

IDAS form 1—Application details

(Sustainable Planning Act 2009 version 4.2 effective 3 August 2015)

This form must be used for **ALL** development applications.

You **MUST** complete **ALL** questions that are stated to be a mandatory requirement unless otherwise identified on this form.

For all development applications, you must:

- complete this form (*IDAS form 1—Application details*)
- complete any other forms relevant to your application
- provide any mandatory supporting information identified on the forms as being required to accompany your application.

Attach extra pages if there is insufficient space on this form.

All terms used on this form have the meaning given in the *Sustainable Planning Act 2009* (SPA) or the Sustainable Planning Regulation 2009.

This form and any other IDAS form relevant to your application must be used for development applications 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*. Whenever a planning scheme is mentioned, take it to mean land use plan for the strategic port land, Brisbane core port land or airport land.

PLEASE NOTE: This form is not required to accompany requests for compliance assessment.

Mandatory requirements

Applicant details (Note: the applicant is the person responsible for making the application and need not be the owner of the land. The applicant is responsible for ensuring the information provided on all IDAS application forms is correct. Any development permit or preliminary approval that may be issued as a consequence of this application will be issued to the applicant.)

Name/s (individual or company name in full)

Foxwise Developments Pty Ltd

For companies, contact name

c/- Planz Town Planning – Attention Nikki Huddy

Postal address

PO Box 181

Suburb Edge Hill

State QLD

Postcode

4870

Country

Contact phone number

4041 0445

Mobile number (non-mandatory requirement)

0447 323384

Fax number (non-mandatory requirement)

Email address (non-mandatory requirement)

plan@planztp.com

Applicant's reference number (non-mandatory requirement)

P71631

1. What is the nature of the development proposed and what type of approval is being sought?

Table A—Aspect 1 of the application (If there are additional aspects to the application please list in Table B—Aspect 2.)

- a) What is the nature of the development? (Please only tick one box.)
- Material change of use Reconfiguring a lot Building work Operational work
- b) What is the approval type? (Please only tick one box.)
- Preliminary approval under s241 of SPA Preliminary approval under s241 and s242 of SPA Development permit
- c) Provide a brief description of the proposal, including use definition and number of buildings or structures where applicable (e.g. six unit apartment building defined as a *multi-unit dwelling*, 30 lot residential subdivision etc.)
- Multi-Unit Housing & Holiday Accommodation 10 Units
- d) What is the level of assessment? (Please only tick one box.)
- Impact assessment Code assessment

Table B—Aspect 2 of the application (If there are additional aspects to the application please list in Table C—Additional aspects of the application.)

- a) What is the nature of development? (Please only tick one box.)
- Material change of use Reconfiguring a lot Building work Operational work
- b) What is the approval type? (Please only tick one box.)
- Preliminary approval under s241 of SPA Preliminary approval under s241 and s242 of SPA Development permit
- c) Provide a brief description of the proposal, including use definition and number of buildings or structures where applicable (e.g. six unit apartment building defined as a *multi-unit dwelling*, 30 lot residential subdivision etc.)
-
- d) What is the level of assessment?
- Impact assessment Code assessment

Table C—Additional aspects of the application (If there are additional aspects to the application please list in a separate table on an extra page and attach to this form.)

- Refer attached schedule Not required

2. Location of the premises (Complete Table D and/or Table E as applicable. Identify each lot in a separate row.)

Table D—Street address and lot on plan for the premises or street address and lot on plan for the land adjoining or adjacent to the premises (Note: this table is to be used for applications involving taking or interfering with water.) (Attach a separate schedule if there is insufficient space in this table.)

- Street address **and** lot on plan (All lots must be listed.)
- Street address **and** lot on plan for the land adjoining or adjacent to the premises (Appropriate for development in water but adjoining or adjacent to land, e.g. jetty, pontoon. All lots must be listed.)

Street address					Lot on plan description		Local government area (e.g. Logan, Cairns)
Lot	Unit no.	Street no.	Street name and official suburb/ locality name	Post-code	Lot no.	Plan type and plan no.	
i)		33	Davidson Street, Port Douglas	4870	903	PTD209233	Douglas
ii)							
iii)							

Planning scheme details (If the premises involves multiple zones, clearly identify the relevant zone/s for each lot in a separate row in the below table. Non-mandatory)

Lot	Applicable zone / precinct	Applicable local plan / precinct	Applicable overlay/s
i)	Tourist & Residential	Port Douglas & Environs	Acid Sulfate Soils
ii)			
iii)			

Table E—Premises coordinates (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.) (Attach a separate schedule if there is insufficient space in this table.)

Coordinates (Note: place each set of coordinates in a separate row)				Zone reference	Datum	Local government area (if applicable)
Easting	Northing	Latitude	Longitude			
					<input type="checkbox"/> GDA94 <input type="checkbox"/> WGS84 <input type="checkbox"/> other	

3. Total area of the premises on which the development is proposed (indicate square metres)1012m²**4. Current use/s of the premises** (e.g. vacant land, house, apartment building, cane farm etc.)

Vacant

5. Are there any current approvals (e.g. a preliminary approval) associated with this application? (Non-mandatory requirement)

No Yes—provide details below

List of approval reference/s	Date approved (dd/mm/yy)	Date approval lapses (dd/mm/yy)

6. Is owner’s consent required for this application? (Refer to notes at the end of this form for more information.)

No
 Yes—complete either Table F, Table G or Table H as applicable

Table F	
Name of owner/s of the land	
I/We, the above-mentioned owner/s of the land, consent to the making of this application.	
Signature of owner/s of the land	
Date	

Table G	
Name of owner/s of the land	Nunzia Maria Clarisse
<input checked="" type="checkbox"/> The owner’s written consent is attached or will be provided separately to the assessment manager.	

Table H	
Name of owner/s of the land	
<input type="checkbox"/> By making this application, I, the applicant, declare that the owner has given written consent to the making of the application.	

7. Identify if any of the following apply to the premises (Tick applicable box/es.)

- Adjacent to a water body, watercourse or aquifer (e.g. creek, river, lake, canal)—complete Table I
- On strategic port land under the *Transport Infrastructure Act 1994*—complete Table J
- In a tidal water area—complete Table K
- On Brisbane core port land under the *Transport Infrastructure Act 1994* (No table requires completion.)
- On airport land under the *Airport Assets (Restructuring and Disposal) Act 2008* (no table requires completion)
- Listed on either the Contaminated Land Register (CLR) or the Environmental Management Register (EMR) under the *Environmental Protection Act 1994* (no table requires completion)

Table I
Name of water body, watercourse or aquifer

Table J

Lot on plan description for strategic port land	Port authority for the lot

Table K

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

8. Are there any existing easements on the premises? (e.g. for vehicular access, electricity, overland flow, water etc)

No Yes—ensure the type, location and dimension of each easement is included in the plans submitted

9. Does the proposal include new building work or operational work on the premises? (Including any services)

No Yes—ensure the nature, location and dimension of proposed works are included in plans submitted

10. Is the payment of a portable long service leave levy applicable to this application? (Refer to notes at the end of this form for more information.)

No—go to question 12 Yes

11. Has the portable long service leave levy been paid? (Refer to notes at the end of this form for more information.)

No

Yes—complete Table L and submit with this application the yellow local government/private certifier's copy of the receipted QLeave form

Table L

Amount paid	Date paid (dd/mm/yy)	QLeave project number (6 digit number starting with A, B, E, L or P)

12. Has the local government agreed to apply a superseded planning scheme to this application under section 96 of the *Sustainable Planning Act 2009*?

No

Yes—please provide details below

Name of local government	Date of written notice given by local government (dd/mm/yy)	Reference number of written notice given by local government (if applicable)

13. List below all of the forms and supporting information that accompany this application (Include all IDAS forms, checklists, mandatory supporting information etc. that will be submitted as part of this application)

Description of attachment or title of attachment	Method of lodgement to assessment manager
IDAS Form 5	Electronic
Planning Report	Electronic
Proposal Plans	Electronic

14. Applicant's declaration

By making this application, I declare that all information in this application is true and correct (Note: it is unlawful to provide false or misleading information)

Notes for completing this form

- Section 261 of the *Sustainable Planning Act 2009* prescribes when an application is a properly-made application. Note, the assessment manager has discretion to accept an application as properly made despite any non-compliance with the requirement to provide mandatory supporting information under section 260(1)(c) of the *Sustainable Planning Act 2009*

Applicant details

- Where the applicant is not a natural person, ensure the applicant entity is a real legal entity.

Question 1

- Schedule 3 of the Sustainable Planning Regulation 2009 identifies assessable development and the type of assessment. Where schedule 3 identifies assessable development as "various aspects of development" the applicant must identify each aspect of the development on Tables A, B and C respectively and as required.

Question 6

- Section 263 of the *Sustainable Planning Act 2009* sets out when the consent of the owner of the land is required for an application. Section 260(1)(e) of the *Sustainable Planning Act 2009* provides that if the owner's consent is required under section 263, then an application must contain, or be accompanied by, the written consent of the owner, or include a declaration by the applicant that the owner has given written consent to the making of the application. If a development application relates to a state resource, the application is not required to be supported by evidence of an allocation or entitlement to a state resource. However, where the state is the owner of the subject land, the written consent of the state, as landowner, may be required. Allocation or entitlement to the state resource is a separate process and will need to be obtained before development commences.

Question 7

- If the premises is listed on either the Contaminated Land Register (CLR) or the Environmental Management Register (EMR) under the *Environmental Protection Act 1994* it may be necessary to seek compliance assessment. Schedule 18 of the Sustainable Planning Regulation 2009 identifies where compliance assessment is required.

Question 11

- The *Building and Construction Industry (Portable Long Service Leave) Act 1991* prescribes when the portable long service leave levy is payable.
- The portable long service leave levy amount and other prescribed percentages and rates for calculating the levy are prescribed in the Building and Construction Industry (Portable Long Service Leave) Regulation 2002.

Question 12

- The portable long service leave levy need not be paid when the application is made, but the *Building and Construction Industry (Portable Long Service Leave) Act 1991* requires the levy to be paid before a development permit is issued.
- Building and construction industry notification and payment forms are available from any Queensland post office or agency, on request from QLeave, or can be completed on the QLeave website at www.qleave.qld.gov.au. For further information contact QLeave on 1800 803 481 or visit www.qleave.qld.gov.au.

Privacy—The information collected in this form will be used by the Department of Infrastructure, Local Government and Planning (DILGP), assessment manager, referral agency and/or building certifier in accordance with the processing and assessment of your application. Your personal details should not be disclosed for a purpose outside of the IDAS process or the provisions about public access to planning and development information in the *Sustainable Planning Act 2009*, except where required by legislation (including the *Right to Information Act 2009*) or as required by Parliament. This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002*.

OFFICE USE ONLY

Date received

Reference numbers

NOTIFICATION OF ENGAGEMENT OF A PRIVATE CERTIFIER

To

Council. I have been engaged as the private certifier for the building work referred to in this application

Date of engagement	Name	BSA Certification license number	Building classification/s

QLEAVE NOTIFICATION AND PAYMENT (For completion by assessment manager or private certifier if applicable.)

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

The *Sustainable Planning Act 2009* is administered by the Department of Infrastructure, Local Government and Planning. This form and all other required application materials should be sent to your assessment manager and any referral agency.

Consent to the making of a development application under the *Sustainable Planning Act 2009*

I / we:

Insert landowner names. Refer to guide below**

Nunzia Maria Clarisse

As:

Confirm if Owner or Director

Owner

Of premises identified as:

Insert street address

33 Davidson Street, Port Douglas QLD 4877

Described as:

Insert Real Property Description

LOT 903 PTD2092

Consent to Planz Town
Planning making a
development application for:

Insert MCU / ROL proposed use

Multiple Dwelling Units



[Signature of Owner / Director** / Body Corporate**]

27/6/2016

[Date]

** If signing on behalf of Company or Body Corporate - insert name of Company or Body Corporate



[Signature of Owner / Director / Body Corporate]



[Date]

** If signing on behalf of Company or Body Corporate - insert name of Company or Body Corporate

**Guide - To determine who is the owner of the land

Landowner: The Person, Company, or Body Corporate shown on the rates notice or lease documents.

When there are multiple owners: The consent of each owner must be obtained.

When there are multiple lots: The consent of each of those landowners is required.

When the owner is a company: The company must consent to the application in accordance with Section 127 of The Corporations Act 2001

Easements: The consent of easement owners is not always required. This is considered on an application by application basis.

Leases: If the land leased to you from someone else, Council or State, the lessors (not you) of the land must give the owner's consent.

State owned land: If the land is state-owned land that is leased or subleased, The State as the lessor of the land must give owner's consent

Power of attorney: If power of attorney has been granted authorising another person to sign on the owner's behalf, a certified copy of the power of attorney is required to accompany the consent.

IDAS form 5—Material change of use assessable against a planning scheme

(Sustainable Planning Act 2009 version 3.1 effective 3 August 2015)

This form must be used for development applications for a material change of use assessable against a planning scheme.

You **MUST** complete **ALL** questions that are stated to be a mandatory requirement unless otherwise identified on this form.

For all development applications, you must:

- complete *IDAS form 1—Application details*
- complete any other forms relevant to your application
- provide any mandatory supporting information identified on the forms as being required to accompany your application.

Attach extra pages if there is insufficient space on this form.

All terms used on this form have the meaning given in the *Sustainable Planning Act 2009* (SPA) or the Sustainable Planning Regulation 2009.

This form must also be used for material change of use on 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* that requires assessment against the land use plan for that land. Whenever a planning scheme is mentioned, take it to mean land use plan for the strategic port land, Brisbane core port land or airport land.

Mandatory requirements

1. Describe the proposed use. (Note: this is to provide additional detail to the information provided in question 1 of *IDAS form 1—Application details*. Attach a separate schedule if there is insufficient space in this table.)

General explanation of the proposed use	Planning scheme definition (include each definition in a new row) (non-mandatory)	No. of dwelling units (if applicable) or gross floor area (if applicable)	Days and hours of operation (if applicable)	No. of employees (if applicable)
10 Multi-Dwelling Units / Holiday Accommodation	Multi-Dwelling Units / Holiday Accommodation	10	-	-

2. Are there any current approvals associated with the proposed material change of use? (e.g. a preliminary approval.)

No Yes—provide details below

List of approval reference/s	Date approved (dd/mm/yy)	Date approval lapses (dd/mm/yy)

3. Does the proposed use involve the following? (Tick all applicable boxes.)

- | | | | | |
|--|-------------------------------------|----|-------------------------------------|-----|
| The reuse of existing buildings on the premises | <input checked="" type="checkbox"/> | No | <input type="checkbox"/> | Yes |
| New building work on the premises | <input type="checkbox"/> | No | <input checked="" type="checkbox"/> | Yes |
| The reuse of existing operational work on the premises | <input checked="" type="checkbox"/> | No | <input type="checkbox"/> | Yes |
| New operational work on the premises | <input type="checkbox"/> | No | <input checked="" type="checkbox"/> | Yes |

Mandatory supporting information

4. Confirm that the following mandatory supporting information accompanies this application

Mandatory supporting information	Confirmation of lodgement	Method of lodgement
All applications		
<p>A site plan drawn to an appropriate scale (1:100, 1:200 or 1:500 are recommended scales) which shows the following:</p> <ul style="list-style-type: none"> • the location and site area of the land to which the application relates (<i>relevant land</i>) • the north point • the boundaries of the relevant land • any road frontages of the relevant land, including the name of the road • the location and use of any existing or proposed buildings or structures on the relevant land (note: where extensive demolition or new buildings are proposed, two separate plans [an existing site plan and proposed site plan] may be appropriate) • any existing or proposed easements on the relevant land and their function • the location and use of buildings on land adjoining the relevant land • all vehicle access points and any existing or proposed car parking areas on the relevant land. Car parking spaces for persons with disabilities and any service vehicle access and parking should be clearly marked • for any new building on the relevant land, the location of refuse storage • the location of any proposed retaining walls on the relevant land and their height • the location of any proposed landscaping on the relevant land • the location of any stormwater detention on the relevant land. 	<input checked="" type="checkbox"/> Confirmed	Electronic
A statement about how the proposed development addresses the local government’s planning scheme and any other planning instruments or documents relevant to the application.	<input checked="" type="checkbox"/> Confirmed	Electronic
A statement about the intensity and scale of the proposed use (e.g. number of visitors, number of seats, capacity of storage area etc.).	<input checked="" type="checkbox"/> Confirmed	Electronic
<p>Information that states:</p> <ul style="list-style-type: none"> • the existing or proposed floor area, site cover, maximum number of storeys and maximum height above natural ground level for existing or new buildings (e.g. information regarding existing buildings but not being reused) • the existing or proposed number of on-site car parking bays, type of vehicle cross-over (for non-residential uses) and vehicular servicing arrangement (for non-residential uses). 	<input checked="" type="checkbox"/> Confirmed <input type="checkbox"/> Not applicable	Electronic

A statement addressing the relevant part(s) of the State Development Assessment Provisions (SDAP).	<input checked="" type="checkbox"/> Confirmed <input type="checkbox"/> Not applicable	Electronic
When the application involves the reuse of existing buildings		
Plans showing the size, location, existing floor area, existing site cover, existing maximum number of storeys and existing maximum height above natural ground level of the buildings to be reused.	<input type="checkbox"/> Confirmed <input checked="" type="checkbox"/> Not applicable	
When the application involves new building work (including extensions)		
Floor plans drawn to an appropriate scale (1:50, 1:100 or 1:200 are recommended scales) which show the following: <ul style="list-style-type: none"> the north point the intended use of each area on the floor plan (for commercial, industrial or mixed use developments only) the room layout (for residential development only) with all rooms clearly labelled the existing and the proposed built form (for extensions only) the gross floor area of each proposed floor area. 	<input checked="" type="checkbox"/> Confirmed	Electronic
Elevations drawn to an appropriate scale (1:100, 1:200 or 1:500 are recommended scales) which show plans of all building elevations and facades, clearly labelled to identify orientation (e.g. north elevation)	<input checked="" type="checkbox"/> Confirmed	Electronic
Plans showing the size, location, proposed site cover, proposed maximum number of storeys, and proposed maximum height above natural ground level of the proposed new building work.	<input checked="" type="checkbox"/> Confirmed <input type="checkbox"/> Not applicable	Electronic
When the application involves reuse of other existing work		
Plans showing the nature, location, number of on-site car parking bays, existing area of landscaping, existing type of vehicular cross-over (non-residential uses), and existing type of vehicular servicing arrangement (non-residential uses) of the work to be reused.	<input type="checkbox"/> Confirmed <input checked="" type="checkbox"/> Not applicable	
When the application involves new operational work		
Plans showing the nature, location, number of new on-site car parking bays, proposed area of new landscaping, proposed type of new vehicle cross-over (non-residential uses), proposed maximum new vehicular servicing arrangement (non-residential uses) of the proposed new operational work.	<input checked="" type="checkbox"/> Confirmed <input type="checkbox"/> Not applicable	Electronic

Privacy—Please refer to your assessment manager, referral agency and/or building certifier for further details on the use of information recorded in this form.

OFFICE USE ONLY

Date received Reference numbers

The *Sustainable Planning Act 2009* is administered by the Department of Infrastructure, Local Government and Planning. This form and all other required application materials should be sent to your assessment manager and any referral agency.

**Application for a
Development Permit
Material Change of
Use Multi-Unit
Housing & Holiday
Accommodation 10
Units (Code
Assessable)**

**Lot 903 PTD209233
Davidson St, Port
Douglas**

**Prepared for Foxwise
Developments Pty Ltd**

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Application Summary

Applicant Details	
Proposal	Development Permit for Material Change of Use Multi Unit Housing & Holiday Accommodation (10 Units)
Applicant	Foxwise Developments Pty Ltd C/- Planz Town Planning
Property Owner	Nunzia Maria Clarisse
Address	33 Davidson St, Port Douglas
Real Property Description	Lot 903 PTD2092
Lot Size	1,012m ²
Planning Area	Tourist & Residential
Current Use	Vacant
Level of Assessment	Code
Applicable Codes	Port Douglas & Environs Locality Code Tourist & Residential Code Multi Unit Housing / Holiday Accommodation Code Acid Sulfate Soils Code Filling and excavation Code Landscaping Code Vehicle Parking and Access Code Advertising Devices code
Referral Agencies	DILGP / QTMR for development within 25m of a state controlled road.

