:Neil.Beck@douglas.qld.gov.au>]  
Sent: Sunday, 28 August 2016 12:37 PM  
To: Pat Flanagan; 'John Carney - Port Douglas Golf Tours'  
Subject: FW: Mossman Golf Club

Hi Pat & John,

I was away with the Flu Thursday and Friday.

I disagree with the comments below. Firstly, nothing could be approved straight off as the application requires referral to main roads and public notification - neither of which has been done.... As mentioned onsite the other week, I have concerns that the application has lapsed because the application has not been referred.. I will look into this further. **There was no suggestion of immediate and unilateral approval by DSC. An eventual approval will be a consequence of DTMR concurrence and the outcomes of public notice (both of which are considered unlikely to raise any serious issue which may lead to refusal). The point being made was that is Council requires the road reserve to be used for access purposes than this can be conditioned.**

The issue isn't with the access, the plan as submitted consumes the practice chipping / fairway which yourself and Rick have advised verbally you don't want to do. Therefore, you need to submit a plan with a layout that works and that you want to pursue. **The proposal is for the establishment of the use. The configuration of the use within the site will be a matter for MGC.**

Pat – I want to get traction on this as well. I will give you a call tomorrow and discuss.

Regards

**Neil Beck** | Town Planner

**Sustainable Communities | Douglas Shire Council**

**P:** 07 4099 9451 | **F:** 07 4098 2902 |

**E:** [neil.beck@douglas.qld.gov.au](mailto:neil.beck@douglas.qld.gov.au) | **W:** douglas.qld.gov.au

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

---

From: John Carney -Port Douglas Golf Tours [<mailto:underthestarsfnq@ozemail.com.au>]  
Sent: Friday, 26 August 2016 8:18 AM  
To: Neil Beck  
Subject: Mossman Golf Club

Hi Neil

Went down to Cairns met with Flanagan and had some good advice. Tried phoning you twice yesterday but you were out both times.

Pat suggested I phone instead of emailing but we need to get things moving.

Instead of Golf Club spending more money which we don't have Pat advise MGC to have council approve our application subject to condition that we use existing road for access. He advises this is nothing out of the ordinary and could have been done straight off saving us time and effort.

Flanagans are putting the application into Casar ?? think that is the body in respect to main roads. He advised that with the fact there would be a maximum of only 3 arrivals or departures per day that there would be no problem in this respect.

Hope to hear back and look forward to the next step,

**Best Regards,**

**John Carney for Mossman Golf Club.**  
**11 Seabrook Ave**  
**Port Douglas. Qld. 4877.**  
**Mob: 0438 581269**  
[jcinportd@ozemail.com.au](mailto:jcinportd@ozemail.com.au)

# APPENDIX: J

State Code 1 and State Code 6

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

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

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
<b>PO1</b> The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure	<b>AO1.1</b> Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	Complies. The proposed development is located wholly with the boundaries of the Mossman Golf Club.
	<b>AO1.2</b> Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	
<b>PO2</b> The design and construction of Buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	<b>AO2.1</b> Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	Complies. The proposed development does not face a State controlled road. Notwithstanding, the proposed development includes accommodation for motorhomes and campervans.
	<b>AO2.2</b> Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	
	<b>AO2.3</b> External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	
	<b>AO2.4</b> Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside advertising guide, Department of Transport and Main Roads, 2013.	

Performance outcomes	Acceptable outcomes	Response
<p><b>PO3</b> Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.</p>	<p><b>A03.1</b> Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design criteria for bridges and other structures manual, Department of Transport and Main Roads, 2014.</p>	<p>Complies. The proposed development does not involve a road, pedestrian and bikeway bridges over a State-controlled road.</p>
Filling, excavation and retaining structures		
<p><b>PO4</b> Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road.</p> <p>Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service.</p> <p>Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies. The proposed development does not involve any filling or excavation.</p>
<p><b>PO5</b> Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies. As above.</p>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	<b>Response</b>
<p><b>PO6</b> Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road planning and design manual 2<sup>nd</sup> edition, Department of Transport and Main Roads, 2016, is provided.</p>	No acceptable outcome is prescribed.	Complies. As above.
<p><b>PO7</b> Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2<sup>nd</sup> edition, Department of Transport and Main Roads, 2016, is provided.</p>	No acceptable outcome is prescribed.	Complies. As above.
<p><b>PO8</b> Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended a pavement impact assessment is provided in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	<b>AO8.1</b> Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	Complies. As above.
<p><b>PO9</b> Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation</p>	No acceptable outcome is prescribed.	Complies. As above.

