

# 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)

Richard Hewitt

For companies, contact name

Postal address

c/o 457 Draper Street

Suburb Parramatta Park

State QLD

Postcode

4870

Country

Australia

Contact phone number

0740411394

Mobile number (non-mandatory requirement)

+61410773772

Fax number (non-mandatory requirement)

Email address (non-mandatory requirement)

joseph

@ LA3.com.au

Applicant's reference number (non-mandatory requirement)

**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.)
- A caravan park comprising 150 sites and associated buildings including reception, café, manager's flats, bathrooms and camp kitchen.
- 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

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**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)			Captain Cook Highway	4870	45	SR835	Douglas Shire Council
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)	Rural	Rural Localities	Natural hazards, Potential Acid Sulphate 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)

53969m2

**4. Current use/s of the premises** (e.g. vacant land, house, apartment building, cane farm etc.)

Vacant (rural)

**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	
<input 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	<b>Richard and Fiona Hewitt</b>
<input checked="" 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
Form 5 MCU	Smart eDA
Planning Report	Smart eDA
Drawings	Smart eDA

**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](http://www.qleave.qld.gov.au). For further information contact QLeave on 1800 803 481 or visit [www.qleave.qld.gov.au](http://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
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

**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
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

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.

# 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)
Caravan park	Caravan park	150 sites	24 hours	

- 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 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 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
<b>All applications</b>		
<p>A site plan drawn to an appropriate scale (1:100, 1:200 or 1:500 are <b>recommended</b> scales) which shows the following:</p> <ul style="list-style-type: none"> <li>the location and site area of the land to which the application relates (<i>relevant land</i>)</li> <li>the north point</li> <li>the boundaries of the relevant land</li> <li>any road frontages of the relevant land, including the name of the road</li> <li>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)</li> <li>any existing or proposed easements on the relevant land and their function</li> <li>the location and use of buildings on land adjoining the relevant land</li> <li>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</li> <li>for any new building on the relevant land, the location of refuse storage</li> <li>the location of any proposed retaining walls on the relevant land and their height</li> <li>the location of any proposed landscaping on the relevant land</li> <li>the location of any stormwater detention on the relevant land.</li> </ul>	<input checked="" type="checkbox"/> Confirmed	
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	
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	
<p>Information that states:</p> <ul style="list-style-type: none"> <li>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)</li> <li>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).</li> </ul>	<input checked="" type="checkbox"/> Confirmed <input type="checkbox"/> Not applicable	

A statement addressing the relevant part(s) of the State Development Assessment Provisions (SDAP).	<input type="checkbox"/> Confirmed <input type="checkbox"/> Not applicable	
<b>When the application involves the reuse of existing buildings</b>		
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	
<b>When the application involves new building work (including extensions)</b>		
Floor plans drawn to an appropriate scale (1:50, 1:100 or 1:200 are <b>recommended</b> scales) which show the following: <ul style="list-style-type: none"> <li>the north point</li> <li>the intended use of each area on the floor plan (for commercial, industrial or mixed use developments only)</li> <li>the room layout (for residential development only) with all rooms clearly labelled</li> <li>the existing and the proposed built form (for extensions only)</li> <li>the gross floor area of each proposed floor area.</li> </ul>	<input checked="" type="checkbox"/> Confirmed	
Elevations drawn to an appropriate scale (1:100, 1:200 or 1:500 are <b>recommended</b> scales) which show plans of all building elevations and facades, clearly labelled to identify orientation (e.g. north elevation)	<input checked="" type="checkbox"/> Confirmed	
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	
<b>When the application involves reuse of other existing work</b>		
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	
<b>When the application involves new operational work</b>		
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	

**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.

# Material Change of Use Caravan Park

Lot 45 SR835 Captain Cook Highway Port Douglas

26 July 2016



studio  mango

  
www.LA3.com.au

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## 1. Introduction

This Proposal Report supports an application for a Material Change of Use for a Caravan Park at Lot 45 on SR835 Captain Cook Highway, Port Douglas.