1.0 INTRODUCTION

The application is for the development of 10 Multi-Dwelling Units / Holiday Accommodation on Lot 903 PTD2092 at 33 Davidson Street, Port Douglas. The 1,012m² site is included in the Tourist and Residential Planning Area and the use is Code Assessable. The development complies with the purpose and performance criteria of the codes as summarised in **Table 1**. Proposal plans are provided in **Appendix 1**.

1.1 The Proposal

The proposal is well designed functionally and architecturally. The design provides contemporary accommodation in a modern tropical building, while still being consistent with the type of development in the area. The proposal is for 8 x 2 bedroom units and 2 x 3 bedroom townhouse style units in a 3 storey building.

The basement carpark contains 1 parking space per unit, 2 visitor spaces and private locker storage areas. Each unit has a generous balcony or ground floor terrace.

Table 1: Development Summary

Element		Scheme requirement	Proposal	Complies
Setback	Front	6m minimum	6m	✓
	Rear	½ height of building (9m/2)	4.5m	✓
	Side north	½ height of building (11/2)	4.5m	Acceptable outcome
	Side south	½ height of building (10m/2)	3m	Acceptable outcome
Site coverage	Ground floor	45% (455m ²)	33% (324m ²)	✓
	First floor	40% (400m ²)	41% (412m ²)	✓
	Second floor	35% (354m ²)	39% (395m ²)	Acceptable outcome
Plot ratio	0.8:1	0.8 x 1012m ² = 809m ²	0.915m ²	Acceptable outcome
Parking	1.5 per unit	15 spaces	12 spaces	Acceptable outcome
Height	Building	10m maximum	9m	✓
	Roof	3.5m maximum	1.0m – 1.5m	✓
Landscaping	Recreation & Landscaping	355m ² (35%)	38% (385m ²)	✓

1.2 Design Philosophy

The building has a high level of permeability with large glazed opening walls and lightweight building elements. The building incorporates the relatively new building / screening materials and façade treatments and is a contemporary evolution of the traditional architecture typified throughout the older part of Port Douglas.

At first glance, the standard quarter acre block (1012m²) quickly establishes the design principles:

- The quarter acre is perfect for a basement car park with centre aisle.
- The number of parking spaces assists in arriving at the number of units on the site.
- Vehicle access and building orientation is determined by the site orientation.
- Landscaping and setbacks are a functional response to the parameters above.

However the design is a clever response to the site parameters:

- The ramp to the basement parking is on an angle allowing more area for open space and recreation
- The angled ramp results in the unusual situation where the ground floor units have a lower plot ratio than the floors above.
- This in turn allows for 2 townhouse style (two storey) units at the front of the site. Townhouses are a popular design for residents / guests but for some reason are not a common type of unit.
- Residents in a two-storey townhouse units have a slightly different living pattern and different recreational areas, to residents in other units which subtly provides improved amenity to residents and neighbouring properties.

1.3 The Site

The site has a minor fall of 1.5m towards the rear and is clear of vegetation and well located to the destinations in Port Douglas (**Figure 1**). The site is within an 800m walk to the Marina, 400m walk to Macrossan Street and less than a 400m walk to the Clink Theatre and Fourmile Beach. The site is well located for permanent and tourist residents and is in a highly walkable area, which supports 1 parking space / unit.

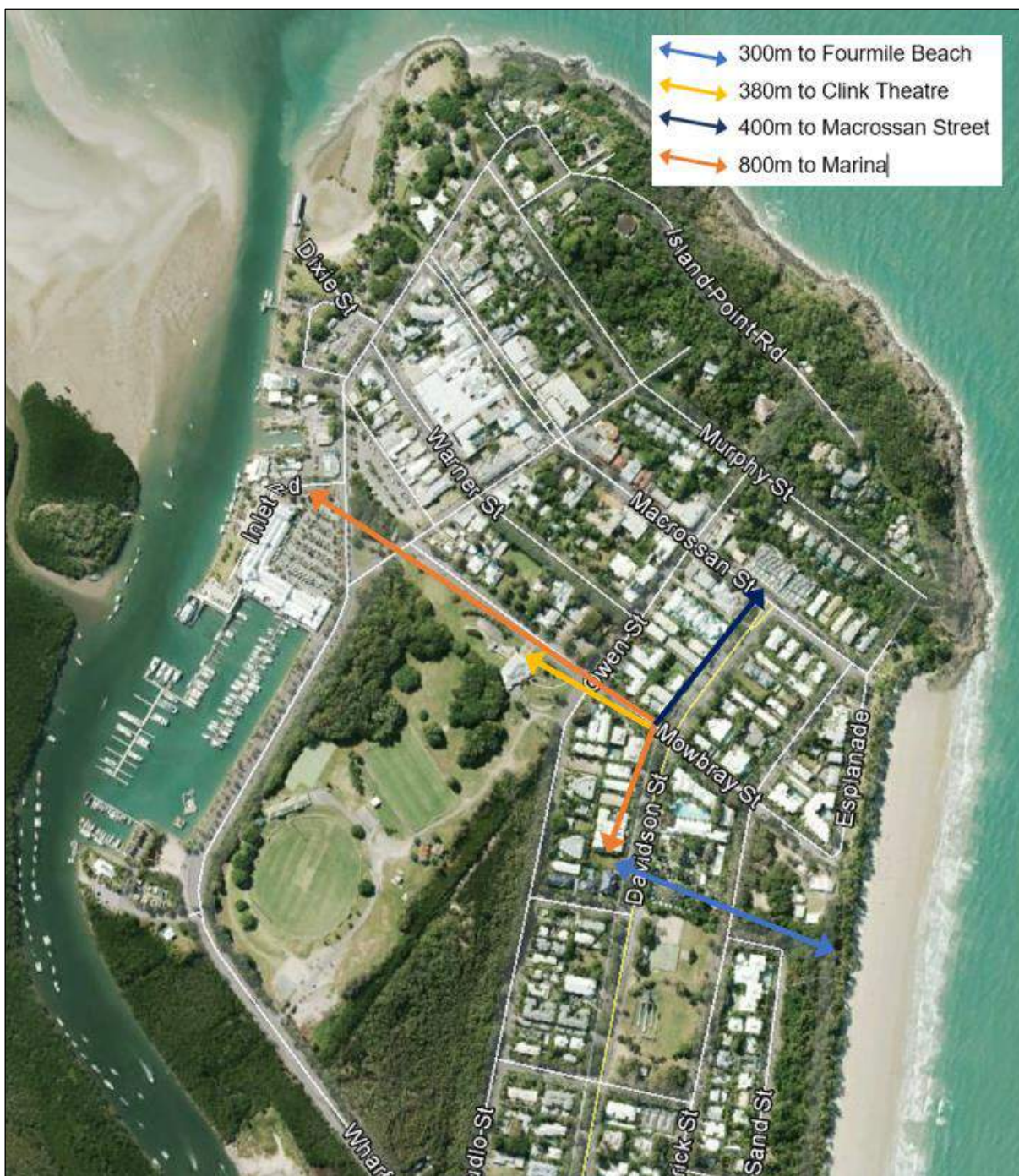


Figure 1: Site and proximity to main Port Douglas Destinations

The properties to the north, south and east have all been developed for units and these adjoining properties have established tropical vegetation along the side boundaries (**Figure 2**). The design will provide further tropical landscaping to these boundaries which creates a lush tropical feel and screens neighbouring properties.








Figure 2: Site and surrounding land uses



Figure 3: Features of road reserve adjacent to site

All services are available for connection to the site and Davidson Street has (Figure 3):

-  a 40m wide road reserve
-  a 14m wide pavement which includes 1 lane each way for traffic
-  a 4m sealed shoulder in front of the subject site
-  a 9m grass verge with a concrete footpath, concrete kerb & channel
-  a 7m grass 'nature strip'

The 9m grass verge will be upgraded as part of this proposal. It is intended that the on-street works will be designed around the existing trees, and bitumen seal will be provided for additional parking.

2.0 PLANNING CONSIDERATIONS

2.1 State Assessment and Referral

The *Sustainable Planning Regulations* and State Mapping (**Figures 4 & 5**) set out the matters of interest to the State for development assessment. Where the State is a Referral Agency for a development application the *State Development Assessment Provisions* (SDAP) apply.

The site is mapped for the following State interests:

1. Coastal protection: coastal zone. Referral not required.
2. State-controlled roads: area within 25m of State controlled road. Referral is required. The applicable SDAP codes are addressed in (**Appendix 2**).



Figure 4: Mapping layers for State Matters of Interest



Figure 5: State-controlled road noise corridor mapping

2.2 Planning Scheme Assessment

The application is made over land included in the Tourist & Residential Planning Area. Multi-Unit Housing / Holiday Accommodation is Code Assessable in this Planning Area. The following Codes are applicable to the proposal. This Section contains a brief discussion on the main planning elements. A detailed assessment is provided in **Section 3** of this report.

In considering the proposal against the relevant Codes, there are Performance Criteria and Acceptable Solutions which are to be considered:

1. Assessable development must demonstrate that the Performance Criteria can be achieved.
2. The Acceptable Solutions nominated in the Codes are just one means by which the Performance Criteria may be achieved.

The proposal satisfies the Purpose and Overall Outcomes of the Planning Scheme Codes, as identified in **Section 3**.

Table 2: Summary of applicable codes

Planning Scheme Code	Complies	Comment
Port Douglas and Environs Locality	Yes	This application for infill multi-unit development / holiday accommodation and the development utilises the existing infrastructure including road works.
Tourist & Residential Planning Area	Yes	The development complies with the performance criteria & is a positive contribution to the amenity of the locality.
Multi-Unit Housing / Holiday Accommodation	Yes	The development complies with the performance criteria.
Acid Sulfate Soil	Yes	The Engineering and Geotechnical Reports will be provided as part of the Building works. This application demonstrates there is the ability to comply with this code.
Filling and Excavation	Yes	The Engineering and Geotechnical Reports will be provided as part of the Building works. This application demonstrates there is the ability to comply with this code.
Landscaping	Yes	The development meets the requirements.
Vehicle Parking and Access	Yes	The proposal complies with these provisions.
Advertising Devices	Yes	The development meets the requirements where applicable.

2.3 Setbacks

The development complies with the Acceptable outcomes for the front (6m) setback and rear (4.5m) setback of the Tourist and Residential Planning Area Code. The Acceptable outcome requires an average of half the height of the wall of the building for the side setbacks. The height is 11m (5.5m setback) for the north and 10m (5m setback) for the south. The proposal complies with the performance criteria the side setbacks.

Table 3: Extract from the Tourist and Residential Planning Area Code

Performance Criteria	Acceptable outcome
Building Setbacks – Other than a House	
<p>P3 All Buildings are Setback to:</p> <ul style="list-style-type: none"> maintain the character and amenity of the area; and achieve separation from neighbouring Buildings and from Road Frontages 	<p>A3.1 Buildings, other than a House is Setback:</p> <ul style="list-style-type: none"> a minimum of 6 metres from the Main Street Frontage a minimum of 4 metres from any secondary street Frontage; and for side and rear boundary Setbacks: <ul style="list-style-type: none"> P1 1.5 metres; or P2 an average of half of the Height of the wall of the Building, whichever is the greater.

Figure 6 shows that all elements of the building are setback a minimum of 3m from the side boundaries. The living areas are to the north and the building is setback a 4.5m to this boundary (**Figure 7**). There is ample room on the premises for tropical landscaping which will maintain the character and amenity of the area and good separation is achieved between adjacent buildings. See also **Figure 2** which shows the location of the adjoining pools and buildings.



Figure 6: Extract from Drawing A.4 showing 3m setback line



Figure 7: Extract from Drawing A.5 showing 4.5m setback line

2.4 Site Coverage

The proposal is unusual in that the ground floor units have a lower plot ratio than the floors above. The area of non-compliance is the second floor, which is approx. 50m² greater than the permissible site cover. The average site coverage is 40% and the site cover is an average of 30% when excluding stairs and landings. The design is in 2 separate buildings with recessed areas and articulation, there is sufficient area for landscaping and it evident that the design does not result in a built form that is bulky or visually obtrusive.

Table 4: Extract from the Locality Code & Planning Area Code

Performance Criteria	Acceptable outcome
The Site Coverage of any residential or tourist development does not result in a built form that is bulky or visually obtrusive.	The Site Coverage of any residential or tourist development, other than a House, is limited to: <ul style="list-style-type: none"> • 45% at Ground Level; • 40% at first floor level; and • 35% at second floor level, if applicable

Site coverage	Acceptable Outcome		Proposed	Excluding stairs / landing
	Ground floor	45% (455m ²)	33% (324m ²)	31% (314m ²)
	First floor	40% (400m ²)	41% (412m ²)	30% (304m ²)
	Second floor	35% (354m ²)	39% (395m ²)	19% (297m ²)

2.5 Plot Ratio

The site is in the high scale plot ratio precinct. The Acceptable outcome provides for a maximum plot ratio of 0.8:1 where certain design features are included. The design has a plot ratio of 0.915 and satisfies the Performance criteria in that it is climate responsive, contributes positively to the character of the locality, and is complementary in scale to surrounding development.

The proposal also complies with Planning scheme policy – Building Design and Architectural Elements. The objectives of this Policy are:

- to encourage high quality tropical vernacular architecture throughout the Shire;
- to provide for the development of a distinctive architectural style in the Shire; and
- to encourage architecture which is relevant to and compatible with the tropical climate of the Shire.

The design clearly achieves these objectives. Key architectural elements of the design include:

- large open balconies with balustrading
- awnings, eaves and overhangs
- various roof profiles
- shutters and screens
- shading of glazed openings
- expansive windows and doors

2.6 Parking

The Acceptable outcomes require 1.5 spaces per Dwelling Unit (15 spaces) with a minimum of 60% covered parking. All parking is covered however the proposal is short



3 parking spaces than required in the Acceptable outcome. The proposal has 12 parking spaces – one covered parking space per unit, 2 visitor spaces and generous lockup storage in the basement which can be used for personal bicycle storage. The site is less than 400m from the tourist centre where the requirement is 1 space per Dwelling Unit, which would require 10 spaces for this development.

Figure 8: Port Douglas Tourist Centre

The proposal complies with the Performance criteria in that sufficient parking spaces are provided on the site to accommodate the amount and type of traffic expected to be generated by the use in particular, having particular regard to the level of local accessibility, the good pedestrian / cycle connectivity to the town centre and the generous road reserve in front of the site.

Table 5: Extract from the Vehicle Parking and Access Code

Performance Criteria	Acceptable outcome
Vehicle parking numbers	
<p>Sufficient parking spaces are provided on the 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"> • the desired character of the area in which the Site is located; • the nature of the particular use and its specific characteristics and scale; • the number of employees and the likely number of visitors to the Site; • the level of local accessibility; • the nature and frequency of any public transport serving the area; • whether or not the use involves the retention of an existing Building and the previous requirements for car parking for the Building; • whether or not the use involves an identified Valuable Conservation Feature and Valuable Site; and • whether or not the use involves the retention of significant vegetation. 	<p>The minimum number of vehicle parking spaces provided on the Site is not less than the number prescribed in Schedule 1 of this Code for the particular use or uses. Where the number of spaces calculated from the Schedule is not a whole number, the number of spaces provided is the next highest whole number.</p> <p>Schedule 1 – Car Parking Requirements</p> <ul style="list-style-type: none"> • Within the Port Douglas Tourist Centre – 1 car space per Dwelling Unit • Outside the Port Douglas Tourist Centre and elsewhere in the Shire – 1.5 car spaces per Dwelling Unit • In all cases, 60% of the car parking area is to be covered. • Plus 1 bicycle space per 3 units and 1 visitor bicycle space per 12 units.

2.7 Excavation and Earthworks

Excavation is required to accommodate the basement parking area. As with similar developments in the area, excavation should be achievable using a conventional excavator. Engineering and Geotechnical reports will be prepared as part of the future development application for building works. The basement construction is likely to involve removal of loose to medium denser sands as well as cemented sands, coral and greywacke rock. It is expected that PASS and ASS are will not be present at the site, within the disturbance depths of the proposed development. The fill generated by the excavation can be reused across the site or removed without restriction.

3.0 ASSESSMENT AGAINST DOUGLAS PLANNING SCHEME CODES

3.1 Port Douglas and Environs Locality Code

The purpose of this Code is, amongst other things, to facilitate the achievement of the following outcomes for the Locality:

- consolidate Port Douglas as the major tourist accommodation and tourist service centre;
- ensure that tourist development and associated landscaping is of high quality which reflects and complements the image of Port Douglas as a tropical seaside resort town of international renown;
- consolidate the area between Macrossan Street and Marina Mirage as the major tourist, retail, dining and entertainment centre;
- ensure that all forms of development complement the tropical image of the town by incorporating attractive design and architectural features;
- encourage the expansion of residential areas that are pleasant, functional, distinctive and in visually well-defined areas;
- protect existing and future residential areas from the intrusion of tourist accommodation and activity;
- protect sensitive environments and natural features which give Port Douglas its distinctive character and identity, in particular Four Mile Beach, Dicksons Inlet and Flagstaff Hill;
- maintain the distinct rural hinterland, dominant natural environment of the western escarpment, and the existing vegetated hillside of Flagstaff Hill;
- protect primary functions of the port (marine and fishing activities) from incompatible land uses and acknowledge the industrial and commercial land uses associated with the maritime industry, while also providing secondary opportunities for recreational use by residents and tourists.

Comment:

The proposal complies with the intent and purpose of the code, in particular the proposed development is a high quality architecturally designed, development which reflects and complements the image of Port Douglas as a tropical seaside town.