**State Development Assessment Provisions – version 2.0**

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

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	<b>Response</b>
or capacity of existing drainage infrastructure for a state-controlled road.		
<b>PO10</b> Fill material used on a development site does not result in contamination of a state-controlled road.	<b>AO10.1</b> Fill material is free of contaminants including acid sulfate content.  Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes. AND	Complies. The proposed development does not involve any filling or excavation.
	<b>AO10.2</b> Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	Complies. As above.
<b>PO11</b> Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.	<b>AO11.1</b> Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes. AND	Complies. As above.
	<b>AO11.2</b> Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	Complies. As above.
Stormwater and drainage		
<b>PO12</b> Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.	No acceptable outcome is prescribed.	Complies. The proposed development involves the accommodation of motorhome and campervan sites wholly within the Mossman Golf Club boundaries. The proposed location within the Golf Club boundaries is well clear of the Mossman Daintree Road.
<b>PO13</b> Run-off from the development site is not unlawfully discharged to a state-controlled road.	<b>AO13.1</b> Development does not create any new points of discharge to a state-controlled road. AND	Complies. As above.

Performance outcomes	Acceptable outcomes	Response
	<p><b>AO13.2</b> Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge.</p> <p>AND</p>	
	<p><b>AO13.3</b> Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.</p>	Complies. As above.
<p><b>PO14</b> Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.</p>	<p><b>AO14.1</b> Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.</p>	Complies. As above.
Vehicular access to a state-controlled road		
<p><b>PO15</b> Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.</p>	<p><b>AO15.1</b> Development does not require new or changed access to a limited access road.</p> <p>Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system.</p> <p>OR</p>	Complies. The development is not proposing any access to the Mossman Daintree Road.
	<p><b>AO15.2</b> A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road.</p> <p>Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	

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

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p><b>AO16.4</b> Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p> <p>Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application.</p> <p>AND</p> <p><b>AO16.5</b> Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.</p>	
<p><b>PO17</b> Vehicular access to a state-controlled road or local government road (and associated road access works) are located and designed to not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p>	<p><b>AO17.1</b> Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure.</p> <p>AND</p>	<p>Complies. There is no existing public passenger transport infrastructure within the vicinity of the proposed development.</p>
	<p><b>AO17.2</b> The location and design of vehicular access for a development does not necessitate the relocation of existing public passenger transport infrastructure.</p> <p>AND</p>	<p>Complies. As above.</p>
	<p><b>AO17.3</b> On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p> <p>AND</p>	<p>Complies. As above.</p>

Performance outcomes	Acceptable outcomes	Response
	<b>AO17.4</b> The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
<b>PO18</b> The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.	<b>AO18.1</b> Vehicular access is located as far as possible from the state-controlled road intersection. AND	Complies. The proposed access to the development is approximately 590m from the Mossman Daintree Road / Newell road intersection.
	<b>AO18.2</b> Vehicular access is in accordance with volume 3, parts, 3, 4 and 4A of the Road Planning And Design Manual, 2nd edition, Department of Transport and Main Roads, 2016. AND	Complies. As above.
	<b>AO18.3</b> Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.	Complies. As above.
Planned upgrades		
<b>PO19</b> Development does not impede delivery of planned upgrades of state-controlled roads.	<b>AO19.1</b> Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.  Note: Land required for the planned upgrade of a state-controlled road is identified in the <a href="#">DA mapping system</a> . OR	Complies. The proposed development is not located on land identified by DTMR as land required for the planned upgrade of a State controlled road.
	<b>AO19.2</b> Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.	