The development proposal is to construct a Caravan Park including open powered sites for vans and RVs, ensuite sites, unpowered camping sites, and ancillary buildings including reception and cafe, manager's unit, bathrooms and camp kitchen.

The Proposal Report sets out information required for Council's consideration, including drawings of the proposed development. The report shows that the proposed development is consistent with Council's planning scheme.

## 2. Proposed Caravan Park

### 2.1 Locality

The Site is on Captain Cook Highway just north of the turn off to Port. It is on the lower, eastern side of the highway. It drains to the Dickson Inlet mangroves, looks west to the mountains, and is embraced to north and south by remnant bush.

### 2.2 Site description

The large 53,969m<sup>2</sup> site is a single lot with two distinct characters. The majority has been fully cleared and currently has grass pasture on it. The balance is semi cleared and lightly wooded. To the east is the Dickson Inlet mangroves, to the north it is bounded by the old cane tramline and a lot that is fully vegetated with remnant bushland. The northern lot drains through the site into the mangroves. It is open along the frontage to Captain Cook Highway. To the south its boundary is a vegetated creek.

The site has a gentle slope generally towards the northeast to meet the neighbour's drainage line, while a narrow strip drains back to the southern creek. The site falls around three metres from the Highway to the mangroves.



### 2.3 Description of Proposal

The site layout works with the shape and fall of the land in a logical manner. The design intent is for a rainforest camping feel, with lush vegetation, curving roads, and good privacy, rather than a Roman Camp grid of sites.

The visitor experience starts by driving through the dense native landscaped buffer from the Captain Cook Highway. As they turn into the Park, they look across the lightly wooded central section to the resort pool. The two storey reception building with its tall verandah welcomes them in from the long layover for parking vans. From here they enter the Park and travel through

a series of two or one way roads to the van site. This has a rainforest backdrop, and landscaped strips between sites. Some are long and angled to enable the reversing in of larger vans or RV's while some are squarer to allow car parking next to the van.

The central facility with its cafe and games room looks out over the tropical resort style pool. One of the bathroom blocks is nearby to provide amenities for the pool and cafe. From here there is a long view down to the proposed lake. This is big enough to provide some fill to assist in the drainage of sites as well as fishing and canoeing. It is proposed to fence this to keep out crocodiles and small children. The camp kitchen overlooks the lake with good central access from the Park. On the other side of the lake it is proposed to provide five permanent cabins

At the lowest end of the site, among the open woodland would be camping sites. These are loosely defined clearings serviced by gravel sealed tracks to keep a 'bush camping' feel. One of these areas would be available for group camping with tour buses.

## **2.4 Proposal Features**

The proposal has the following features:

### **Site Entry**

There are two entries. One is a footpath entry that extends the axis of the Central Facility and terminates in a gateway structure. It is proposed this structure has minor signage on it.

The other is the main road entry which would have the major signage.

### **Central Facility**

This consists of two buildings.

Reception and administration office:

- A small shop for souvenirs and basic groceries such as milk, water, noodles, soap etc.
- A small cafe with seating inside and out for drinks, ice cream and light meals.
- A games room for group entertainment.
- A night manager's bedsit.
- The manager's apartment on the second storey with 3 bedrooms, living, and deck.

Service area:

- Maintenance workshop and storage shed.
- Vehicle garaging and parking.
- Cleaner's facility.
- Service yard and additional staff car parking.
- Bins management area
- Dump point for vans and RVs with toilets
- Central gas storage and refill

### **Bathroom Blocks**

These are designed around individual uni-sex bathrooms rather than the traditional shared separated sex bathrooms. This provides better privacy and security and allows a family to share a room if desired. It also allows to provide bathrooms for persons with a disability to AS1428.1 2009, as well as a bathroom for ambulant disabilities. Within the same block are laundry facilities and drying areas. The design of these blocks is flexible allowing to add or subtract bathrooms

according to final numbers or to stage the development. As a result of this contemporary approach to bathrooms, there are no urinals provided, and so pedestals are provided at the same rate for males and females.