Performance Criteria	Acceptable Solutions	Comment
	Scale); and P2 Commercial – (High Scale, within the Tourist Centre and on the low side of Macrossan Street, through to Warner Street).	
Development is connected to all urban services.	<p>A2.1 Development is connected to available urban services by underground connections, wherever possible.</p> <p>AND/OR</p> <p>Contributions are paid when applicable in accordance with the requirements of Planning Scheme Policy No 11 – Water Supply and Sewerage Headworks and Works External Contributions.</p>	<p>Complies The site is connected to all urban services.</p>
Landscaping of development Sites complements the existing tropical seaside resort town character of Port Douglas and creates a dominant tropical vegetated streetscape.	<p>A3.1 Landscaping of a development Site complies with Planning Scheme Policy No 7 – Landscaping, with particular emphasis on appropriate species for Port Douglas.</p>	<p>Will be complied with. The site will be landscaped in accordance with the Policy. The proposal plans in Appendix 1 show the extent of landscaping.</p>
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.	<p>A4.1 All Roads, driveways and manoeuvring areas on Site and adjacent to the Site are designed and maintained to comply with the specifications set out in the Planning Scheme Policy No 6 – FNQROC Development Manual.</p>	<p>Will be complied with</p>
<p>Provisions relating to Tourist Centre, Local Centres, <i>Other Development and Community Facilities and Special Management Areas</i>, have not been included here as they are not relevant to this application.</p>		
<p>Residential Development Outside Tourist Centre</p>		
Existing residential housing estates are protected from incursion by higher density residential uses.	<p>A15.1 Multi-Unit Housing does not establish in the residential estate of Solander and the areas in Reef Park estate included in the Residential 1 Planning Area.</p>	<p>Not applicable The site is not in Solander or Reef Park.</p>
Residential development, other than a House, is climate responsive,	<p>A16.1 Development incorporates the</p>	<p>Complies with Performance Criteria</p>

Performance Criteria	Acceptable Solutions	Comment
<p>contributes positively to the character of the Locality, is complementary in scale to surrounding development and does not exceed the identified Plot Ratio designation on the Locality Map/s (that is):</p> <ul style="list-style-type: none"> land designated High Scale has a base Plot Ratio of 0.5:1 and a maximum Plot Ratio of 0.8:1; land designated Medium Scale has a base Plot Ratio of 0.3:1 and a maximum Plot Ratio of 0.45:1; <p style="text-align: center;">OR</p> <ul style="list-style-type: none"> land designated Low Scale has a base Plot Ratio of 0.25:1 and a maximum Plot Ratio of 0.35:1. <p style="text-align: center;">AND</p> <p>Will not achieve the maximum Plot Ratio specified above unless the development incorporates building design features and architectural elements detailed in Planning Scheme Policy No 2 – Building Design and Architectural Elements (and referred to in the Acceptable Solution).</p>	<p>following design features and corresponding plot ratio bonuses [in brackets]:</p> <ol style="list-style-type: none"> appropriate roof form and roofing material [10% Plot Ratio Bonus]; and appropriate fenestration in combination with roof form [5% Plot Ratio Bonus]; and appropriate window openings with window awnings, screens or eaves shading 80% of the window opening – refer Planning Scheme Policy No. 2 – Building Design and Architectural Elements [15% Plot Ratio Bonus]; and minimum of 700mm eaves [15% Plot Ratio Bonus]; and orientation of the Building to address the street/s [5% Plot Ratio Bonus]; sheltered pedestrian Access by unenclosed covered common area walkway of 1.2 metres in width from the car parking area/s to the development [5% Plot Ratio Bonus]; and inclusion of windows and balconies to the street façade of the Building [10% Plot Ratio Bonus]; and provision of lattice, battens or privacy screens [5% Plot Ratio Bonus]; and the overall length of a Building does not exceed 30 metres and the overall length of any continuous wall does not exceed 15 metres [10% Plot Ratio Bonus]. 	<p>The site is in the high scale (outside the tourist centre) plot ratio precinct. Refer to discussion in Section 2.5 of this report.</p> <p>The plot ratio bonus achieved is highlighted in the Acceptable Solutions and discussed in more detail as follows:</p> <p>The roof profile and the design incorporates screening and fenestration that:</p> <ul style="list-style-type: none"> distinctive appearance to the building/s assist in climate control is of light weight construction. articulates the building provides visual interest extends from the building façade to provide the additional features of an eave and screening. creates large recesses under roof creating indoor/outdoor living spaces as a main feature of a building. provides design features which reduce the scale and bulk of the building by a mix of articulation, use of architectural elements and exterior finishes. <p>Balconies are:</p> <ul style="list-style-type: none"> the interface between indoor / outdoor areas, with large retractable sliding doors off the living dining areas; sliding doors onto balconies from the bedrooms and sliding doors linking an outdoor dining area to the main living area. of a size which facilitates their use year round as outdoor living spaces and include a mix of

Performance Criteria	Acceptable Solutions	Comment
		<p>roofed and pergola covered areas.</p> <ul style="list-style-type: none"> • Windows and doors are large and functional for climate control and occupy large parts of the walls to allow flow through ventilation. <p>Shutters and screens are:</p> <ul style="list-style-type: none"> • adjustable or moveable • afford weather protection • facilitate • provide privacy. • will be predominantly timber and metal • will be perforated surfaces such as battens, lattice and mesh to provide privacy while facilitating ventilation and weather protection • in overlapping of planes to create shadow and depth <p>The façade is articulated and the overall length of any continuous wall does not exceed 15 metres.</p>
<p>The Site Coverage of any residential or tourist development does not result in a built form that is bulky or visually obtrusive.</p>	<p>A17.1 The Site Coverage of any residential or tourist development, other than a House, is limited to:</p> <ul style="list-style-type: none"> • 45% at Ground Level; • 40% at first floor level; and • 35% at second floor level, if applicable 	<p>Complies with performance criteria. The proposal not result in a built form that is bulky or visually obtrusive. Refer to discussion in Section 2.4 of this report.</p> <p>Site cover is:</p> <ul style="list-style-type: none"> • Ground floor 33% (324m²) • First floor 41% (412m²) • Second floor 39% (395m²)
<p>Tourist development provides a range of services and facilities for the recreational convenience of in-house guests.</p>	<p>A18.1 Tourist development provides a range of recreational facilities and small scale commercial services such as Restaurant/bars, shop/boutique, and tour booking office, for the enjoyment and</p>	<p>Not applicable</p>

Performance Criteria	Acceptable Solutions	Comment
	convenience of in-house guests.	
Protection of Scenic Amenity and Natural Values		
The views and vistas of Four Mile Beach from the intersection of Davidson Street and Macrossan Street to the beach front are maintained.	<p>A21.1 Any development in Macrossan Street between Davidson Street and the beach front, outside the Tourist Centre, is designed with Macrossan Street as the Main Street Frontage and the Buildings are Setback 6 metres from the Main Street Frontage.</p>	<p>Not applicable The site is not located near Four Mile Beach or the intersection of Davidson Street and Macrossan Street.</p>
Development does not adversely impact on areas of sensitive natural vegetation, foreshore areas, Watercourses and areas of tidal inundation which contribute the Scenic Amenity and natural values of the locality	No Acceptable Solution.	<p>Not applicable The site has previously been a residential property. The site does not contain areas of sensitive natural vegetation, foreshore areas, or a watercourse.</p>

3.2 Tourist and Residential Planning Area Code

The purpose of this Code is to facilitate the achievement of the following outcomes for the Tourist and Residential Planning Area:

- provide for tourist development to establish in areas in close proximity to commercial and recreational services and facilities;
- also provide for residential development for permanent residents to establish in these areas as an alternative residential option;
- encourage a range of tourist accommodation types to establish in these areas;
- ensure that tourist development is of an appropriate scale and achieves an attractive built form which incorporates the character and natural attributes of the Site and the surrounding area as integral features of the theme and design of the development;
- ensure that tourist development is designed to take account of the tropical climate by incorporating appropriate architectural elements and building design features;
- promote the efficient use of physical and social infrastructure; and
- ensure that Landscaping of tourist development is of high quality and contributes to the visual dominance of tropical vegetation and the local streetscape.

Comment

The proposed development complies with the purpose and intent of the code particular the development is of an appropriate scale and achieves an attractive built form which incorporates the character and natural attributes of the surrounding area.

Elements of the Code

Performance Criteria	Acceptable Solution	Comment
Consistent and Inconsistent Uses		
The establishment of uses is consistent with the outcomes sought for the Tourist and Residential Planning Area.	A1.1 Uses identified as inconsistent uses in the Assessment Tables are not established in the Tourist and Residential Planning Area.	Complies Multi Unit Dwellings and Holiday Accommodation are permitted uses in the Tourist and Residential Planning Area.
Site Coverage – Other than a House		
The Site Coverage of all Buildings other than a House ,does not result	A2.1 The Site Coverage of any Building, other than a House, is	Complies with Performance Criteria

Performance Criteria	Acceptable Solution	Comment
in a built form that is bulky or visually obtrusive.	limited to: <ul style="list-style-type: none"> • 45% at Ground Level; • 40% at first floor level; and • 35% at second floor level, if applicable. 	The proposal not result in a built form that is bulky or visually obtrusive. Refer to discussion in Section 2.4 of this report. Site cover is: <ul style="list-style-type: none"> • Ground floor 33% (324m²) • First floor 41% (412m²) • Second floor 39% (395m²)
Building Setbacks – Other than a House		
All Buildings are Setback to: <ul style="list-style-type: none"> • maintain the character and amenity of the area; and • achieve separation from neighbouring Buildings and from Road Frontages 	A3.1 Buildings, other than a House is Setback: <ul style="list-style-type: none"> • a minimum of 6 metres from the Main Street Frontage • a minimum of 4 metres from any secondary street Frontage; and • for side and rear boundary Setbacks: P1 1.5 metres; or P2 an average of half of the Height of the wall of the Building, whichever is the greater. 	Complies with the Performance Criteria. Refer to discussion in Section 2.3 of this report.
Fencing		
Perimeter fencing to the Frontage of a Site is not visually obtrusive and does not detract from the residential character of the area.	A4.1 Any fencing provided at the Main Street Frontage of the Site is a maximum of 1.2 metres in Height and does not present a blank facade to the street. AND Fencing at side and rear boundaries of the Site are a maximum of 1.8 metres in Height.	Will be complied with.
Building Proportions and Scale – Other than a House		
The proportions and scale of any development, other than a House, are in character with the area and local streetscape.	A5.1 The overall length of a Building, other than a House, does not exceed 30 metres and the overall length of any	Complies The façade is articulated and the overall length of any continuous wall does not exceed 15 metres.

Performance Criteria	Acceptable Solution	Comment
	<p>continuous wall does not exceed 15 metres.</p> <p>A5.2 Balconies, patios and similar spaces are not enclosed or capable of being enclosed and used as a Habitable Room. AND Balconies, patios and similar spaces are designed to be open and of light weight appearance with a maximum of 20% of the façade being fully enclosed.</p> <p>A5.3 Roof forms, materials and colours of the Building enhance the amenity of the street and locality including:</p> <ul style="list-style-type: none"> • the roof of Buildings are light coloured and non-reflective; and • white and shining metallic finishes are avoided on external surfaces in prominent view. <p>The development incorporates building design features and architectural elements detailed in Planning Scheme Policy No 2 – Building Design and Architectural Elements.</p>	<p>Complies The balconies and terraces (ground floor) are designed that allows the doors to open further to the inside rooms into an extension of the balcony or patio. The large balconies complement the Port Douglas outdoor lifestyle and are enhanced by the use of shade devices.</p> <p>Complies The proposed materials are shown on the proposal plan Drawing A.8 in Appendix 1. The roof will be light coloured and non-reflective – Roof sheeting and gutters to be Colorbond Shale Grey and fascias to be off-white.</p> <p>It is evident that the building includes design features and architectural elements detailed in PSP 2. Refer to discussion in Section 2.5 of this report.</p>
Landscaping – Other than a House		
<p>A Site in the Tourist and Residential Planning Area which is developed for any residential purpose, other than a House, is landscaped to provide for the recreational amenity of residents/guests and also incorporates dominant tropical vegetation which enhances the streetscape and the amenity of the area.</p>	<p>A6.1 A minimum of 35% of the Site is provided as Landscaping and Recreation Area. 30% of this total area is provided as Landscaping. UNLESS A greater percentage is specified in a Land Use Code. AND P1 within the Site Frontage Setback area a minimum width</p>	<p>Will be complied with At least 38% of the site is landscaping and recreation. At least 32% of the site will be landscaped to provide for the recreational amenity of residents/guests and also incorporates dominant tropical vegetation The front setback area has a minimum width of 2 metres of</p>

Performance Criteria	Acceptable Solution	Comment
	of 2 metres of Landscaping, including 75% Dense Planting; and P2 within the side and rear Setback areas a minimum width of 1.5 metres of Landscaping, including 75% Dense Planting is provided in accordance with the Landscaping Code. UNLESS A greater distance is specified in a Land Use Code.	Landscaping. The side setbacks will be landscaped to include tropical landscaping to approx. 1m in depth, having regard for the basement, and then additional landscaping in the 3m setback area..
Recreation and Ancillary Facilities		
Tourist developments include recreational and ancillary services and facilities for the enjoyment and convenience of guests.	A7.1 Development which includes accommodation for tourists incorporates a mix of the following recreational and ancillary services and facilities: <ul style="list-style-type: none"> • swimming pool/s • tennis courts • BBQ areas • volleyball courts • outdoor lounging / Recreation Areas • Restaurants/bars • shops/boutique • tour booking office • spas/health clubs. A7.2 Any commercial services or facilities incorporated into a tourist development are small scale and predominantly service in-house guests only. A7.3 Where a commercial service or facility offers services to persons over and above in-house guests the commercial component provides on Site car parking for 50% of the floor area available for use in accordance with the relevant requirements of the Vehicle	<p>Complies The proposal is for Tourist Accommodation, not a tourist development, however the proposal includes swimming pools and the site is located within walking distance of</p> <ul style="list-style-type: none"> • outdoor lounging / Recreation Areas • pool <p>Not applicable</p> <p>Not applicable</p>



Performance Criteria	Acceptable Solution	Comment
	Parking and Access Code.	

3.3 Multi-Unit Housing / Holiday Accommodation Code

The purpose of this Code is to ensure that

- Multi-Unit Housing/Holiday Accommodation/Retirement Facilities are compatible and complementary with surrounding development, with regard to scale, bulk, appearance and streetscape;
- Multi-Unit Housing/Holiday Accommodation/Retirement Facilities do not adversely impact on the natural environment;
- Multi-Unit Housing/Holiday Accommodation/Retirement Facilities are located in appropriate locations and separated from incompatible noise and hazards; and
- the design of Multi-Unit Housing/Holiday Accommodation/Retirement Facilities creates a pleasant living environment and is appropriate for the tropical climate of Far North Queensland.

Comment

The units complement the surrounding development, with regard to scale, bulk, appearance and streetscape and do not adversely impact on the natural environment

Elements of the Code

Performance Criteria	Acceptable Solution	Comment
Site Requirements		
A Site for Multi-Unit Housing / Holiday Accommodation / Retirement Facilities has sufficient area and dimensions to accommodate the Buildings / structures, open space, car parking and associated vehicular Access, Landscaping and recreation facilities for the enjoyment of guests.	<p>A1.1 The site has a minimum area of 1000m².</p> <p>AND</p> <p>The Site has a minimum Road Frontage of 25 metres.</p>	<p>Complies The site is 1,012m² with a 20m frontage to Davidson St.</p> <p>When viewed from the street, the development is consistent with the existing streetscape.</p>
Site Layout		
The building bulk is reduced through effective design and materials.	<p>A2.1 The overall length of any Building does not exceed 30 metres.</p> <p>A2.2 The length of any continuous wall plane does not exceed 15 metres.</p> <p>A2.3 Building bulk is reduced by balconies, patios, recesses and variations in exterior building</p>	<p>Complies This is discussed in the Port Douglas and Environs Code in response to A16.1.</p> <p>The façade is articulated and the overall length of any continuous wall does not exceed 15m.</p>

	<p>materials and colours.</p> <p>A2.4 Elevations provide visual interest through building elements, exterior colours, textures and materials.</p> <p>AND</p> <p>Buildings are designed in accordance with the requirements of the Planning Scheme Policy No 2 – Building Design and Architectural Elements.</p>	<p>It is evident from the design, that the building includes design features and architectural elements detailed in PSP 2. Refer to discussion in Section 2.5.</p>
<p>The development addresses the Main Street Frontage to facilitate casual surveillance and to enhance the amenity of the streetscape.</p>	<p>A3.1 The Building has balconies, windows or patios that face the Main Street Frontage, and remain unenclosed.</p> <p>A3.2 Perimeter fencing to any street Frontage complies with any specific fencing requirements detailed in the relevant Planning Area Code.</p>	<p>Complies</p> <p>Will be complied with</p>
<p>The development does not adversely affect the privacy or liveability of adjoining development, and achieves a pleasant living environment for residents.</p>	<p>A4.1 Windows and openings of Habitable Rooms do not overlook Habitable Rooms of adjoining developments.</p> <p>OR</p> <p>Where Habitable Rooms overlook Habitable Rooms of adjoining developments, privacy is protected by fixed external screens or other suitable elements to avoid overlooking.</p> <p>A4.2 Screening is provided where any windows, balconies or patios overlook other windows, balconies or patios of other Dwelling Units/Private Rooms within the development.</p>	<p>Complies</p> <p>Complies</p>
<p>Vehicle parking areas and driveways are safe, convenient and have minimal impacts on adjoining development.</p>	<p>A5.1 Vehicle parking areas are located under or behind the Building so they are not visually prominent from the street.</p> <p>A5.2 The car parking area is:</p> <ul style="list-style-type: none"> • illuminated at night; • well ventilated to avoid fumes 	<p>Complies</p> <p>The parking is accessed from Davidson St. The parking is</p> <ul style="list-style-type: none"> • capable of illumination at night • 100% covered • of sufficient area to avoid trapped fumes, and when combined with the stairwell and

	<p>being trapped;</p> <ul style="list-style-type: none"> • screened from adjoining development; • 60% covered. <p>A5.3 The driveway is a minimum of 2m from the side or rear boundary. OR A minimum of 1 metre with an average of 1.5 metre Landscaping screen is provided along the side or rear boundary adjacent to the driveway.</p>	<p>driveway, it is well ventilated</p> <ul style="list-style-type: none"> • 100% covered. <p>Complies The driveway is approx. 10m from the side boundaries</p>
<p>Development does not adversely impact on the natural environment.</p>	<p>A6.1 The siting of Multi-Unit Housing / Holiday Accommodation minimises cut unless required for a basement or semi-basement car park.</p>	<p>Complies</p>
<p>Landscaping and Open Space</p>		
<p>The development provides a functional and usable Landscaping and Recreation Area for the use of guests.</p>	<p>A7.1 Landscaping and Recreation Areas must be provided at a minimum rate of: P1 30m² for the first bedroom of each Dwelling Unit; plus P2 15m² for each additional bedroom of each Dwelling Unit; or P3 15m² for each Private Room. AND A minimum of 4 metres by 4 metres of Landscaping and Recreation Area is provided for each Dwelling Unit which is directly accessible from a habitable living room. OR At least 50% of the total Landscaping and Recreation Area required for all Dwelling Units/Private Rooms specified above is provided as one communal area, having a minimum dimension of 6 metres. A7.2 Each Dwelling Unit / Private Room is provided with a private roofed</p>	<p>Complies The site coverage for the ground floor is 33%. The maximum allowable is 45%. The area of landscaping is well in excess of the minimum required. The development provides functional and usable landscaping and recreation areas for the use of residents and guests. The tropical landscaping is generous and combines soft and hard landscaping features. Complies The main balcony for each unit is a</p>

	<p>balcony, or patio with a minimum area of 6m² and a minimum depth of 2m.</p> <p>In the case of each Dwelling Unit if the private roofed balcony, or patio is directly accessible to the private open space area required in A7.1 above, the area of the balcony, or patio can be used in the calculation of the private open space area up to a maximum area of 6m² for each Dwelling Unit.</p> <p>A7.3 Any swimming pool, including surrounding coping or paving, located within the front Setback is Setback a minimum of 3 metres from the Main Street Frontage.</p> <p style="text-align: center;">AND</p> <p>No suspended or above ground swimming pool structures are located within the 6 metre Setback to the Main Street Frontage.</p>	<p>minimum of 12m² with a minimum width of 5m and minimum depth of 2.5m.</p> <p>Complies The swimming pool is setback a minimum of at least 10m from Davidson Street.</p>
<p>The development provides residents with a range of on Site services and facilities.</p>	<p>A8.1 A communal clothes drying area of 30m² is provided in a central location.</p> <p style="text-align: center;">OR</p> <p>Each Dwelling Unit has its own clothes drying area designated in their private open space and screened from view from public vantage points and other Dwelling Units on Site or on adjacent Sites.</p> <p>A8.2 A refuse bin storage area is provided and located for convenient use by all guests and is readily accessible to waste management contractors.</p> <p style="text-align: center;">AND</p> <p>The refuse bin storage area is screened from view from public Roads, is roofed and drained to sewer and has a hose and hose cock attached to provide for cleaning.</p>	<p>Complies with performance criteria The units have a washing machine and dryer; a balcony and a generous storage area. The ground floor units have outdoor laundry areas and there is space between units for laundry if required.</p> <p>Complies Screened bin storage is provided at the frontage of the site.</p>
<p>Retirement Facility – Additional Provisions ARE NOT INCLUDED HERE AS THEY ARE NOT RELEVANT TO THIS APPLICATION</p>		

3.4 Acid Sulfate Soil Code

The purpose of this Code is to ensure that development which occurs on a Site containing or potentially containing Acid Sulfate Soils is undertaken so that the potential risks associated with disturbing Acid Sulfate Soils are addressed and minimised.

Comment

Engineering and Geotechnical reports will be prepared for the building application stage. Similar basement developments in Port Douglas have found that that PASS and ASS are not present at the site, within the disturbance depths of basement. The fill generated by the excavation can be reused across the site or removed without restriction.