Performance outcomes	Acceptable outcomes	Response
	<p>OR all of the following acceptable outcomes apply:</p> <p><b>AO19.3</b> Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development.</p> <p>AND</p>	
	<p><b>AO19.4</b> Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road.</p> <p>AND</p>	Complies. As above.
	<p><b>AO19.5</b> Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road.</p> <p>AND</p>	Complies. As above.
	<p><b>AO19.6</b> Land is able to be reinstated to the pre-development condition at the completion of the use.</p>	Complies. As above.
Network impacts		
<p><b>PO20</b> Development does not result in a worsening of operating conditions on the state-controlled road network.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.	Complies. The State has issued an amended Concurrence agency response as detailed in Appendix E of the Supporting Information Report.

Performance outcomes	Acceptable outcomes	Response
<b>PO21</b> Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	<b>AO21.1</b> The layout and design of the development directs traffic generated by the development to the local road network.	
<b>PO22</b> Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	<p><b>AO22.1</b> Upgrade works required as a result of the development are designed and constructed in accordance with the Road planning and design manual, 2<sup>nd</sup> edition, Department of Transport and Main Roads, 2016.</p> <p>Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.</p>	Complies. As above.

**Table 1.2.2: Environmental emissions**

Performance outcomes	Acceptable outcomes	Response
Noise		
Accommodation activities		
<b>PO23</b> Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.	<p><b>AO23.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> <li>a. <math>\leq 60</math> dB(A) <math>L_{10}</math> (18 hour) façade corrected (measured <math>L_{90}</math> (8 hour) free field between 10pm and 6am <math>\leq 40</math> dB(A))</li> <li>b. <math>\leq 63</math> dB(A) <math>L_{10}</math> (18 hour) façade corrected (measured <math>L_{90}</math> (8 hour) free field between 10pm and 6am <math>&gt; 40</math> dB(A))</li> </ol> </li> <li>2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1</li> </ol>	Complies. The proposed development is located ~590m from the State-controlled road. Noise attenuation is not required.

Performance outcomes	Acceptable outcomes	Response
	<p>Road Traffic Noise, Department of Transport and Main Roads, 2013.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>In some instances the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.</p>	
	<p>OR all of the following acceptable outcomes apply:</p> <p><b>AO23.2</b> Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. AND</p>	
	<p><b>AO23.3</b> Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor. AND</p>	Complies. As above.

Performance outcomes	Acceptable outcomes	Response
	<p><b>AO23.4</b> Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 35</math> dB(A) Leq (1 hour) (maximum hour over 24 hours).</li> </ol> <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>Habitable rooms of relevant residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. Transport noise corridors are mapped on the DA mapping system.</p>	
<p><b>PO24</b> Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.</p>	<p><b>AO24.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to meet the following external noise criteria in outdoor spaces for passive recreation: <ol style="list-style-type: none"> <li>a. <math>\leq 57</math> dB(A) L<sub>10</sub> (18 hour) free field (measured L<sub>90</sub> (18 hour) free field</li> </ol> </li> </ol>	<p>Complies. As above.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>between 6am and 12 midnight <math>\leq 45</math> dB(A)</p> <p>b. <math>\leq 60</math> dB(A) <math>L_{10}</math> (18 hour) free field (measured <math>L_{90}</math> (18 hour) free field between 6am and 12 midnight <math>&gt; 45</math> dB(A))</p> <p>2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>OR</p>	
	<p><b>AO24.2</b> Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p> <p>AND</p>	
	<p><b>AO24.3</b> Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).</p>	

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

Performance outcomes	Acceptable outcomes	Response
	<p><b>AO25.3</b> Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor. AND</p> <p><b>AO25.4</b> Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 35</math> dB(A) Leq (1 hour) (maximum hour during opening hours).</li> </ol> <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013, is provided.</p>	<p>Not applicable.</p>
<p><b>PO26</b> Development involving a:</p> <ol style="list-style-type: none"> <li>1. child care centre; or</li> <li>2. educational establishment</li> </ol> <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.</p>	<p><b>AO26.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to meet the following external noise criteria in each outdoor education area or outdoor play area: <ol style="list-style-type: none"> <li>a. <math>\leq 63</math> dB(A) L<sub>10</sub> (12 hour) free field (between 6am and 6pm)</li> </ol> </li> </ol>	<p>Not applicable.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>OR</p> <p><b>AO26.2</b> Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p>	
Hospitals		
<p><b>PO27</b> Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.</p>	<p><b>AO27.1</b> Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria:</p> <p>1. <math>\leq 35</math> dB(A) Leq (1 hour) (maximum hour during opening hours).</p> <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in</p>	<p>Not applicable.</p>