Elements of the Code

Performance Criteria	Acceptable Solution	Comment
<i>Disturbance of Acid Sulfate Soils</i>		
<p>P1 The release of acid and associated metal contaminants into the environment are avoided either by:</p> <ul style="list-style-type: none"> not disturbing Acid Sulfate Soils; or by preventing the potential impacts of any disturbance through appropriate Site planning, treatment and ongoing management. 	<p>A1.1 The disturbance of Acid Sulfate Soils is avoided by:</p> <ul style="list-style-type: none"> not excavating or removing more than 100 m³ of material identified as containing or potentially containing Acid Sulfate Soils; not permanently or temporarily extracting groundwater that results in the aeration of previously saturated Acid Sulfate Soils; and demonstrating that any filling in excess of 500m³ of material to depths greater than an average depth of 0.5 metres will not result in ground water extrusion from Acid Sulfate Soils and the aeration of previously saturated Acid Sulfate Soils from the compaction or movement of those soils. 	<p>Will be complied with Engineering and Geotechnical reports will be prepared for the building application stage.</p> <p>Will be complied with Engineering and Geotechnical</p>

	<p>A1.2 Site planning, treatment and ongoing management are undertaken so that:</p> <ul style="list-style-type: none"> • acid and metal contaminants are not generated and acidity is neutralised; • untreated Acid Sulfate Soils are not taken off-Site unless this is to an alternative location for treatment; and • surface and groundwater flows from areas containing Acid Sulfate Soils do not release leachate containing acid or metal contaminants into the environment. 	<p>reports will be prepared for the building application stage.</p>
<p>Identification and Management of Acid Sulfate Soils</p>		
<p>P2 The location and extent of Acid Sulfate Soils are identified on the development Site and appropriately management so as to avoid the release of acid and associated metal contaminants into the environment.</p>	<p>A2.1 No Acceptable Solution</p> <p>(Information that the Council may request to demonstrate Compliance with the Performance Criteria is outlined in Planning Scheme Policy No 9 – Reports and Information the Council May Request, for code and impact assessable development).</p>	<p>Will be complied with</p>

3.5 Filling and Excavation Code

The purpose of this Code is to ensure that filling and excavation do not:

- affect visual/scenic amenity values of the Shire;
- cause flooding and drainage problems;
- impact upon the environment of an area;
- cause land instability; or
- adversely impact upon utility services.

Comment

The site is flat, and however excavation is required to accommodate the basement parking area. The basement construction is likely to involve removal of loose to medium denser sands as well as cemented sands, coral and greywacke rock. The reports find excavation should be achievable using a conventional excavator.

Elements of the Code

Performance Criteria	Acceptable Measure	Comment
<i>Filling and Excavation – General</i>		
All filling and excavation work does not create a detrimental impact on the slope stability, erosion potential or visual amenity of the Site or the surrounding area.	A1.1 The height of cut and/or fill, whether retained or not, does not exceed 2 metres in height.	Complies Earthworks will be required for a basement parking area. This will not create a detrimental impact on slope stability, erosion potential or visual amenity of the Site or the surrounding area.
	AND	
	A1.2 Cuts in excess of those stated in A1.1 above are separated by benches / terraces with a minimum width of 1.2 metres that incorporate drainage provisions and screen planting.	Not applicable Earthworks for the basement parking area will be retained. Cuts, batters, berms and terraces are not required.
	A1.3 Cuts are supported by batters, retaining or rock walls and associated benches / terraces are capable of supporting mature vegetation.	Not applicable As above.
	A1.3 Cuts are screened from view by the siting of the Building / structure, wherever possible.	Not applicable

Performance Criteria	Acceptable Measure	Comment
	<p>A1.4 Topsoil from the Site is retained from cuttings and reused on benches / terraces.</p> <p>A1.5 No crest of any cut or toe of any fill, or any part of any retaining wall or structure, is located closer than 600 mm to any boundary of the property, unless the prior written approval of the adjoining landowner and the Council, has been obtained.</p> <p>A1.6 Non-retained cut and / or fill on slopes are stabilised and protected against scour and erosion by suitable measures, such as grassing, Landscaping or other protective/aesthetic measures.</p>	<p>As above.</p> <p>Not applicable As above.</p> <p>Not applicable As above.</p>
Visual Impact and Site Stability		
<p>Filling and excavation are carried out in such a manner that the visual/scenic amenity of the area and the privacy and stability of adjoining properties is not compromised.</p>	<p>A2.1 The extent of filling or excavation does not exceed 40% of the Site area or 500m² whichever is the lesser. EXCEPT THAT A2.1 does not apply to reconfiguration of 5 lots or more. A2.2 Filling and excavation does not occur within 2 metres of the Site boundary.</p>	<p>Complies Excavation will be carried out in such a manner that the visual/scenic amenity of the area and the privacy and stability of adjoining properties is not compromised.</p>
Flooding and Drainage		
<p>Filling and excavation does not result in a change to the run off characteristics of a Site which then have a detrimental impact upon the Site or nearby land or adjacent Road reserves.</p>	<p>A3.1 Filling and excavation does not result in the ponding of water on a Site or adjacent land or Road reserves. A3.2 Filling and excavation does not result in an increase in the flow of water across a Site or any other land or Road reserves. A3.3</p>	<p>Complies Excavation will not result in a change to the run off characteristics of the site.</p> <p>Will be complied with As above</p> <p>Will be complied with</p>

Performance Criteria	Acceptable Measure	Comment
	Filling and excavation does not result in an increase in the volume of water or concentration of water in a Watercourse and overland flow paths. A3.4 Filling and excavation complies with the specifications set out in the Planning Scheme Policy No 6 – FNQROC Development Manual.	As above Will be complied with
Water Quality		
Filling and excavation does not result in a reduction of the water quality of receiving waters.	A4.1 Water quality is maintained to comply with the specifications set out in the Planning Scheme Policy No 6 – FNQROC Development Manual.	Will be complied with Excavation will not in a reduction of the water quality of receiving waters.

3.6 Landscaping Code

The purpose of this Code is to:

- ensure that new Landscaping incorporates plants which encourage Biodiversity;
- maintain and strengthen the tropical and native landscape character of the Shire through high quality landscape works;
- ensure that Landscaping enhances the visual quality and unique identity of different parts of the Shire by featuring endemics;
- create attractive streetscapes and public spaces through landscape design and the use of street trees and shade trees;
- ensure that native species are incorporated into Landscaping, as a means of providing continuity between developed and undeveloped areas;
- ensure that existing vegetation on Site is retained, protected during works and integrated with the built environment;
- ensure preferred plant species are selected in accordance with the Plant Species Schedule in Planning Scheme Policy No 7 – Landscaping; and
- ensure that Landscaping screens Buildings to reduce their bulk and to enhance the landscape character of the Shire.

Comment:

The landscaping will maintain and strengthen the tropical and native landscape character of the area through high quality landscape works.

Elements of the Code

Performance Criteria	Acceptable Measure	Comment
<i>Landscape Design</i>		
Landscape design satisfies the purpose and the detailed requirements of this Code.	A1.1 Landscaping is undertaken in accordance with a Landscape Plan drawn to scale which complies with and illustrates all the relevant requirements of this Code and Planning Scheme Policy No 7 – Landscaping. AND	Will be complied with

Performance Criteria	Acceptable Measure	Comment
	Landscaping is maintained in accordance with the requirements specified in this Code and Planning Scheme Policy No 7 – Landscaping.	Will be complied with
Landscape Character and Planting		
Landscaping contributes to a sense of place, is functional to the surroundings and provides dominant visual interest and form.	<p>A2.1 A minimum of 80% of the proposed landscape area is open to the sky for sunlight and ventilation.</p> <p>A2.2 The percentage of native or endemic species utilised in the Landscaping is as specified in the Locality Code. OR Where not specified in the Locality Code, in accordance with Planning Scheme Policy No. 7 – Landscaping.</p> <p>A2.3 Landscaping includes planting layers comprised of canopy, middle storey, screening and groundcovers, with palm trees used as accent plants only.</p>	<p>Complies</p> <p>Will be complied with</p> <p>Will be complied with</p>
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.	<p>A3.1 Existing native vegetation on Site is retained and incorporated into the Site design, wherever possible.</p> <p>A3.2 Any mature vegetation on the Site which is removed or damaged during development of the Site is replaced with advanced native species.</p> <p>A3.3 Where there is an existing landscape character in a street or locality which results from existing vegetation, similar species are planted on Site or on the street.</p> <p>A3.4 Street trees are 100% native species which enhance the landscape character of the streetscape, with species chosen from the Plant Species Schedule in Planning</p>	<p>Will be complied with</p> <p>Will be complied with</p> <p>Will be complied with</p> <p>Will be complied with</p>

Performance Criteria	Acceptable Measure	Comment
	Scheme Policy No 7 – Landscaping.	
Plant species are selected with consideration to the scale and form of development, screening, buffering, streetscape, shading and the locality of the area.	A4.1 Species are selected in accordance with the Plant Species Schedule in Planning Scheme Policy No 7 – Landscaping.	Will be complied with
Shade planting is provided in car parking areas where uncovered or open, and adjacent to driveways and internal Roadways.	A5.1 Where car parking areas are uncovered or open, shade trees are planted at regular intervals (a minimum of 1 shade tree is provided for every 5 car parks) throughout the car parking areas, and adjacent to driveways and internal Roadways. A5.2 A minimum of 1 shade tree is provided for every 10 metres along a driveway or internal Roadway. A5.3 Landscape beds and trees are protected by garden edging, bollards or wheel stops. A5.4 Trees within car parking areas have a minimum planting area the equivalent of 1 car parking bay, with a minimum topsoil depth of 0.8 metre.	Not applicable to this scale of development. Not applicable to this scale of development. Not applicable to this scale of development. Not applicable to this scale of development.
Screening		
Fences along street frontages are articulated with appropriate Landscaping.	A6.1 Perimeter fencing to any street Frontage complies with the relevant Planning Area Code. A6.2 Trees, shrubs and groundcovers are planted within any recessed areas along the fence line.	Will be complied with Will be complied with
Landscaping within Recreation Areas of residential development are functional, well designed and enhance the residential amenity.	A7.1 One shade tree is provided for each private open space or private Recreation Area. A7.2 Tree species provide 30% shade over the area within 5 years.	Complies with performance criteria The Recreation areas are largely covered / shaded by the building with some areas of pool and pool deck exposed to the sky / sun / rain. The design is very functional and well suited to the tropical residential

Performance Criteria	Acceptable Measure	Comment
	<p>A7.3 A minimum of 50% of the Landscaping and Recreational Area is landscaped, with trees, shrubs, groundcovers, minimising large expanses of hardstand areas and structures.</p> <p>A7.4 Plants are located to provide shelter and shade to Habitable Rooms and outdoor Recreation Areas from the hot summer sun.</p>	<p>amenity Will be complied with</p> <p>Will be complied with as applicable</p>
<p>Undesirable features are screened with Landscaping.</p>	<p>A8.1 Landscaping of Dense Planting is planted along and near retaining walls, long blank walls of Buildings, mechanical and air-conditioning units, clothes drying areas, bin enclosures and other utility structures with appropriate trees, shrubs and groundcovers.</p>	<p>Will be complied with as applicable</p>
<p>The environmental values of the Site and adjacent land are enhanced.</p>	<p>A9.1 Landscaping using similar endemic or native species, is planted on-Site on land adjoining an area of natural environmental value.</p>	<p>Will be complied with</p>
<p>Streetscape and Site Amenity</p>		
<p>Landscaping for residential development enhances the streetscape and the visual appearance of the development.</p>	<p>A10.1 Dense Planting along the front of the Site incorporates:</p> <ul style="list-style-type: none"> • shade canopy trees to provide shade to the Frontage of the Site within 5 years of planting; • landscape screening of blank walls; • low shrubs, groundcovers and mulch to completely cover unsealed ground. <p>A10.2 Dense Planting to the rear of the Site incorporates:</p> <ul style="list-style-type: none"> • 1 shade tree for an average of every 75m², growing to the 	<p>Will be complied with</p> <p>Will be complied with</p>

Performance Criteria	Acceptable Measure	Comment
	<p>Building eave Height within 5 years of planting;</p> <ul style="list-style-type: none"> screening shrubs to grow to 3 metres in Height within 2 years of planting; low shrubs, groundcovers and mulch to completely cover unsealed ground. <p>A10.3 Dense Planting to the side boundaries incorporates:</p> <ul style="list-style-type: none"> trees planted for an average of every 10 metres where adjacent to a Building; low shrubs, groundcovers and mulch to completely cover unsealed ground 	<p>Will be complied with</p>
<p>Landscaping for non-residential development enhances the streetscape and the visual appearance of the development.</p>	<p>A11.1 Dense Planting along the front boundary of the Site where a Building is Setback from the front alignment, incorporates:</p> <ul style="list-style-type: none"> shade canopy trees to provide shade to the Frontage of the Site within 5 years of planting where appropriate; landscape screening of blank walls; low shrubs, groundcovers and mulch to completely cover unsealed ground. <p>A11.2 Dense Planting to the rear of the Site where a Building is Setback from the rear alignment, incorporates:</p> <ul style="list-style-type: none"> 1 shade tree for an average of every 75m² growing to the Building eave Height within 5 years of planting; screening shrubs to grow to 3 metres in Height within 2 years of planting; low shrubs, groundcovers and mulch to completely cover 	<p>Not applicable The development is residential rather than 'non-residential'</p> <p>Not applicable The development is residential rather than 'non-residential'.</p>

Performance Criteria	Acceptable Measure	Comment
	<p>unsealed ground.</p> <p>A11.3 Dense Planting to the side boundaries where visible from the street or adjoining a boundary to a different Planning Area, and where a Building is Setback from the side boundary, incorporates:</p> <ul style="list-style-type: none"> • trees planted for an average of every 10 metres where adjacent to a Building; • screening shrubs, low shrubs and groundcover appropriate for the amount of space, light and ventilation of the area; • low shrubs, groundcovers and mulch to completely cover unsealed ground. <p>A11.4 A minimum of 20% of shade trees and shrubs is incorporated in all areas of Landscaping growing to the Building eave Height within 5 years.</p>	<p>Not applicable The development is residential rather than ‘non-residential’</p> <p>Not applicable The development is residential rather than ‘non-residential’</p>
Maintenance and Drainage		
<p>Landscaped areas are designed in order to be maintained in an efficient manner.</p>	<p>A12.1 A maintenance program is undertaken in accordance with the Maintenance Schedule in Planning Scheme Policy No 7 – Landscaping.</p> <p>A12.2 A reticulated irrigation system is provided to common Landscaping and Recreation Areas and planter boxes in accordance with Australian Standards, with 1 hose cock within each area.</p> <p>A12.3 Turf areas are accessible by standard lawn maintenance equipment.</p> <p>A12.4 Plant species are selected with long life expectancy and minimal maintenance requirements where on-</p>	<p>Will be complied with</p> <p>Will be complied with</p> <p>Will be complied with</p> <p>Will be complied with</p>

Performance Criteria	Acceptable Measure	Comment
	<p>A15.4 Lighting for bicycle paths is provided in accordance with the relevant Australian Standards</p>	<p>Not applicable to this scale of development</p>
Utilities and Services		
<p>The location and type of plant species does not adversely affect the function and accessibility of services and facilities and service areas.</p>	<p>A16.1 Plant species are selected and sited with consideration to the location of overhead and underground services.</p> <p>A16.2 All underground services are to be located under pathways and below the eaves of the Building.</p> <p>A16.3 Irrigation control devices are located in the common Landscaping and Recreation Area.</p> <p>A16.4 Landscaping is located to enable trade persons to Access and view meters and other mechanical equipment within the Site.</p> <p>A16.5 Landscaping does not limit Access for service vehicles or rubbish trucks to utility areas, bin enclosures or docking areas.</p> <p>A16.6 Landscaping near electric lines or substations is designed and developed so that any vegetation at maturity or Landscaping structures or works do not exceed 40 metres in Height on land:</p> <ul style="list-style-type: none"> - in an electric line shadow; or - within 5.0 metres of an electric line shadow; or - within 5.0 metres of a substation boundary. <p>A16.7 Elsewhere, vegetation is planted at a distance that is further from the nearest edge of an electric line shadow or substation boundary than</p>	<p>Will be complied with</p> <p>Will be complied with</p> <p>Will be complied with</p> <p>Will be complied with</p> <p>Will be complied with</p> <p>Will be complied with / not applicable</p> <p>Not applicable</p>

Performance Criteria	Acceptable Measure	Comment
	<p>the expected maximum Height at maturity of the vegetation.</p> <p>A16.8 On a Site adjoining an electricity substation boundary, the vegetation foliage at maturity is not within 3.0 metres of the substation boundary. However, where a substation has a solid wall along any part of its boundary, foliage may extend to, but not above or beyond, that solid wall.</p>	<p>Not applicable</p>

3.7 Vehicle Parking and Access Code

The purpose of this Code is to ensure that:

- sufficient vehicle parking is provided on-Site to cater for all types of vehicular traffic accessing and parking on the Site, including staff, guests, patrons, residents and short term delivery vehicles;
- sufficient bicycle parking and end of trip facilities are provided on-Site to cater for customer and staff.
- on-Site parking is provided so as to be accessible and convenient, particularly for any short term use;
- the provision of on-Site parking, loading/unloading facilities and the provision of Access to the Site, do not impact on the efficient function of the street network or on the area in which the development is located; and
- new vehicle Access points are safely located and are not in conflict with the preferred ultimate streetscape character and local character and do not unduly disrupt any current or future on-street parking arrangements

Comment

The proposal provides 1 space per unit and 2 visitor spaces. Refer to discussion in **Section 2.6** of this report.

Elements of the Code

Performance Criteria	Acceptable Measure	Comment
Vehicle Parking Numbers		
Sufficient parking spaces are provided on the 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: <ul style="list-style-type: none"> • the desired character of the area in which the Site is located; • the nature of the particular use and its specific characteristics and scale; • the number of employees and the likely number of visitors to the Site; 	A1.1 The minimum number of vehicle parking spaces provided on the Site is not less than the number prescribed in Schedule 1* of this Code for the particular use or uses. Where the number of spaces calculated from the Schedule is not a whole number, the number of spaces provided is the next highest whole number.	Complies with performance criteria Parking will provide 1 spaces per unit and 2 visitor spaces (a total of 12 spaces). The scheme requires 15 spaces. Refer to discussion in Section 2.6 of this report.