Performance outcomes	Acceptable outcomes	Response
	accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.	
Vibration		
Hospitals		
<b>PO28</b> Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.	<b>AO28.1</b> Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of 0.1m/s <sup>1.75</sup> . AND	Not applicable.
	<b>AO28.2</b> Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of 0.4m/s <sup>1.75</sup> .  Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.	Not applicable.
Air and light		
<b>PO29</b> Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	<b>AO29.1</b> Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not applicable.
<b>PO30</b> Development involving a: 1. child care centre; or 2. educational establishment minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	<b>AO30.1</b> Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not applicable.
<b>PO31</b> Development involving an accommodation activity or hospital minimises lighting impacts	<b>AO31.1</b> Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels	Not applicable.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	<b>Response</b>
from a state-controlled road or type 1 multi-modal corridor.	facing a state-controlled road or type 1 multi-modal corridor. OR	
	<b>AO31.2</b> Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor.	

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

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	<b>Response</b>
<b>PO32</b> Development does not impede delivery of a future state-controlled road.	<b>AO32.1</b> Development is not located in a future state-controlled road. OR	Complies. The proposed development is not located in a future State-controlled road. The development is located wholly within the boundaries of the Mossman Gold Club.
	<b>AO32.2</b> Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	
	OR all of the following acceptable outcomes apply:  <b>AO32.3</b> Structures and infrastructure located in a future state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	
	<b>AO32.4</b> Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	

Performance outcomes	Acceptable outcomes	Response
	<b>AO32.5</b> Land is able to be reinstated to the pre-development condition at the completion of the use.	Complies. As above.
<p><b>PO33</b> Vehicular access to a future state-controlled road is located and designed to not create a safety hazard for users of a future state-controlled road or result in a worsening of operating conditions on a future state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a future state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued where sufficient information is provided.</p>	<p><b>AO33.1</b> Development does not require new or changed access between the premises and a future state-controlled road.</p> <p>AND</p>	Not applicable.
	<p><b>AO33.2</b> Vehicular access for the development is consistent with the function and design of the future state-controlled road.</p>	Not applicable.
<p><b>PO34</b> Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a future state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with volume 3 of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2016.</p>	No acceptable outcome is prescribed.	Not applicable.
<p><b>PO35</b> Fill material from a development site does not result in contamination of land for a future state-controlled road.</p>	<p><b>AO35.1</b> Fill material is free of contaminants including acid sulfate content.</p>	Not applicable.

Performance outcomes	Acceptable outcomes	Response
	<p>Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes. AND</p> <p><b>AO35.2</b> Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.</p>	
<p><b>PO36</b> Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable.</p>
<p><b>PO37</b> Run-off from the development site is not unlawfully discharged to a future state-controlled road.</p>	<p><b>AO37.1</b> Development does not create any new points of discharge to a future state-controlled road. AND</p> <p><b>AO37.2</b> Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. AND</p> <p><b>AO37.3</b> Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.</p>	<p>Not applicable.</p> <p>As above.</p> <p>As above.</p>

# State code 6: Protection of state transport networks

**Table 6.2.2: All development**

Performance outcomes	Acceptable outcomes	Response
Network impacts		
<p>PO1 Development does not result in a worsening of the safety of a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified road safety audit or road safety assessment (as applicable) is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p> <p>Section 6 of the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017, provides guidance on how to determine whether a road safety audit or road safety assessment is required.</p>	No acceptable outcome is prescribed.	Complies. The State has issued an amended Concurrence agency response as detailed in Appendix E of the Supporting Information Report.
<p>PO2 Development does not result in a worsening of the infrastructure condition of a state-controlled road or road transport infrastructure.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that a RPEQ certified traffic impact assessment and pavement impact assessment are provided, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.	Complies. As above.
<p>PO3 Development does not result in a worsening of operating conditions on a state-controlled road or the surrounding road network.</p> <p>To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017, is provided.</p>	No acceptable outcome is prescribed.	Complies. As above.