Performance Criteria	Acceptable Measure	Comment
<p>parking in the spaces reserved for motor cycles due to capacity constraints; and,</p> <ul style="list-style-type: none"> it is a reflection of the make-up of the likely vehicle fleet that uses the parking; and, it is not a reflection of the lower cost of providing motorcycle parking. 	<p>with other elements of this Code.</p>	
Compact Vehicles		
<p>A proportion of the parking spaces provided may be for compact vehicles.</p> <p>The proportion of total parking provided for compact vehicles is selected considering:</p> <ul style="list-style-type: none"> compact vehicles spaces are not available to non-compact vehicles; and, it is a reflection of the proportion of the likely vehicle fleet that uses the parking; and, 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, the scale of parking spaces, likely users and the likely degree of familiarity with the availability of such spaces. 	<p>A4.1</p> <p>For parking areas exceeding 100 spaces for short term users or 50 spaces for long-term users, parking is provided for compact vehicles as a substitute for ordinary vehicle parking so that:</p> <ul style="list-style-type: none"> compact vehicle parking does not exceed 10% of total vehicle parking required; and, the parking location is proximate to the entry locations for parking users; and, the parking provided complies with other elements of this Code. 	<p>Not applicable</p>
Bicycles Parking		
<p>Sufficient bicycle parking spaces with appropriate security and end of trip facilities are provided on-Site to accommodate the amount of bicycles expected to be generated by the use or uses.</p>	<p>A5.1</p> <p>The minimum number of bicycle parking spaces provided on Site is not less than the number prescribed in Schedule 1 of this Code, for the particular use or uses.</p>	<p>Complies</p> <p>There is room in the basement for bicycle parking, including in the storage areas.</p>
Vehicular Access to the Site		
<p>The location of Access points minimises conflicts and is designed to operate efficiently and safely</p>	<p>A6.1</p> <p>The location of the Access points is in accordance with the provisions of</p>	<p>Complies</p>

Performance Criteria	Acceptable Measure	Comment
taking into account: <ul style="list-style-type: none"> the amount and type of vehicular traffic; the type of use (eg long-stay, short-stay, regular, casual); Frontage Road traffic conditions; the nature and extent of future street or intersection improvements; current and future on-street parking arrangements; the capacity of the adjacent street system; and the available sight distance. 	the relevant Australian Standards. AND Where the Site has Frontage to more than one street, the Access is from the lowest order street. A6.2 All redundant Accesses must be removed and a suitable barrier Erected to prevent further use of the Access. A6.3 Only one Access point is to be provided to each Site unless stated otherwise in another Code.	<p>Not applicable</p> <p>Will be complied with as applicable</p> <p>Complies</p>
Accessibility and Amenity for Users		
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.	A7.1 Short term visitor parking is provided at the front or on the main approach side of the Site, with easy Access to the Building entry, where such provision is in keeping with the desired character of the area in which the Site is located. AND In mixed use premises that include residential or accommodation uses (excluding, Port Douglas – Tourist Centre), at least 50% of the required number of parking spaces for the non-residential use/s on the Site is provided in an easily accessible location on the premises, so as to be convenient to use for customers and other visitors.	<p>Complies with performance criteria.</p> <p>Visitor parking is available in the basement. The parking is convenient, attractive and safe to use, and does not detract from an attractive or existing streetscape character.</p>
The layout of parking areas provides a high degree of amenity and accessibility for different users.	A8.1 The layout of the parking area provides for the accessibility and amenity of the following: <ul style="list-style-type: none"> People with Disabilities Cyclists Motorcyclists Compact Vehicles Ordinary Vehicles Service Delivery Vehicles. 	<p>Complies</p>

Performance Criteria	Acceptable Measure	Comment
	<p>A8.2 Where covered parking areas are required in accordance with Schedule 1 of this Code, sails or other secure structural forms of covering provide shade and weather protection for vehicles and passengers.</p>	<p>Complies Parking will be within a basement parking area.</p>
Access Driveways		
The dimensions of Access driveways cater for all vehicles likely to enter the Site and minimises the disruption of vehicular, cyclist and pedestrian traffic.	<p>A9.1 Access driveways are designed in accordance with the provisions of the relevant Australian Standards.</p>	Complies
The surface construction materials of Access driveways within the Road reserve contribute to the streetscape and alerts pedestrians to the location of the driveway.	<p>A10.1 Surface construction materials are consistent with the current or intended future streetscape or character of the area and contrast with the surface construction materials of any adjacent footpath.</p>	Will be complied with
Access for People with Disabilities		
Access for people with disabilities is provided to the Building from the parking area and from the street.	<p>A11.1 Access for people with disabilities is provided in accordance with the relevant provisions of the Australian Standards.</p>	Complies
Access for Pedestrians		
Access for pedestrians is provided to the Building from the parking area and from the street.	<p>A12.1 Defined, safe pedestrian pathways are provided to the Building entry from the parking area and from the street.</p>	<p>Complies Defined, safe pedestrian pathways / stairwells are provided to the Building from the parking area.</p>
Access for Cyclists		
Access for cyclists is provided to the Building or to bicycle parking area from the street.	<p>A13.1 Access pathways for cyclists are provided in accordance with the relevant provisions of the Australian Standards. AND Where Access for cyclists is shared with Access for pedestrians and vehicles, the shared use is identified</p>	Not applicable to this scale of development

Performance Criteria	Acceptable Measure	Comment
	by signage and linemarking.	
Dimensions of Parking Spaces		
<p>Parking spaces must have adequate areas and dimensions to meet user requirements.</p>	<p>A14.1 Car parking for the disabled, ordinary car parking spaces and motorcycle parking spaces meet the requirements of the relevant Australian Standards. AND Parking spaces for special vehicles that are classified in accordance with the relevant Australian Standards meet the requirements of that Standard. AND Parking spaces for standard sized buses have the following minimum dimensions:</p> <ul style="list-style-type: none"> • width: 4 metres • length: 20 metres • clear Height: 4 metres. <p>AND</p> <ul style="list-style-type: none"> • Parking spaces for compact vehicles have the following minimum dimensions: • 15 per cent less in width measurements than required by Australian Standards for any ordinary vehicle; and, • 20 per cent less in length measurements than required by Australian Standards for any ordinary vehicle. <p>AND</p> <ul style="list-style-type: none"> • Parking spaces for special vehicles meet the requirements dictated by the vehicle dimensions and manoeuvring characteristics and provide sufficient clearance to obstructions and adjacent vehicles to achieve a level of service to users equivalent to that specified by the relevant 	<p>Complies as far as relevant to this scale of development</p> <p>Complies</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Complies</p>

Performance Criteria	Acceptable Measure	Comment
without obstructing the free flow of moving traffic or pedestrian movement.	Guidelines.	

3.8 Design and Siting of Advertising Devices Code

The purpose of this Code is to:

- ensure that Advertising Devices do not adversely impact on the streetscape or detract from the amenity of the locality;
- ensure that Advertising Devices are appropriate to the scale of surrounding Buildings and the locality;
- ensure that any Advertising Devices which are incorporated in the Site design of a development or the architecture of a Building, complement the Building or development;
- limit the number of Advertising Devices to avoid excessive signage throughout the Shire; and
- ensure that Advertising Devices do not dominate the surrounding vegetation, Landscaping or natural features of the environment and scenic amenity values of the Shire.

Elements of the Code

Performance Criteria	Acceptable Measure	Comment
Signage Type		
P1 Advertising Devices are subservient in scale to the primary use of the Site and relate to the use/s carried out on the Site	A1.2 Where a Below Awning Sign : <ul style="list-style-type: none"> • maximum one per business, or one per Frontage; • maximum Height of 0.6 metres • ground clearance not less than 2.6 metres • maximum width of 0.3 metres; • maximum length of 2.5 metres and does not project beyond the awning. 	Not applicable
	A1.5 Where a Fascia Sign located on the fascia of an awning: <ul style="list-style-type: none"> • maximum of one fascia sign per business or one per Frontage; • maximum Height above Ground Level of 2.5 metres; • does not project above or below the fascia of the Building; • does not project within 0.45 metre Setback from the face of the kerb or where no kerb exists, 0.30 	Not applicable

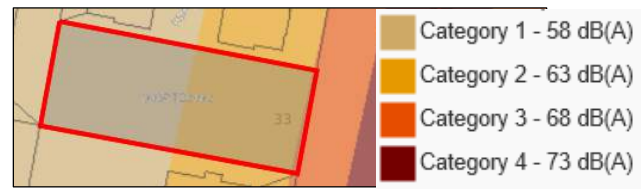
APPENDIX 1 PROPOSAL PLANS

APPENDIX 2 SDAP CODES

Response column key:	
<input checked="" type="checkbox"/>	Achieved
P/S	Performance solution
N/A	Not applicable

1.1 Managing noise and vibration impacts from transport corridors state code

Table 1.1.1: Building work and material change of use

Performance outcomes	Acceptable outcomes	Response	Comment
Residential buildings near a state-controlled road or type 1 multi modal corridor			
<p>PO1 Development involving an accommodation activity that is a residential building achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by a state-controlled road or a type 1 multi-modal corridor.</p>	<p>AO1.1 All facades of a residential building exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following external noise criteria^{^#}:</p> <p>≤60 dB(A) L₁₀ (18 hour) facade corrected (measured L₉₀ (8 hour) free field between 10 pm and 6 am ≤40 dB(A))</p> <p>≤63 dB(A) L₁₀ (18 hour) facade corrected (measured L₉₀ (8 hour) free field between 10 pm and 6 am >40 dB(A)).</p> <p>AND</p>	✓	<p>The Façade has been designed with noise attenuation features.</p> 
	<p>AO1.2 Every private open space* in an accommodation activity exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following external noise criteria^{^#}:</p> <p>(1) ≤57 dB(A) L₁₀ (18 hour) free field (measured L₉₀ (18 hour) free field between 6 am and 12 midnight ≤45 dB(A))</p> <p>≤60 dB(A) L₁₀ (18 hour) free field (measured L₉₀ (18 hour) free field between 6 am and 12 midnight >45 dB(A)).</p> <p>AND</p>	✓	<p>Multiple dwellings / Holiday accommodation are a form of accommodation activity. The private open space will comply with these provisions.</p>
	<p>AO1.3 Every passive recreation area* in an accommodation activity exposed to noise from a state-controlled road or type 1 multi-modal corridor meets the following external noise criteria^{^#}:</p> <p>(1) 63 dB(A) L₁₀ (12 hour) free field (between 6 am and 6 pm).</p> <p>AND</p>	✓	<p>As above</p>
	<p>AO1.4 Every habitable room in an accommodation activity (other than a residential building), exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following internal noise criteria^{^#}:</p> <p>(1) ≤35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours).</p> <p><small>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.</small></p>	✓	<p>As above</p>

Performance outcomes	Acceptable outcomes	Response	Comment
	Editor's note: Habitable rooms of 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, 2010. Transport noise corridors are mapped on the Department of Housing and Public Works website.		
Accommodation buildings near a railway with more than 15 passing trains per day or a type 2 multi modal corridor			
PO2 Development involving an accommodation activity that is a residential building achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by a railway with more than 15 passing trains per day or a type 2 multi-modal corridor.	AO2.1 All facades of a residential building exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria ^{^#} : (1) ≤65 dB(A) L _{eq} (24 hour) facade corrected ≤87 dB(A) (single event maximum sound pressure level) facade corrected. AND	N/A	
	AO2.2 Every private open space and passive recreation area* exposed to noise from a railway with more than 15 passing trains per day or type 2 multi-modal corridor meet the following external noise criteria ^{^#} : (1) ≤62 dB(A) L _{eq} (24 hour) free field ≤84 dB(A) (single event maximum sound pressure level) free field. AND	N/A	
	AO2.3 Every habitable room in an accommodation activity exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria ^{^#} : (1) ≤45 dB(A) single event maximum sound pressure level (railway). <small>Note: Noise levels from railways or type 2 multi-modal corridors are to be measured in accordance with AS1055.1-1997 Acoustics – Description and measurement of environmental noise.</small>	N/A	
Accommodation activities or residential care facilities near a busway or light rail			
PO3 Development involving an accommodation activity or residential care facility achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by a busway or light rail.	AO3.1 All facades of an accommodation activity or residential care facility (other than a residential building) exposed to noise from a busway or light rail meet the following external noise criteria ^{^#} : (1) ≤55 dB(A) L _{eq} (1 hour) facade corrected (maximum hour between 6 am and 10 pm) ≤50 dB(A) L _{eq} (1 hour) facade corrected (maximum hour between 10 pm and 6 am)	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>≤64 dB(A) L_{max} facade corrected (between 10 pm and 6 am).</p> <p>AND</p>		
	<p>AO3.2 Every private open space and passive recreation area* in an accommodation activity or residential care facility (other than a residential building) exposed to noise from a busway or light rail meet the following external noise criteria^{##}:</p> <p>(1) ≤52 dB(A) L_{eq} (1 hour) free field (maximum hour between 6 am and 10 pm)</p> <p>≤66 dB(A) L_{max} free field.</p> <p>AND</p>	N/A	
	<p>AO3.3 Every habitable room of an accommodation activity or residential care facility (other than a residential building) exposed to noise from a busway or light rail meet the following internal noise criteria^{##}:</p> <p>(1) ≤35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours).</p> <p><small>Note: Noise levels from a busway or light rail are to be measured in accordance with AS1055.1-1997 Acoustics – Description and measurement of environmental noise.</small></p>	N/A	
Particular development near a state-controlled road or type 1 multi modal corridor			
<p>PO4 Development involving a:</p> <p>(1) child care centre, or</p> <p>(2) educational establishment achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a state-controlled road or a type 1 multi-modal corridor.</p>	<p>AO4.1 All facades of buildings for a child care centre or educational establishment exposed to noise from state-controlled roads or type 1 multi-modal corridors meet the following external noise criteria^{##}:</p> <p>(1) ≤58 dB(A) L₁₀ (1 hour) facade corrected (maximum hour during normal opening hours).</p> <p>AND</p>	N/A	
	<p>AO4.2 Outdoor education area and outdoor play area* exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following external noise criteria^{##}:</p> <p>(1) ≤63 dB(A) L₁₀ (12 hours) free field (between 6 am and 6 pm).</p> <p>AND</p>	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>AO4.3 Indoor education areas and indoor play areas in a childcare centre, health care service, hospital, educational establishment, library and place of worship exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following internal noise criteria[#]:</p> <p>(1) ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p>AND</p>	N/A	
<p>PO5 Development involving a hospital achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a state-controlled road or a type 1 multi-modal corridor.</p>	<p>AO5.1 All facades of buildings for a hospital exposed to noise from state-controlled roads or type 1 multi-modal corridors meet the following external noise criteria[#]:</p> <p>(1) ≤ 58 dB(A) L_{10} (1 hour) facade corrected (maximum hour during normal opening hours).</p> <p>AND</p>	N/A	
	<p>AO5.2 Patient care areas exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following internal noise criteria[#]:</p> <p>(1) ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p><small>Note: Noise levels from state-controlled roads or type 1 multi-modal corridors are to be measured in accordance with AS1055.1-1997 Acoustics – Description and measurement of environmental noise.</small></p>	N/A	
<p>Particular development near a railway (with more than 15 passing trains per day) or a type 2 multi modal corridor</p>			
<p>PO6 Development involving a:</p> <p>(1) child care centre, or educational establishment achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a railway with more than 15 passing trains per day or a type 2 multi-modal corridor.</p>	<p>AO6.1 All facades of buildings in a child care centre or educational establishment exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria[#]:</p> <p>(1) ≤ 65 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours)</p> <p>(2) ≤ 87 dB(A) (single event maximum sound pressure level) facade corrected.</p> <p>AND</p>	N/A	
	<p>AO6.2 Outdoor education area and outdoor play area* exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria[#]:</p>	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>(1) ≤ 62 dB(A) L_{eq} (12 hour) free field (between 6 am and 6 pm)</p> <p>≤ 84 dB(A) (single event maximum sound pressure level) free field.</p> <p>AND</p>		
	<p>AO6.3 Sleeping rooms in a child care centre exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#:</p> <p>(1) ≤ 45 dB(A) single event maximum sound pressure level.</p> <p>AND</p>	N/A	
	<p>AO6.4 Indoor education areas and indoor play areas exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#:</p> <p>(1) ≤ 50 dB(A) single event maximum sound pressure level.</p> <p>Note: Noise levels from railways OR type 2 multi-modal corridors are measured in accordance with <i>AS1055.1-1997 Acoustics – Description and measurement of environmental noise</i>.</p>	N/A	
<p>PO7 Development involving a hospital achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a railway with more than 15 passing trains per day or a type 2 multi-modal corridor.</p>	<p>AO7.1 All facades of buildings for a hospital exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria#:</p> <p>(1) ≤ 65 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours)</p> <p>(2) ≤ 87 dB(A) (single event maximum sound pressure level) facade corrected.</p> <p>AND</p>	N/A	
	<p>AO7.2 Ward areas exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#:</p> <p>(1) ≤ 45 dB(A) single event maximum sound pressure level.</p> <p>AND</p>	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>AO7.3 Patient care areas (other than ward areas) exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#:</p> <p>(1) ≤50 dB(A) single event maximum sound pressure level.</p> <p><small>Note: Noise levels from railways or type 2 multi-modal corridors are measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</small></p>	N/A	
Particular development near a busway or light rail			
<p>PO8 Development involving a: (1) child care centre, or educational establishment achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a busway or light rail.</p>	<p>AO8.1 All facades of buildings for a child care centre or educational establishment exposed to noise from a busway or light rail meet the following external noise criteria#:</p> <p>(1) ≤55 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours).</p> <p>AND</p>	N/A	
	<p>AO8.2 Outdoor education area and outdoor play areas* exposed to noise from a busway or light rail meet the following external noise criteria^#:</p> <p>(1) ≤52 dB(A) L_{eq} (1 hour) free field (maximum hour during normal opening hours) ≤66 dB(A) L_{max} free field (during normal opening hours).</p> <p>AND</p>	N/A	
	<p>AO8.3 Indoor education areas and indoor play areas exposed to noise from a busway or light rail meet the following internal noise criteria#:</p> <p>≤35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p><small>Note: Areas exposed to noise from a busway or light rail are measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</small></p>	N/A	
<p>PO9 Development involving a hospital achieves acceptable noise levels for workers and patients by mitigating adverse impacts on the development from noise generated by a busway or light rail.</p>	<p>AO9.1 All facades of buildings for a hospital exposed to noise from a busway or light rail meet the following external noise criteria#:</p> <p>(1) ≤55 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours).</p> <p>AND</p>	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>AO9.2 Patient care areas exposed to noise from a busway or light rail meet the following internal noise criteria#:</p> <p>(1) ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p>Note: Areas exposed to noise from a busway or light rail are measured in accordance with AS1055.1-1997 <i>Acoustics – Description and measurement of environmental noise</i>.</p>		
Noise barriers or earth mounds			
<p>PO10 Noise barriers or earth mounds erected to mitigate noise from transport operations and infrastructure are designed, sited and constructed to:</p> <p>(1) maintain safe operation and maintenance of state transport infrastructure</p> <p>(2) minimise impacts on surrounding properties</p> <p>(3) complement the surrounding local environment</p> <p>maintain fauna movement corridors where appropriate</p>	<p>AO10.1 Where adjacent to a state-controlled road or type 1 multi-modal corridor, noise barriers and earth mounds are designed, sited and constructed in accordance with Chapter 7 Integrated Noise Barrier <i>Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise</i>, Department of Transport and Main Roads, 2013.</p> <p>Design of the.</p> <p>OR</p>	N/A	
	<p>AO10.2 Where adjacent to a railway or type 2 multi-modal corridor, noise barriers and earth mounds are designed, sited and constructed in accordance with <i>Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways</i>, Queensland Rail, 2011.</p> <p>OR</p>	N/A	
	<p>AO10.3 No acceptable outcome is prescribed for noise barriers and earth mounds adjacent to a busway or light rail.</p>	N/A	
Vibration			
<p>PO11 Development mitigates adverse impacts on the development from vibration generated by transport operations and infrastructure.</p>	No acceptable outcome is prescribed.	N/A	

Response column key:
 Achieved
P/S Performance solution
N/A Not applicable

1.2 Managing air and lighting impacts from transport corridors state code

Table 1.2.1: Building work, material change of use and reconfiguring a lot

Performance outcomes	Acceptable outcomes	Response	Comment
Air quality			
PO1 Development involving sensitive development achieves acceptable levels of air quality for occupiers or users of the development by mitigating adverse impacts on the development from air emissions generated by state transport infrastructure.	AO1.1 Every private open space and passive recreation area of an accommodation activity or residential care facility (other than a residential building) meet the air quality objectives in the <i>Environmental Protection (Air) Policy 2008</i> for the following indicators: (4) carbon monoxide nitrogen dioxide sulphur dioxide photochemical oxidants respirable particulate matter (PM10) fine particulate matter (PM2.5) lead toluene formaldehyde xylenes. AND	<input checked="" type="checkbox"/>	Will be complied with
	AO1.2 Every outdoor education area and passive recreation area of an educational establishment, childcare centre and hospital, meet the air quality objectives in the <i>Environmental Protection (Air) Policy 2008</i> for the following indicators: (5) carbon monoxide; nitrogen dioxide sulphur dioxide photochemical oxidants respirable particulate matter (PM10) fine particulate matter (PM2.5) lead toluene formaldehyde xylenes.	<input checked="" type="checkbox"/>	Not applicable
Lighting impacts			
PO2 Development involving an accommodation activity, residential care facility, or hospital achieves acceptable levels of amenity for residents and patients by mitigating lighting impacts from state transport infrastructure.	AO2.1 Buildings for an accommodation activity, residential care facility (other than a residential building), or hospital are designed, sited and constructed to incorporate treatments to attenuate ingress of artificial lighting from state transport infrastructure during the hours of 10 pm – 6 am.	<input checked="" type="checkbox"/>	The units are setback a minimum of 6m from the road corridor. The units have been designed and located so as to receive minimal artificial lighting from the State-controlled road. The units have tropical architectural treatments to shade the building during the day, which also screen the building at night.