Performance outcomes	Acceptable outcomes	Response
PO4 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO4.1 The layout and design of the development directs traffic generated by the development to the local road network.	Complies. As above.
PO5 Upgrade works on, or associated with, a state-controlled road are built in accordance with relevant design standards.	AO5.1 Upgrade works on a state-controlled road are designed and constructed in accordance with the Road Planning and Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.	Complies. As above.
PO6 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.  Note: It is recommended that a transport infrastructure impact assessment and pavement impact assessment are provided, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	AO6.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	Complies. As above.
PO7 Development does not adversely impact on the safety of a railway crossing.  Note: It is recommended that a traffic impact assessment be prepared to demonstrate compliance with this performance outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.	AO7.1 Development does not require a new railway crossing. OR	Complies. The proposed development does not impact on the safety of a railway crossing.

Performance outcomes	Acceptable outcomes	Response
	AO7.2 A new railway crossing is grade separated.	
	<p>OR all of the following acceptable outcomes apply:            AO7.3 Upgrades to a level crossing are designed and constructed in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings and applicable rail manager standard drawings.</p> <p>Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this acceptable outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome            AND</p>	
	<p>AO7.4 Access points achieve sufficient clearance from a level crossing in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings by providing a minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site.</p> <p>Note: Section 2.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.            AND</p>	
	AO7.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times.	
PO8 Development does not result in a worsening of the infrastructure condition of a railway or rail transport infrastructure.	No acceptable outcome is prescribed.	Complies. As above.
PO9 Development does not result in a worsening of operating conditions of a railway	No acceptable outcome is prescribed.	Complies. As above.

Performance outcomes	Acceptable outcomes	Response
PO10 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	AO10.1 Vehicular access and associated road access works are not located within five metres of public passenger transport infrastructure. AND	Complies. The proposed development is not located in the vicinity of a public passenger transport infrastructure.
	AO10.2 Development does not necessitate the relocation of existing public passenger transport infrastructure. AND	Complies. As above.
	AO10.3 Development does not obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services. AND	Complies. As above.
	AO10.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	
Stormwater and drainage		
PO11 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state transport corridor.	No acceptable outcome is prescribed.	Complies. The proposed development is located ~590m from the State-controlled road.
PO12 Run-off from the development site is not unlawfully discharged to a state transport corridor.	AO12.1 Development does not create any new points of discharge to a state transport corridor. AND	Complies. As above.
	AO12.2 Stormwater run-off is discharged to a lawful point of discharge.  Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. AND	Complies. As above.
	AO12.3 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor.	Complies. As above.

Performance outcomes	Acceptable outcomes	Response
PO13 Run-off from the development site does not cause siltation of stormwater infrastructure affecting a state transport corridor.	AO13.1 Run-off from the development site is not discharged to stormwater infrastructure for a state transport corridor.	Complies. As above.
Planned upgrades		
PO14 Development does not impede delivery of planned upgrades of state transport infrastructure.	AO14.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure.  Note: Land required for the planned upgrade of state transport infrastructure is identified in the DA mapping system. OR	Complies. The proposed development is not located on land identified as land required by DTMR for planned upgrade of state transport infrastructure.
	AO14.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure.	
	OR all of the following acceptable outcomes apply:  AO14.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	

Performance outcomes	Acceptable outcomes	Response
	AO14.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of state transport infrastructure. AND	Complies. As above.
	AO14.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state transport infrastructure. AND	Complies. As above.
	AO14.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	Complies. As above.

Table 6.2.3: Provision of public passenger transport infrastructure

Performance outcomes	Acceptable outcomes	Response
Provision of public passenger transport infrastructure		
<p>PO15 Upgraded or new public passenger transport infrastructure is provided to accommodate the demand for public passenger transport generated by the development.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a public transport impact assessment be prepared in accordance with appendix 1 of the State Development Assessment Provisions Supporting Information – Public Passenger Transport, Department of Transport and Main Roads, 2014. New or upgraded public passenger transport infrastructure provided should be in accordance with the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015</p>	No acceptable outcome is prescribed.	Complies. The development does not necessitate the provision of new public passenger transport infrastructure.