Response column key:	
<input checked="" type="checkbox"/>	Achieved
P/S	Performance solution
N/A	Not applicable

Filling, excavation and structures state code

Table 18.1.1: All development

Performance outcomes	Acceptable outcomes	Response	Comment
All development			
<p>PO1 Buildings, services, structures and utilities do not adversely impact on the safety or operation of:</p> <p>(1) state transport corridors (2) future state transport corridors (3) state transport infrastructure</p> <p>Editor's note: For a <u>railway</u>, Section 3.2 – Structures, setbacks, utilities and maintenance of the <i>Guide for development in a railway environment</i>, Department of Transport and Main Roads, 2014, provides guidance on how to comply with this performance outcome.</p>	<p>AO1.1 Buildings, structures, services and utilities are not located in a railway, future railway land or public passenger transport corridor.</p> <p>AND</p>	<input checked="" type="checkbox"/>	
	<p>AO1.2 Buildings and structures are set back horizontally a minimum of three metres from overhead line equipment.</p> <p>AND</p>	<input checked="" type="checkbox"/>	The units are setback a minimum of 6m from the road, there is no overhead equipment.
	<p>AO1.3 Construction activities do not encroach into a railway or public passenger transport corridor.</p> <p>AND</p>	<input checked="" type="checkbox"/>	Will be complied with
	<p>AO1.4 The lowest part of development in or over a railway or future railway land is to be a minimum of:</p> <p>(1) 7.9 metres above the railway track where the proposed development extends along the <u>railway</u> for a distance of less than 40 metres, or</p> <p>(2) 9.0 metres above the railway track where the development extends along the <u>railway</u> for a distance of between 40 and 80 metres.</p> <p>Editor's note: Part A.10 – Clearances of the <i>Guide for development in a railway environment</i>, Department of Infrastructure and Planning, 2010, provides guidance on how to comply with this acceptable outcome.</p> <p>AND</p>	<input checked="" type="checkbox"/>	Development is not in or over a railway or future railway land
	<p>AO1.5 Existing authorised access points and access routes to state transport corridors for maintenance and emergency works are maintained.</p> <p>AND</p>	<input checked="" type="checkbox"/>	
	<p>AO1.6 Pipe work, services and utilities can be maintained without requiring access to the state transport corridor.</p> <p>AND</p>	<input checked="" type="checkbox"/>	Will be complied with
	<p>AO1.7 Pipe work, services and utilities are not attached to rail transport infrastructure.</p> <p>AND</p>	<input checked="" type="checkbox"/>	Not applicable
	<p>AO1.8 Buildings and structures are set back a minimum of three metres from a railway viaduct.</p>	<input checked="" type="checkbox"/>	Site is not near a railway viaduct.

Performance outcomes	Acceptable outcomes	Response	Comment
	AND		
	<p>AO1.9 Development below or abutting a railway viaduct is to be clear of permanent structures or any other activity that may impede emergency access or works and maintenance of rail transport infrastructure.</p> <p>Editor's note: Temporary activities below or abutting a railway viaduct could include, for example, car parking or outdoor storage.</p>	<input checked="" type="checkbox"/>	As above
	<p>AO1.10 Development above a railway is designed to facilitate ventilation as follows:</p> <p>(1) for development extending above a railway for a distance of less than 80 metres, gaps are provided to ensure natural ventilation, or</p> <p>(2) for development extending above a railway for a distance of more than 80 metres, ventilation shafts are provided.</p>	<input checked="" type="checkbox"/>	Development is not above a railway
<p>PO2 Development prevents unauthorised access to:</p> <p>(1) state transport corridors,</p> <p>(2) future state transport corridors,</p> <p>(3) state transport infrastructure, by people, vehicles and projectiles.</p>	<p>AO2.1 Fencing is provided along the property boundary with the railway.</p> <p>Editor's note: Where fencing is provided it is to be in accordance with the railway manager's standards.</p>	<input checked="" type="checkbox"/>	The development does not adjoin a railway. The fencing adjacent to Davidson Street will be consistent with other fencing along the street.
	<p>AND</p> <p>AO2.2 Accommodation activities with a publicly accessible area located within 10 metres from the boundary of a railway or 20 metres from the centreline of the nearest railway track (whichever is the shorter distance), include throw protection screens for the publicly accessible area as follows:</p> <p>(1) openings of no greater than 25 mm x 25 mm</p> <p>(2) height of 2.4 metres vertically above the highest toe hold if see-through, or 2 metres if non see-through.</p> <p>Editor's note: Expanded metal is considered see-through.</p>	<input checked="" type="checkbox"/>	The development does not adjoin a railway.
	<p>AND</p> <p>AO2.3 Development in or over a railway or future railway land includes throw protection screens.</p> <p>Editor's note: Throw protection screens in a railway or future railway land designed in accordance with the relevant provisions of the <i>Civil Engineering Technical Requirement CIVIL-SR-005 Design of buildings over or near railways</i>, Queensland Rail, 2011, and the <i>Civil Engineering Technical Requirement CIVIL-SR-008 Protection screens</i>, Queensland Rail, 2011, comply with this acceptable outcome.</p>	<input checked="" type="checkbox"/>	Development is not in or over a railway or future railway land
	<p>AND</p> <p>AO2.4 Built to boundary walls and solid fences abutting a railway are protected by an anti-graffiti coating.</p>	N/A	Development is not built to boundary or adjoining a railway.

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>AND</p> <p>AO2.5 Road barriers are installed along any proposed roads abutting a railway.</p> <p>Editor's note: Road barriers designed in accordance with Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-007 Design and selection criteria for road/rail interface barriers comply with this acceptable outcome.</p> <p>AND</p> <p>AO2.6 Proposed vehicle manoeuvring areas, driveways, loading areas or carparks abutting a railway include rail interface barriers.</p> <p>Editor's note: A Registered Professional Engineer of Queensland (RPEQ) certified barrier design complies with this acceptable outcome.</p>	N/A	
PO3 Buildings and structures in, over or below a railway or future railway land are able to sustain impacts to their structural integrity in the event of an impact from a derailed train.	<p>AO3.1 Buildings and structures, including piers or supporting elements, located in, over or below a railway or future railway land are designed and constructed in accordance with <i>AS5100 Bridge design</i>, <i>AS 1170 Structural design actions</i> and <i>Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways</i>, Queensland Rail, 2011.</p> <p>Editor's note: <i>Part A.9 – Collision protection</i> of the <i>Guide for development in a railway environment</i>, Department of Infrastructure and Planning, 2010, provides guidance on how to comply with this acceptable outcome.</p>	N/A	
PO4 Buildings and structures in, over, below or within 50 metres of a state-controlled transport tunnel or a future state-controlled transport tunnel have no adverse impact on the structural integrity of the state-controlled transport tunnel.	<p>AO4.1 Development in, over, below or within 50 metres of a state-controlled transport tunnel or future state-controlled transport tunnel ensures that the tunnel is:</p> <ol style="list-style-type: none"> (1) not vertically overloaded or affected by the addition or removal of lateral pressures (2) not adversely affected as a result of directly or indirectly disturbing groundwater or soil. <p>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified geotechnical assessment, groundwater assessment and structural engineering assessment be prepared and submitted with the application.</p>	N/A	
PO5 Development involving dangerous goods adjacent to a railway or future railway land does not adversely impact on the safety of a railway.	<p>AO5.1 Development involving dangerous goods, other than hazardous chemicals below the threshold quantities listed in table 5.2 of the <i>State Planning Policy guideline: State interest – emissions and hazardous activities, Guidance on development involving hazardous chemicals</i>, Department of State Development, Infrastructure and Planning, 2013, ensures that impacts on a railway from a</p>	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>fire, explosion, spill, gas emission or dangerous goods incident can be appropriately mitigated.</p> <p>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a risk assessment be undertaken in accordance with <i>Attachment 1: Risk assessment guide</i> of the <i>Guide for development in a railway environment</i>, Department of Infrastructure and Planning, 2010.</p>		
<p>PO6 Any part of the development located within 25 metres of a state-controlled road or future state-controlled road minimises the potential to distract drivers and cause a safety hazard.</p>	<p>AO6.1 Advertising devices proposed to be located within 25 metres of a state-controlled road or future state-controlled road are designed to meet the relevant standards for advertising outside the boundaries of, but visible from, a state-controlled road, outlined within the <i>Roadside advertising guide</i>, Department of Transport and Main Roads, 2013.</p>	N/A	<p>Will be complied with</p> <p>Signage will be consistent with most accommodation buildings on Davidson Street. The signage will not be 'internally illuminated'. Any illumination will be via spotlights, down-lights or similar – again consistent with other businesses. Signage will be</p> <ul style="list-style-type: none"> • Symbol; or • Wall Sign / Fence Sign; and • Indirectly Illuminated Sign
<p>PO7 Filling, excavation and construction does not adversely impact on or compromise the safety or operation of:</p> <ol style="list-style-type: none"> (1) state transport corridors, (2) future state transport corridors, (3) state transport infrastructure. 	<p>AO7.1 Filling and excavation does not undermine, cause subsidence of, or groundwater seepage onto a <u>state</u> transport corridor or future state transport corridor.</p> <p>Editor's note: To demonstrate compliance with this acceptable outcome for a state-controlled road, it is recommended that a filling and excavation report assessing the proposed filling and excavation be prepared in accordance with the requirements of the <i>Road planning and design manual</i>, Department of Transport and Main Roads, 2013.</p> <p>Editor's note: If a development involves filling and excavation within a state-controlled road, an approval issued by the Department of Transport and Main Roads under section 33 of the <i>Transport Infrastructure Act 1994</i> may be required.</p> <p>AND</p>	<input checked="" type="checkbox"/>	Will be complied with / not applicable
	<p>AO7.2 Development within 25 metres of a railway or public passenger transport corridor and involving excavation, boring, piling or blasting does not result in vibration impacts during construction or blasting which would compromise the safety and operational integrity of the railway or public passenger transport corridor.</p> <p>Editor's note: To demonstrate compliance with this acceptable outcome it is recommended that an RPEQ certified geotechnical report be prepared and submitted with the application.</p> <p>Editor's note: Development within 25 metres of a railway or public passenger transport corridor may require an RPEQ certified vibration monitoring plan for the construction phase of development as a condition of approval.</p>	N/A	As above
<p>PO8 Filling and excavation does not interfere with or impact on existing or future planned services or public utilities on a state-controlled road.</p>	<p>AO8.1 Any alternative service and public utility alignment must satisfy the standards and design specifications of the service or public utility provider, and any costs of relocation are borne by the developer.</p>	<input checked="" type="checkbox"/>	As above

Performance outcomes	Acceptable outcomes	Response	Comment
	Editor's note: An approval issued by the Department of Transport and Main Roads under section 33 of the <i>Transport Infrastructure Act 1994</i> may be required.		
PO9 Retaining or reinforced soil structures required to contain fill and excavation: (1) do not encroach on a state transport corridor (2) are capable of being constructed and maintained without adversely impacting a state transport corridor (3) are constructed of durable materials which maximise the life of the structure.	AO9.1 Retaining or reinforced soil structures (including footings, rock anchors and soil nails) are not located in a state transport corridor or future state transport corridor. AND	<input checked="" type="checkbox"/>	As above
	AO9.2 Retaining or reinforced soil structures in excess of an overall height of one metre abutting a state transport corridor are to be designed and certified by a structural RPEQ. Editor's note: To demonstrate compliance with this acceptable outcome a RPEQ report should demonstrate that the works will not destabilise state transport infrastructure or the land supporting this infrastructure. AND	<input checked="" type="checkbox"/>	As above
	AO9.3 Retaining or reinforced soil structures that are set back less than 750 millimetres from a common boundary with a state-controlled road are certified by a structural RPEQ and designed to achieve a low maintenance external finish. AND	<input checked="" type="checkbox"/>	The pool and basement carpark will be at least 6m from the boundary
	AO9.4 Retaining or reinforced soil structures adjacent to a state-controlled road, and in excess of an overall height of two metres, incorporate design treatments (such as terracing or planting) to reduce the overall height impact. AND	N/A	
	AO9.5 Construction materials of all retaining or reinforced soil structures have a design life exceeding 40 years, and comply with the specifications approved by a RPEQ. AND	N/A	
	AO9.6 Temporary structures and batters do not encroach into a railway.	N/A	
PO10 Filling and excavation does not cause siltation and erosion run-off from the property, or wind blown dust nuisance onto a state-controlled road.	AO10.1 Compaction of fill is carried out in accordance with the requirements of <i>AS 1289.0 2000 – Methods of testing soils for engineering purposes</i> .	<input checked="" type="checkbox"/>	Will be complied with as applicable
PO11 Where the quantity of fill or excavated spoil material being imported or exported for a development exceeds 10 000 tonnes, and haulage will be on a state-controlled road, any impact on the	AO11.1 The impacts on the state-controlled road network are identified, and measures are implemented to avoid, reduce or compensate the effects on the asset life of the state-controlled road. Editor's note: It is recommended that a pavement impact assessment report be prepared to address this acceptable outcome. Guidance for preparing a pavement impact assessment	<input checked="" type="checkbox"/>	Will be complied with as applicable

Performance outcomes	Acceptable outcomes	Response	Comment
infrastructure is identified and mitigation measures implemented.	is set out in <i>Guidelines for assessment of road impacts of development (GARID)</i> , Department of Transport and Main Roads, 2006.		
PO12 Filling and excavation associated with providing a driveway crossover to a state-controlled road does not compromise the operation or capacity of existing drainage infrastructure.	AO12.1 Filling and excavation associated with the design of driveway crossovers complies with the relevant Institute of Public Works Engineering Australia Queensland (IPWEAQ) standards. Editor's note: The construction of any crossover requires the applicant to obtain a permit to work in the state-controlled road corridor under section 33 of the <i>Transport Infrastructure Act 1994</i> and a section 62 approval under the <i>Transport Infrastructure Act 1994</i> for the siting of the access and associated works.	N/A	
PO13 Fill material does not cause contamination from the development site onto a state-controlled road.	AO13.1 Fill material is free of contaminants including acid sulphate content, and achieves compliance with <i>AS 1289.0 – Methods of testing soils for engineering purposes</i> and <i>AS 4133.0-2005 – Methods of testing rocks for engineering purposes</i> .	<input checked="" type="checkbox"/>	Will be complied with
PO14 Vibration generated through fill compaction does not result in damage or nuisance to a state-controlled road.	AO14.1 Fill compaction does not result in any vibrations beyond the site boundary, and is in accordance with <i>AS 2436–2010 – Guide to noise and vibration control on construction, demolition and maintenance sites</i> .	<input checked="" type="checkbox"/>	Will be complied with

Response column key:	
<input checked="" type="checkbox"/>	Achieved
P/S	Performance solution
N/A	Not applicable

18.2 Stormwater and drainage impacts on state transport infrastructure state code

Table 18.2.1: All development

Performance outcomes	Acceptable outcomes	Response	Comment
Stormwater and drainage management			
PO1 Stormwater management for the development must ensure there is no worsening of, and no actionable nuisance in relation to peak discharges, flood levels, frequency or duration of flooding, flow velocities, water quality, ponding, sedimentation and scour effects on an existing or future state transport corridor for all flood and stormwater events that exist prior to development, and up to a 1 per cent annual exceedance probability.	AO1.1 The development does not result in stormwater or drainage impacts or actionable nuisance within an existing or future state transport corridor. Editor's note: It is recommended that basic stormwater information is to be prepared to demonstrate compliance with AO1.1. OR	<input checked="" type="checkbox"/>	Will be complied with
	AO1.2 A stormwater management statement certified by an RPEQ demonstrates that the development will achieve a no worsening impact or actionable nuisance on an existing or future state transport corridor. OR	<input checked="" type="checkbox"/>	Will be complied with

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>AO1.3 A stormwater management plan certified by an RPEQ demonstrates that the development will achieve a no worsening impact or actionable nuisance on an existing future state transport corridor.</p> <p>OR</p>	<input checked="" type="checkbox"/>	Will be complied with
	<p>AO1.4 For development on premises within 25 metres of a railway, a stormwater management plan certified by an RPEQ demonstrates that:</p> <ol style="list-style-type: none"> (1) the development will achieve a no worsening impact or actionable nuisance on the railway (2) the development does not cause stormwater, roofwater, ponding, floodwater or any other drainage to be directed to, increased or concentrated on the railway (3) the development does not impede any drainage, stormwater or floodwater flows from the railway (4) stormwater or floodwater flows have been designed to: <ol style="list-style-type: none"> (a) maintain the structural integrity of the light rail transport infrastructure (b) avoid scour or deposition (5) additional railway formation drainage necessitated by the development is located within the premises where the development is carried out (6) retaining structures for excavations abutting the railway corridor provide for drainage. 	N/A	
Lawful point of discharge			
<p>PO2 Stormwater run-off and drainage are directed to a lawful point of discharge to avoid adverse impacts on a future or existing state transport corridor.</p>	<p>AO2.1 Where stormwater run-off is discharged to a state transport corridor, the discharge is to a lawful point of discharge in accordance with section 1.4.3 of the <i>Road drainage manual</i>, Department of Transport and Main Roads, 2010 and section 3.02 of <i>Queensland urban drainage manual</i>, Department of Energy and Water Supply, 2013.</p> <p>OR</p>	<input checked="" type="checkbox"/>	Will be complied with as applicable.
	<p>AO2.2 For development on premises within 25 metres of a railway, approval from the relevant railway manager for the railway, as defined in the <i>Transport Infrastructure Act 1994</i>, schedule 6 has been gained to verify the lawful point of discharge for stormwater onto the railway.</p>	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	AND		
	AO2.3 Development does not cause a net increase in or concentration of stormwater or floodwater flows discharging onto the state transport corridor during construction or thereafter. AND	<input checked="" type="checkbox"/>	Will be complied with as applicable.
	AO2.4 Development does not create any additional points of discharge or changes to the condition of an existing lawful point of discharge to the state transport corridor.	<input checked="" type="checkbox"/>	Will be complied with as applicable
Sediment and erosion management			
PO3 Run-off from upstream development is managed to ensure that sedimentation and erosion do not cause siltation of stormwater infrastructure in the state transport corridor.	AO3.1 Development with a moderate to high risk of erosion incorporates erosion and sediment control measures. <small>Editor's note: For a state-controlled road where a development has a moderate to high risk of erosion as per section 13.5 of the <i>Road drainage manual</i>, Department of Transport and Main Roads, 2010, an erosion and sedimentation control plan should be provided to support a stormwater management plan.</small>	N/A	

Response column key:
<input checked="" type="checkbox"/> Achieved
P/S Performance solution
N/A Not applicable

19.1 Access to state-controlled roads state code

Table 19.1.1: All development

Performance outcomes	Acceptable outcomes	Response	Comment
Location of the direct vehicular access to the state-controlled road			
PO1 Any road access location to the state-controlled road from adjacent land does not compromise the safety and efficiency of the state-controlled road.	AO1.1 Any road access location to the state-controlled road complies with a decision under section 62 of the TIA. Or	<input checked="" type="checkbox"/>	Access is from the authorised access point i.e. Davidson Street.
	AO1.2 Development does not propose a new or temporary road access location, or a change to the use or operation of an existing permitted road access location to a state-controlled road. Or	<input checked="" type="checkbox"/>	

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>AO1.3 Any proposed road access location for the development is provided from a lower order road where an alternative to the state-controlled road exists.</p> <p>Or all of the following acceptable outcomes apply</p>	<input checked="" type="checkbox"/>	
	<p>AO1.4 Any new or temporary road access location, or a change to the use or operation of an existing permitted road access location, demonstrates that the development:</p> <p>(1) does not exceed the acceptable level of service of a state-controlled road</p> <p>(2) meets the sight distance requirements outlined in Volume 3, parts 3, 4, 4A, 4B and 4C of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2013</p> <p>(3) does not exceed the acceptable operation of an intersection with a state-controlled road, including the degree of saturation, delay, queuing lengths and intersection layout</p> <p>(4) is not located within and/or adjacent to an existing or planned intersection in accordance with Volume 3, parts 4, 4A, 4B and 4C of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2013</p> <p>(5) does not conflict with another property's road access location and operation.</p> <p>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended a traffic impact assessment be developed in accordance with Chapters 1, 4, 6, 7, 8 and 9 of the Guidelines for assessment of road impacts of development (GARID), Department of Main Roads, 2006, and the requirements of Volume 3, parts 4, 4A, 4B and 4C of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2013, SIDRA analysis or traffic modelling.</p> <p>AND</p>	N/A	
	<p>AO1.5 Development does not propose a new road access location to a limited access road.</p> <p>Editor's note: Limited access roads are declared by the chief executive under section 54 of the TIA. Details can be accessed by contacting the appropriate DTMR regional office.</p>	N/A	
Number of road accesses to the state-controlled road			
PO2 The number of road accesses to the state-controlled road maintains the safety	<p>AO2.1 Development does not increase the number of accesses to the state-controlled road.</p> <p>AND</p>	<input checked="" type="checkbox"/>	