Performance outcomes	Acceptable outcomes	Response
<p>PO16 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services.</p> <p>Note: Chapters 2 and 5 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	Complies. As above.
PO17 Development enables the provision or extension of public passenger services to the development and avoids creating indirect or inefficient routes for public passenger services.	No acceptable outcome is prescribed.	Complies. As above.
PO18 New or modified road networks are designed to enable development to be serviced by public passenger services.	AO18.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent. AND	Complies. As above.
	<p>AO18.2 Roads intended to accommodate buses are designed and constructed in accordance with Road Planning and Design Manual (2<sup>nd</sup> edition), Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016.</p> <p>Note: Guidance on how to meet the acceptable outcome is available in the Road Planning and Design Manual (2<sup>nd</sup> edition), Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016.</p> <ol style="list-style-type: none"> <li>1. Part 3: <ol style="list-style-type: none"> <li>a. 4.2 Traffic lanes</li> <li>b. 4.8 Bicycle lanes</li> <li>c. 4.9 High occupancy vehicle (HOV) lanes</li> <li>d. 4.12 Bus stops</li> <li>e. 7 Horizontal alignment</li> <li>f. 7.7 Super elevation</li> </ol> </li> </ol>	Complies. As above.

Performance outcomes	Acceptable outcomes	Response
	<ul style="list-style-type: none"> <li>g. 7.9 Curve widening</li> <li>2. Part 4:               <ul style="list-style-type: none"> <li>a. 6.3 Bus Facilities</li> <li>b. 5.6 Design vehicle swept path</li> </ul> </li> <li>3. Part 4A:               <ul style="list-style-type: none"> <li>a. 5 Auxiliary lanes</li> </ul> </li> <li>4. Part 4B: Roundabouts:               <ul style="list-style-type: none"> <li>a. 4 Geometric design</li> <li>b. 4.6 Circulating carriageway.</li> </ul> </li> </ul> <p>AND</p>	
	<p>AO18.3 Traffic calming devices are not installed on roads used for buses.</p> <p>Note: Chapter 2 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this acceptable outcome.</p> <p>AND</p>	Complies. As above.
	<p>AO18.4 Where road humps are installed on roads used for buses, the road humps are designed in accordance with the Manual of Uniform Traffic Control Devices, Department of Transport and Main Roads, 2016.</p> <p>Note: Guidance on how to meet the acceptable outcome is available in the Manual of Uniform Traffic Control Devices, Part 13:</p> <ul style="list-style-type: none"> <li>1. Local Area Traffic Management, section 2.4 – Road humps</li> <li>2. Supplement part 13: Local Area Traffic Management – 2.4.2-1 Hump profiles for bus routes.</li> </ul>	Complies. As above.
PO19 Development provides safe, direct and convenient pedestrian access to existing and future public passenger transport infrastructure.	No acceptable outcome is prescribed.	Complies. As above.

Performance outcomes	Acceptable outcomes	Response
Note: Chapter 3 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome. In particular, it is recommended that a pedestrian demand analysis be provided to demonstrate compliance with the performance outcome.		
PO20 Onsite vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	AO20.1 The location of onsite pedestrian crossings ensures safe sight distances for pedestrians and public passenger services. AND	Not applicable.
	AO20.2 Onsite circulation is designed and constructed so that public passenger services can enter and leave in a forward gear at all times. AND	Not applicable.
	AO20.3 Development does not result in public passenger services movements through car parking aisles.	Not applicable.
PO21 Taxi facilities are provided to accommodate the demand generated by the development.  Note: Guidance on how to meet the performance outcome are available in chapter 7 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	No acceptable outcome is prescribed.	Complies. The proposed development does not necessitate the provision of taxi facilities.
PO22 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	AO22.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance. AND	Not applicable.
	AO22.2 Taxi facilities are designed in accordance with:	Not applicable.

Performance outcomes	Acceptable outcomes	Response
	<ol style="list-style-type: none"> <li>1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work</li> <li>2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices</li> <li>3. AS/NZS 2890.6–2009 Parking facilities – off-street parking for people with disabilities</li> <li>4. Disability standards for accessible public transport 2002 made under section 31(1) of the <i>Disability Discrimination Act 1992</i></li> <li>5. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements.</li> </ol>	
<p>PO23 Educational establishments are designed to ensure the safe and efficient operation of public passenger services and pedestrian access.</p>	<p>AO23.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.</p>	<p>Not applicable.</p>