Performance outcomes	Acceptable outcomes	Response	Comment
and efficiency of the state-controlled road.	<p>AO2.2 Where multiple road accesses to the premises exist, access is rationalised to reduce the overall number of road accesses to the state-controlled road.</p> <p>And</p>	N/A	
	<p>AO2.3 Shared or combined road accesses are provided for adjoining land having similar uses to rationalise the overall number of direct accesses to the state-controlled road.</p> <p>Editor's note: Shared road accesses may require easements to provide a legal point of access for adjacent lots. If this is required, then the applicant must register reciprocal access easements on the titles of any lots for the shared access.</p>	N/A	
Design vehicle and traffic volume			
<p>PO3 The design of any road access maintains the safety and efficiency of the state-controlled road.</p>	<p>AO3.1 Any road access meets the minimum standards associated with the design vehicle.</p> <p>Editor's note: The design vehicle to be considered is the same as the design vehicle set under the relevant local government planning scheme.</p> <p>And</p>	N/A	
	<p>AO3.2 Any road access is designed to accommodate the forecast volume of vehicle movements in the peak periods of operation or conducting the proposed use of the premises.</p> <p>And</p>	N/A	
	<p>AO3.3 Any road access is designed to accommodate 10 year traffic growth past completion of the final stage of development in accordance with GARID.</p> <p>And</p>	N/A	
	<p>AO3.4 Any road access in an urban location is designed in accordance with the relevant local government standards or IPWEAQ R-050, R-051, R-052 and R-053 drawings.</p> <p>And</p>	N/A	
	<p>AO3.5 Any road access not in an urban location is designed 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, 2013.</p>	N/A	
Internal and external manoeuvring associated with direct vehicular access to the state-controlled road			

Performance outcomes	Acceptable outcomes	Response	Comment
<p>PO4 Turning movements for vehicles entering and exiting the premises via the road access maintain the safety and efficiency of the state-controlled road.</p>	<p>AO4.1 The road access provides for left in and left out turning movements only.</p> <p>And</p>	<input checked="" type="checkbox"/>	
	<p>AO4.2 Internal manoeuvring areas on the premises are designed so the design vehicle can enter and leave the premises in a forward gear at all times.</p> <p><small>Editor's note: The design vehicle to be considered is the same as the design vehicle set under the relevant local government planning scheme.</small></p>	<input checked="" type="checkbox"/>	
<p>PO5 On-site circulation is suitably designed to accommodate the design vehicle associated with the proposed land use, in order to ensure that there is no impact on the safety and efficiency of the state-controlled road.</p>	<p>AO5.1 Provision of on-site vehicular manoeuvring space is provided to ensure the flow of traffic on the state-controlled road is not compromised by an overflow of traffic queuing to access the site in accordance with AS2890 – Parking facilities.</p> <p>And</p>	<input checked="" type="checkbox"/>	
	<p>AO5.2 Mitigation measures are provided to ensure that the flow of traffic on the state-controlled road is not disturbed by traffic queuing to access the site.</p>	<input checked="" type="checkbox"/>	
<p>Vehicular access to local roads within 100 metres of an intersection with a state-controlled road</p>			
<p>PO6 Development having road access to a local road within 100 metres of an intersection with a state-controlled road maintains the safety and efficiency of the state-controlled road.</p>	<p>AO6.1 The road access location to the local road is located as far as possible from where the road intersects with the state-controlled road and accommodates existing operations and planned upgrades to the intersection or state-controlled road.</p> <p>And</p>	N/A	
	<p>AO6.2 The road access to the local road network 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, 2013, and is based on the volume of traffic and speed design of both the local road and intersecting state-controlled road for a period of 10 years past completion of the final stage of development.</p> <p>And</p>	N/A	
	<p>AO6.3 Vehicular access to the local road and internal vehicle circulation is designed to remove or minimise the potential for vehicles entering the site to queue in the intersection with the state-controlled road or along the state-controlled road itself.</p>	N/A	

Response column key:	
<input checked="" type="checkbox"/>	Achieved
P/S	Performance solution
N/A	Not applicable

19.2 Transport infrastructure and network design state code

Table 19.2.1: All development

Performance outcomes	Acceptable outcomes	Response	Comment
All state transport infrastructure – except state-controlled roads			
<p>PO1 Development does not compromise the safe and efficient management or operation of state transport infrastructure or transport networks.</p> <p>Editor's note: To demonstrate compliance with this performance outcome, it is recommended that a traffic impact assessment be prepared. A traffic impact assessment should identify any upgrade works required to mitigate impacts on the safety and operational integrity of the state transport corridor, including any impact on a railway crossing. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken.</p>	No acceptable outcome is prescribed.	N/A	
<p>PO2 Development does not compromise planned upgrades to state transport infrastructure or the development of future state transport infrastructure in future state transport corridors.</p> <p>Editor's note: Written advice from DTMR advising that there are no planned upgrades of state transport infrastructure or future state transport corridors that will be compromised by the development, will assist in addressing this performance outcome.</p>	<p>AO2.1 The layout and design of the proposed development accommodates planned upgrades to state transport infrastructure.</p> <p>AND</p>	N/A	
	<p>AO2.2 The layout and design of the development accommodates the delivery of state transport infrastructure in future state transport corridors .</p> <p>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a traffic impact assessment be prepared.</p>	N/A	
State-controlled roads			
<p>PO3 Development does not compromise the safe and efficient management or operation of state-controlled roads.</p> <p>Editor's note: A traffic impact assessment will assist in addressing this performance outcome.</p>	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/>	<p>Davidson Street has (Figure 3). :</p> <ul style="list-style-type: none"> a 40m wide road reserve adjacent to the site a 14m wide pavement which includes 1 lane each way for traffic a 4m sealed shoulder in front of the subject site a 9m grass verge with a concrete footpath, concrete kerb & channel a 7m grass 'nature strip' <p>The development is 6m from the road The 9m grass verge will be upgraded as part of this proposal. It is intended to that the on-street works will be designed around the existing trees, and bitumen seal will be provided for additional parking.</p>

Performance outcomes	Acceptable outcomes	Response	Comment
<p>PO4 Development does not compromise planned upgrades of the state-controlled road network or delivery of future state-controlled roads.</p> <p>Editor's note: Written advice from DTMR that there are no planned upgrades of state-controlled roads or future state-controlled roads which will be compromised by the development will assist in addressing this performance outcome.</p>	<p>AO4.1 The layout and design of the development accommodates planned upgrades of the state-controlled road</p> <p>AND</p>	<input checked="" type="checkbox"/>	Davidson Street has a 40m wide road reserve adjacent to the site. There is sufficient width in the Road Corridor at this location for any future upgrade.
	<p>AO4.2 The layout and design of the development accommodates the delivery of future state-controlled roads.</p> <p>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a traffic impact assessment be prepared.</p>	<input checked="" type="checkbox"/>	
<p>PO5 Upgrade works on or associated with, the state-controlled road network are undertaken in accordance with applicable standards.</p>	<p>AO5.1 Upgrade works for the development are consistent with the requirements of the <i>Road planning and design manual</i>, 2nd edition, Department of Transport and Main Roads, 2013.</p> <p>AND</p>	N/A	
	<p>AO5.2 The design and staging of upgrade works on or associated with the state-controlled road network are consistent with planned upgrades.</p>	N/A	
<p>PO6 Development does not impose traffic loadings on the state-controlled road network which could be accommodated on the local road network.</p>	<p>AO6.1 New lower order roads do not connect directly to a state-controlled road.</p> <p>AND</p>	N/A	
	<p>AO6.2 The layout and design of the development directs traffic generated by the development to use lower order roads.</p>	<input checked="" type="checkbox"/>	



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ABN: 83 128 085 870

Council Ref:
Our Ref 71631

30 June 2016

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

Attention: Daniel Lamond

Dear Daniel,

**Application for a Development Permit Material Change of Use Multi-Unit Housing & Holiday Accommodation 10 Units (Code Assessable)
Lot 903 PTD209233 at 33 Davidson St, Port Douglas**

I am pleased to lodge this application for Multi-Unit Housing & Holiday Accommodation 10 Units at 33 Davidson Street, Port Douglas

The relevant informant for the planning receipt is:

Applicant: Foxwise Developments Pty Ltd
c/- Planz Town Planning
Mailing address: PO Box 181
Edge Hill QLD 4870
Landowner: Nunzia Maria Clarisse
Application Fee: \$4590.60

I have tried 4 times to lodge online and have been unsuccessful. A bank Check will be provided in tomorrow's mail.

If you require any further information please do call me.

Yours faithfully,

A handwritten signature in black ink, appearing to read "S. Lord", written over a light blue horizontal line.

Susie Lord
Manager

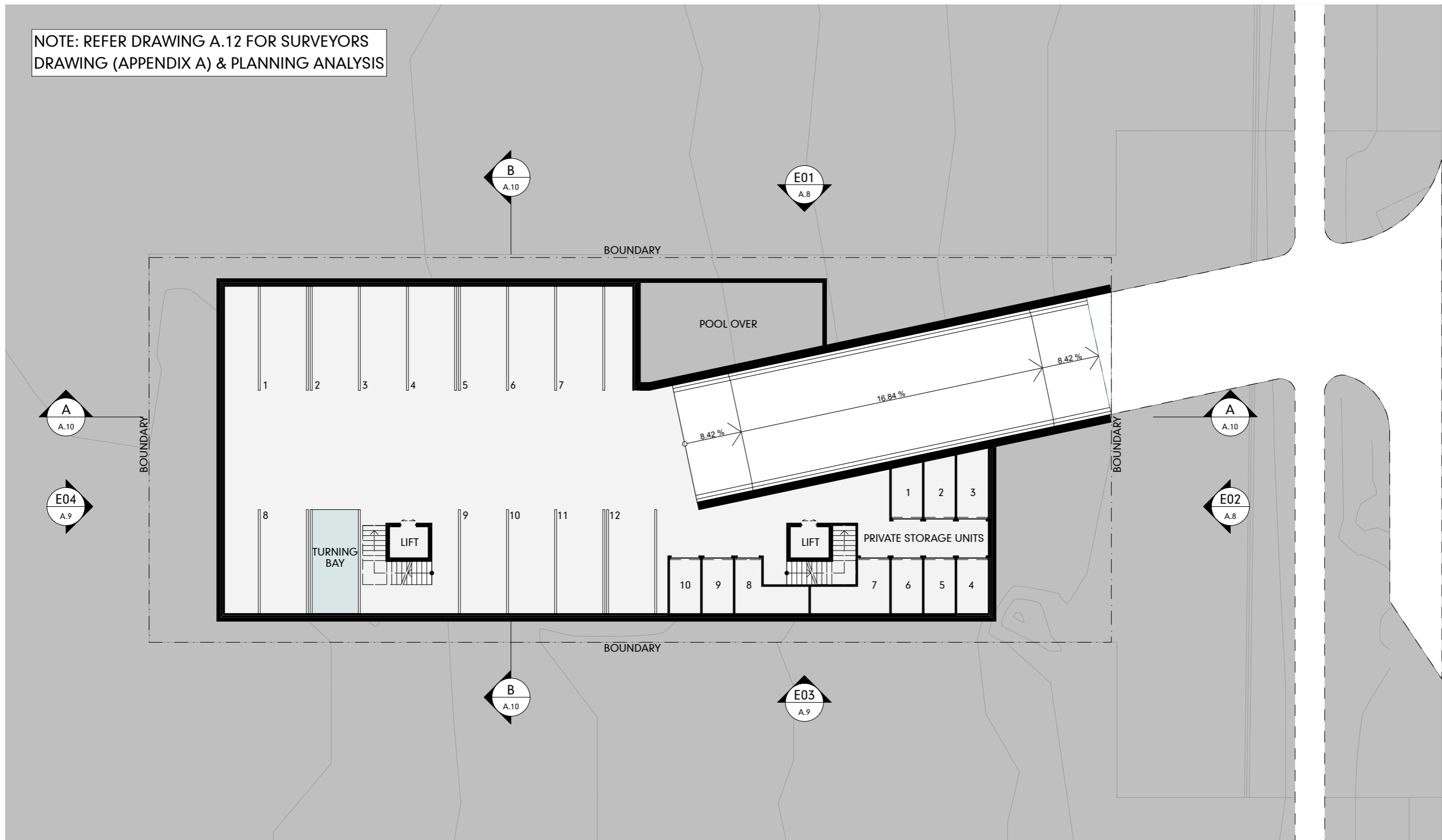
Att. IDAS Form 1 & owner's consent
IDAS Form 5
Planning Report
Proposal Plans



PROJECT : PROPOSED NEW APARTMENT BUILDING
AT : 33 DAVIDSON STREET (LOT 903 ON PTD2092) PORT DOUGLAS, QLD, 4877, AUSTRALIA
FOR : FOXWISE DEVELOPMENTS PTY LTD

PROJECT No: DANBRY001
DATE : 30/06/2016
DRAWING No : A.1

NOTE: REFER DRAWING A.12 FOR SURVEYORS
DRAWING (APPENDIX A) & PLANNING ANALYSIS



BASEMENT LEVEL

SCALE 1:200

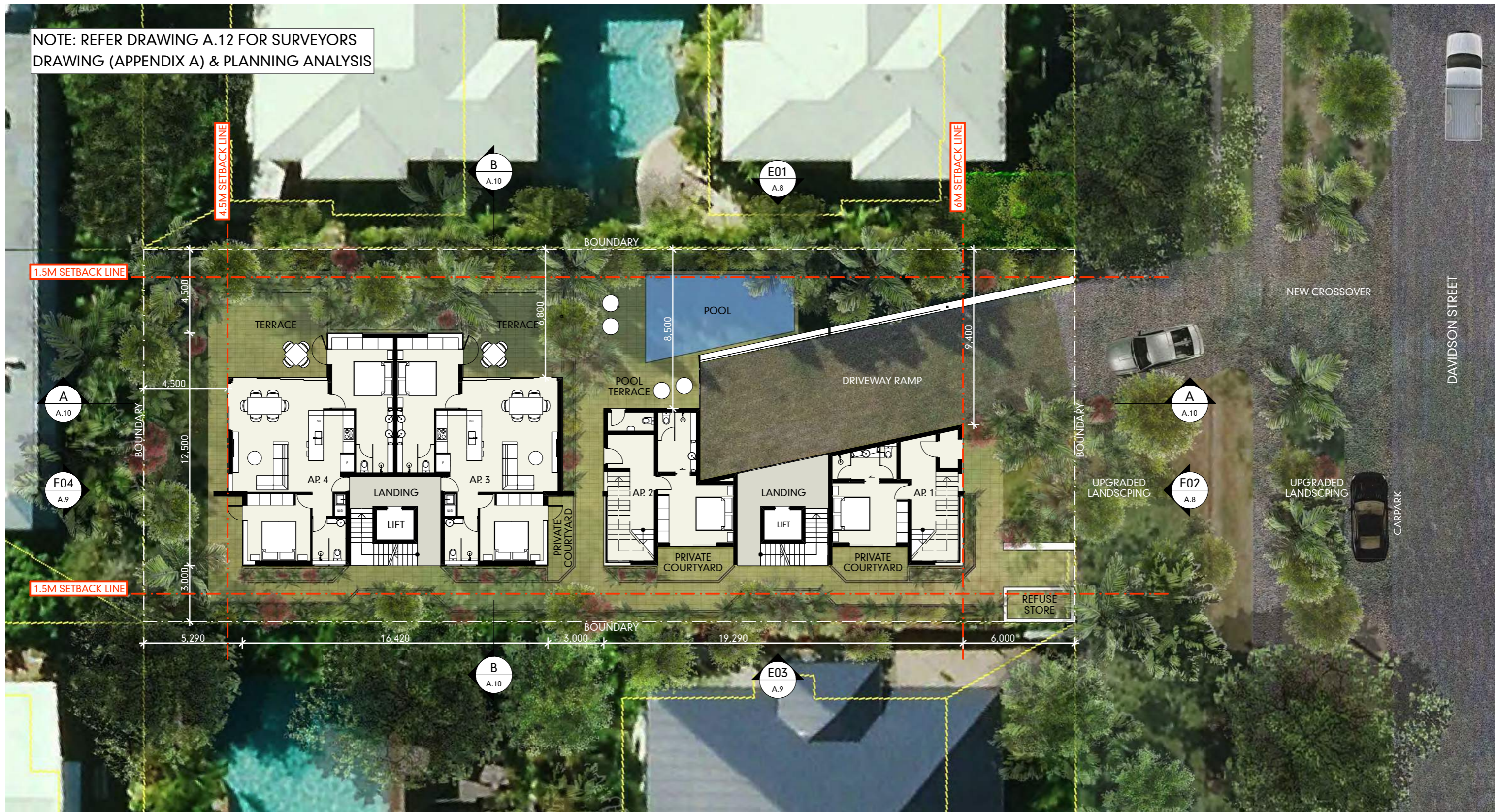
PROJECT : PROPOSED NEW APARTMENT BUILDING
AT : 33 DAVIDSON STREET (LOT 903 ON PTD2092) PORT DOUGLAS, QLD, 4877, AUSTRALIA
FOR : FOXWISE DEVELOPMENTS PTY LTD



PROJECT No: DANBRY001
DATE : 30/06/2016
DRAWING No : A.2



NOTE: REFER DRAWING A.12 FOR SURVEYORS
DRAWING (APPENDIX A) & PLANNING ANALYSIS



LEVEL 1

SCALE 1:200

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PROJECT No: DANBRY001
DATE : 30/06/2016
DRAWING No : A.3



NOTE: REFER DRAWING A.12 FOR SURVEYORS
DRAWING (APPENDIX A) & PLANNING ANALYSIS



LEVEL 2

SCALE 1:200

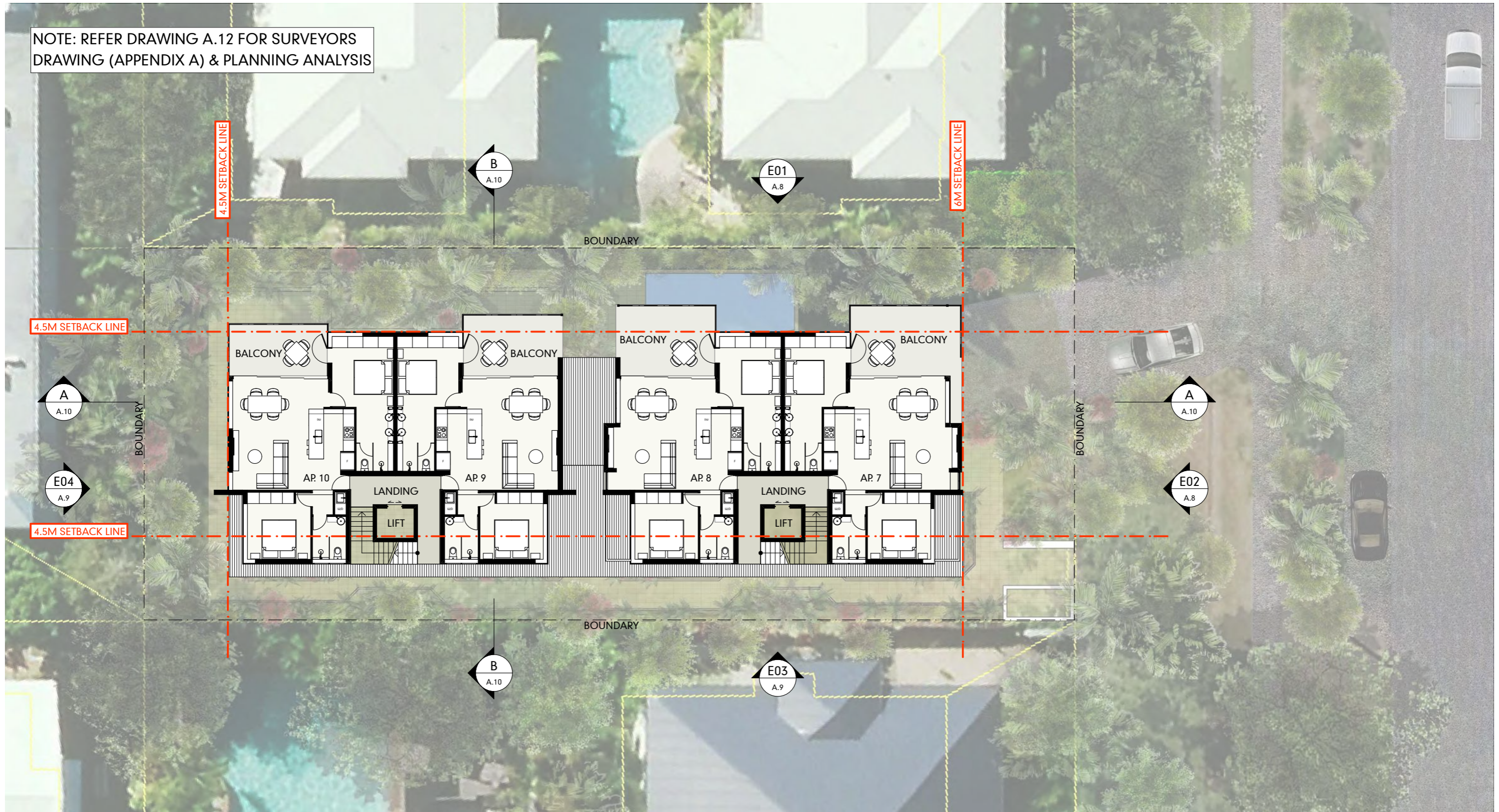
PROJECT : PROPOSED NEW APARTMENT BUILDING
AT : 33 DAVIDSON STREET (LOT 903 ON PTD2092) PORT DOUGLAS, QLD, 4877, AUSTRALIA
FOR : FOXWISE DEVELOPMENTS PTY LTD



PROJECT No: DANBRY001
DATE : 30/06/2016
DRAWING No : A.4



NOTE: REFER DRAWING A.12 FOR SURVEYORS
DRAWING (APPENDIX A) & PLANNING ANALYSIS



LEVEL 3

SCALE 1:200

PROJECT : PROPOSED NEW APARTMENT BUILDING
AT : 33 DAVIDSON STREET (LOT 903 ON PTD2092) PORT DOUGLAS, QLD, 4877, AUSTRALIA
FOR : FOXWISE DEVELOPMENTS PTY LTD



PROJECT No: DANBRY001
DATE : 30/06/2016
DRAWING No : A.5



NOTE: REFER DRAWING A.12 FOR SURVEYORS
DRAWING (APPENDIX A) & PLANNING ANALYSIS



ROOF LEVEL

SCALE 1:200

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FOR : FOXWISE DEVELOPMENTS PTY LTD



PROJECT No: DANBRY001
DATE : 30/06/2016
DRAWING No : A.6

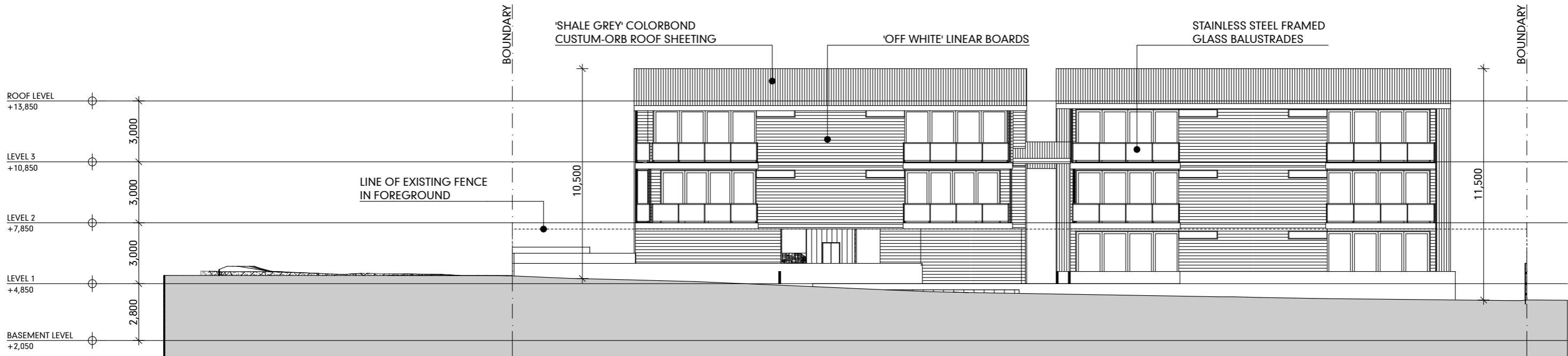




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FOR : FOXWISE DEVELOPMENTS PTY LTD

PROJECT No: DANBRY001
DATE : 30/06/2016
DRAWING No : A.7





NORTH ELEVATION

SCALE 1:200

E01

A.2, A.3, A.4, A.5, A.6



EAST ELEVATION

SCALE 1:200

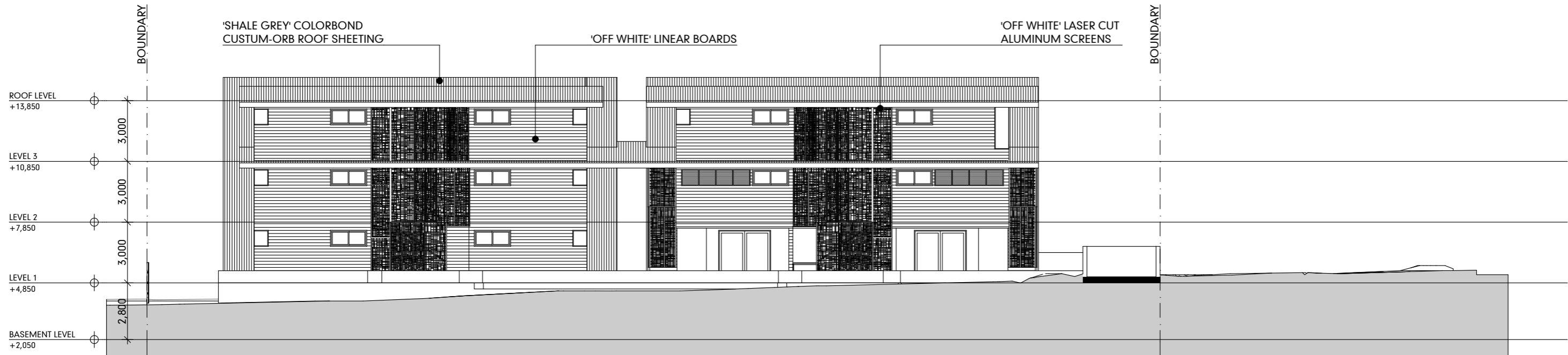
E02

A.2, A.3, A.4, A.5, A.6

PROJECT : PROPOSED NEW APARTMENT BUILDING
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 FOR : FOXWISE DEVELOPMENTS PTY LTD

PROJECT No: DANBRY001
 DATE : 30/06/2016
 DRAWING No : A.8



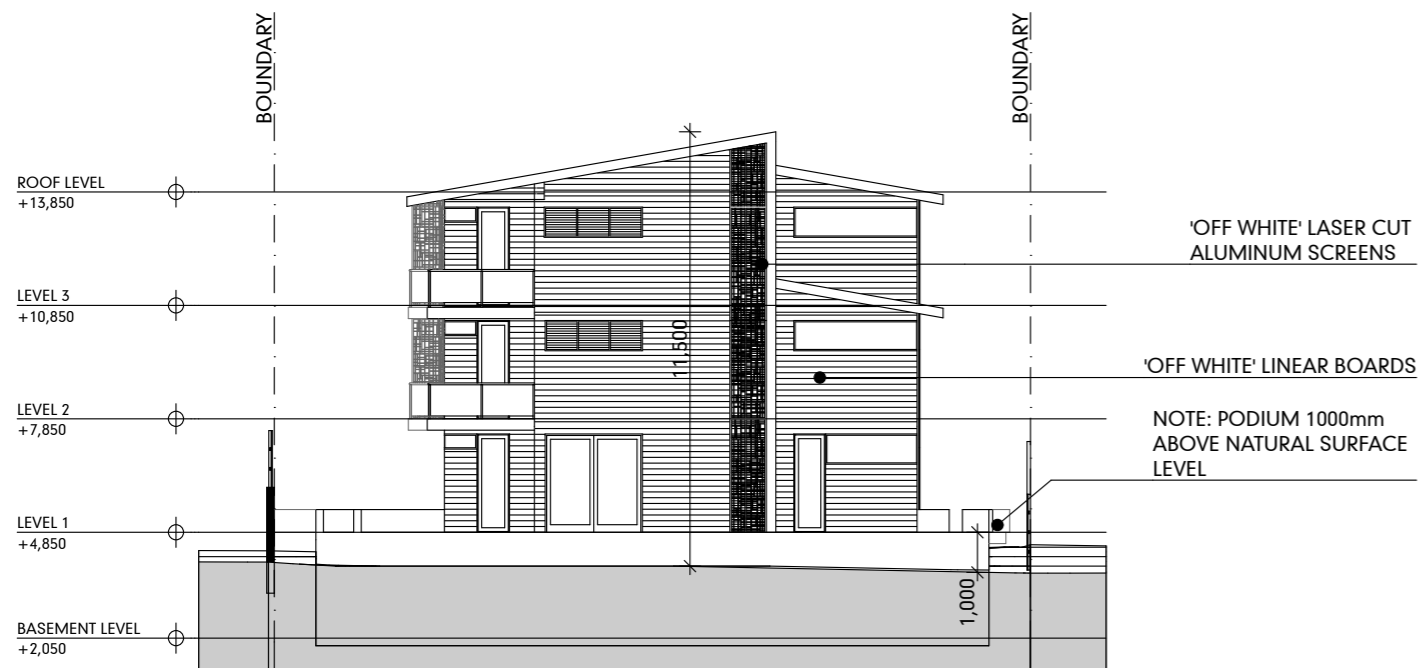


SOUTH ELEVATION

SCALE 1:200

E03

A.2, A.3, A.4, A.5, A.6



WEST ELEVATION

SCALE 1:200

E04

A.2, A.3, A.4, A.5, A.6

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 FOR : FOXWISE DEVELOPMENTS PTY LTD

PROJECT No: DANBRY001
 DATE : 30/06/2016
 DRAWING No : A.9



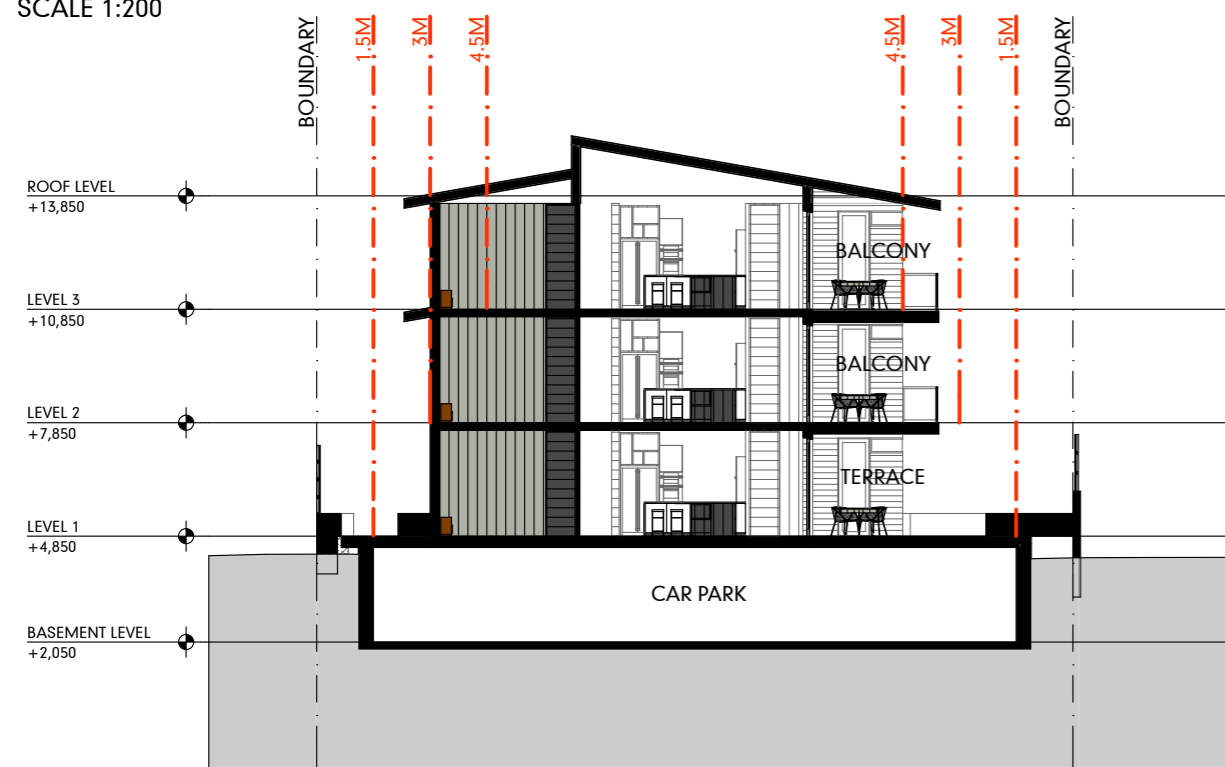


SECTION

SCALE 1:200

A

A.2, A.3, A.4, A.5, A.6



SECTION

SCALE 1:200

B

A.2, A.3, A.4, A.5, A.6

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PROJECT No: DANBRY001
 DATE : 30/06/2016
 DRAWING No : A.10

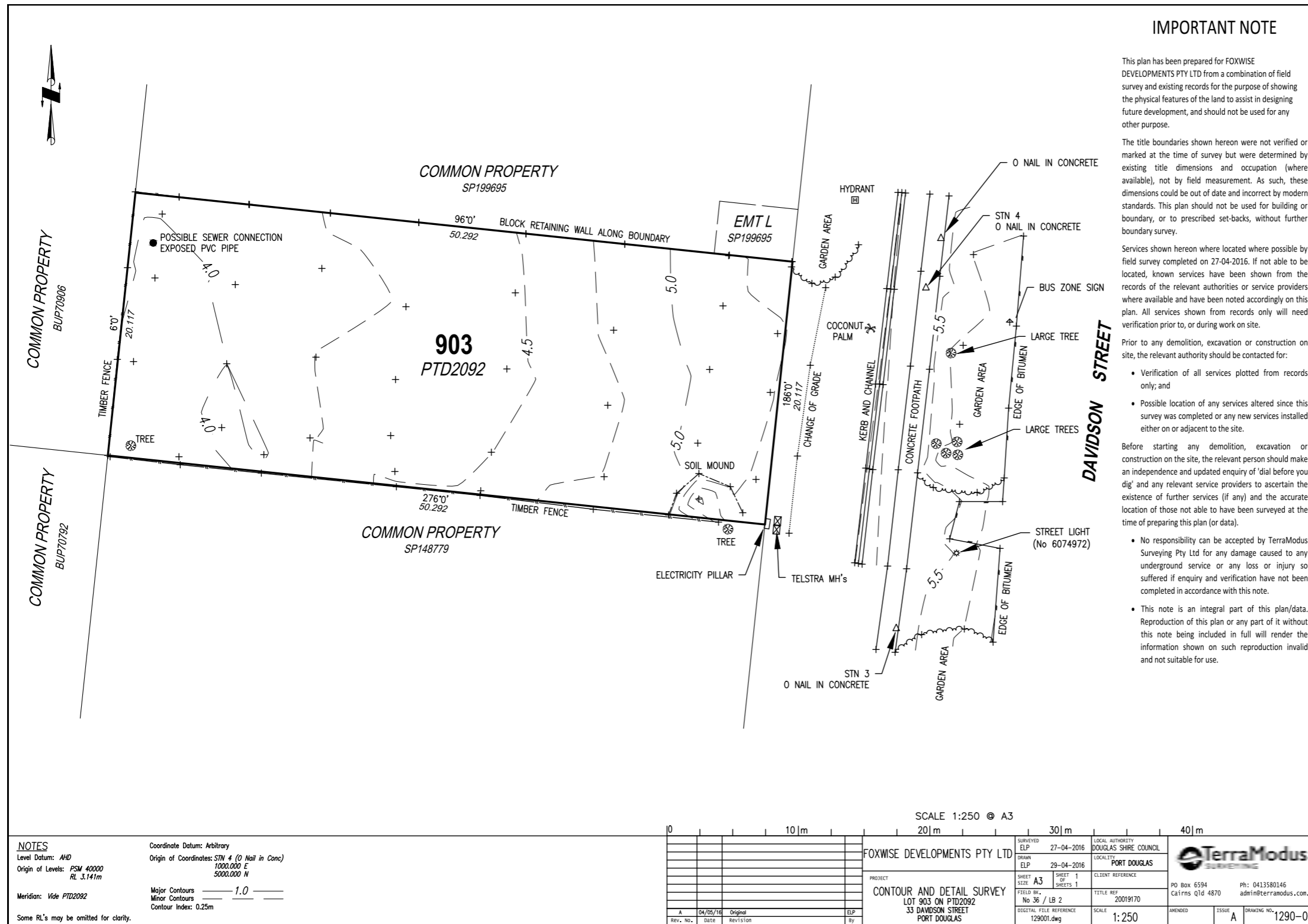




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FOR : FOXWISE DEVELOPMENTS PTY LTD

PROJECT No: DANBRY001
DATE : 30/06/2016
DRAWING No : A.11





IMPORTANT NOTE

This plan has been prepared for FOXWISE DEVELOPMENTS PTY LTD from a combination of field survey and existing records for the purpose of showing the physical features of the land to assist in designing future development, and should not be used for any other purpose.

The title boundaries shown hereon were not verified or marked at the time of survey but were determined by existing title dimensions and occupation (where available), not by field measurement. As such, these dimensions could be out of date and incorrect by modern standards. This plan should not be used for building or boundary, or to prescribed set-backs, without further boundary survey.

Services shown hereon where located where possible by field survey completed on 27-04-2016. If not able to be located, known services have been shown from the records of the relevant authorities or service providers where available and have been noted accordingly on this plan. All services shown from records only will need verification prior to, or during work on site.

Prior to any demolition, excavation or construction on site, the relevant authority should be contacted for:

- Verification of all services plotted from records only; and
- Possible location of any services altered since this survey was completed or any new services installed either on or adjacent to the site.

Before starting any demolition, excavation or construction on the site, the relevant person should make an independence and updated enquiry of 'dial before you dig' and any relevant service providers to ascertain the existence of further services (if any) and the accurate location of those not able to have been surveyed at the time of preparing this plan (or data).

- No responsibility can be accepted by TerraModus Surveying Pty Ltd for any damage caused to any underground service or any loss or injury so suffered if enquiry and verification have not been completed in accordance with this note.
- This note is an integral part of this plan/data. Reproduction of this plan or any part of it without this note being included in full will render the information shown on such reproduction invalid and not suitable for use.

PLANNING ANALYSIS	
PLANNING AREA -	TOURIST & RESIDENTIAL
SITE AREA	1000 M ²
BASEMENT AREA (NOT INCLUDING RAMP)	540 M ²
LEVEL 1 GFA (INCLUDING ACCESS STAIR & LANDING) (50 M ²)	314 M ²
LEVEL 2 GFA (NOT INCLUDING ACCESS STAIR & LANDING) (48 M ²)	304 M ²
LEVEL 3 GFA (NOT INCLUDING ACCESS STAIR & LANDING) (48 M ²)	297 M ²
TOTAL GFA (NOT INCLUDING STAIR, LIFT & LANDINGS)	915 M²
PLOT RATIO	0.915
SITE COVERAGE	
LEVEL 1	324 M ² (33%)
LEVEL 2	412 M ² (41%)
LEVEL 3	395 M ² (40%)
10 APARTMENTS	8 x 2 BEDROOM 2 x 3 BEDROOM
CAR PARKING	13 SPACES PROVIDED
	1 SPACE PER 2 BED APARTMENT 2 SPACES PER 3 BED APARTMENT 1 SPACE ON STREET (NEW)

APPENDIX A - DRAWING NOT TO SCALE

PROJECT : PROPOSED NEW APARTMENT BUILDING
 AT : 33 DAVIDSON STREET (LOT 903 ON PTD2092) PORT DOUGLAS, QLD, 4877, AUSTRALIA
 FOR : FOXWISE DEVELOPMENTS PTY LTD

PROJECT No: DANBRY001
 DATE : 30/06/2016
 DRAWING No : A.12