#### Ensuites

The ensuites use the same bathroom format but with just two attached at the rear of two lots.

#### Camp Kitchen

This is for the use of all camp and van sites and overlooks the proposed lake. It has slightly separated kitchen and sitting areas. It is mostly open but with some sheltered corners for cold windy days.

#### Cabins

Five small cabins are proposed with a bedroom, and bunk beds.

#### BBQs

There are some covered BBQ's scattered around the central area.

#### Gateway

A small roofed gateway at the footpath entry on Captain Cook Highway

#### Van and Camping Sites:

- 35 powered ensuite Sites approximately: 11m wide by 12m deep - 132m<sup>2</sup>
- 17 angled powered sites approximately: 9m wide x 15m deep – 135m<sup>2</sup>
- 42 powered sites: 11m wide by 12m deep - 132m<sup>2</sup>
- 6 drive through RV sites: approximately 9m wide x 12m deep -108m<sup>2</sup>
- 45 un-powered camping sites: from 6m wide x 6m deep - 36m<sup>2</sup> up to 100m<sup>2</sup>
- 5 cabin sites 20x10m - 200m<sup>2</sup>

Total sites 150

## 2.5 Built Form Design Statement

The built form design approach is for a simple form able to be repeated across the different building types that reflects the aspiration for a Van Park with high environmental standards and a relaxed tropical feel, rather than glitz and glamour.

A long and narrow skillion roof with a 3 degree slope is used for all the buildings. This is cost effective but can provide architectural drama at the high ends. By offsetting in plan, and changing the pitching heights of this roof form, a number of interesting but related compositions can be made.

Floors: At the higher end of the site, above or close to flood levels these will be concrete slabs for cost and simplicity, polished in public buildings and tiled in bathrooms. In the lower parts of the site floors will be steel framed low set style to get above the flood level. Flooring will be decking and plywood or cement sheet in bathrooms.

Walls: These are proposed to be locally prefabricated steel frames for termite resistance. Claddings are a mix of corrugated steel in the colour 'Bushland' (or similar hue), and rough textured and painted 'Ecoply'. The ply is positioned above and below windows to the long side walls. These vertical window and plywood features are always 600 wide to minimise waste and simplify flashing of the steel claddings. The short ends have wider windows.

Columns: Whether on a concrete or steel base, columns to verandahs are painted 150 diameter round timber on steel stirrups.

Roofs: These are all consistent in structural design with RHS beams and steel rafters, steel fascias and gutters and corrugated roofing in 'Evening Haze' or similar hue. Overhangs are rationalised for best effect where needed and used for shading and rain protection.

Battened Screens: These dark painted horizontal rough sawn timber battens add additional texture and are used as screens or balustrades.

Sun shading: Additional vertical and horizontal sun shading is provided where needed.

## **2.6 Landscape Design Statement**

The proposed caravan site falls within the 'Port Douglas & Coastal Communities' Landscape Zone and plants selected reflect the species lists in the Douglas Shire Planning Scheme Policy for Landscape. For the Landscape Masterplan we have selected 6 overall 'types' of plantings shown on the Masterplan drawing L-03. These types are:

1. Boundary Buffer Planting
2. Dense Native Buffer Planting
3. Woodland Planting
4. Dense Remnant Vegetation
5. Inter-planting (Between Camp sites)
6. Resort Style Planting (Around Pool Area)

Descriptions and a selection of plants that may be found in these areas is listed below:

### **Boundary Buffer Planting**

The intention of this planting is to screen and buffer the caravan park and the adjacent properties from this new development. This planting will occur on the Captain Cook Highway and the north and south boundaries of the site. The planting selections will consist of planting complementary to the two adjoining planting types of Remnant & Woodland planting. The mix of species will include tall trees and pockets of palms at feature locations with mid story shrubs and low shrubs to create a wall of vegetation. All the plants species selected for this type will be endemic to the local plant communities.

### **Dense Buffer Planting**

The intention of this planting is also to screen however the scale is different as these areas occur with the development. The height will be lower than Type 1 and the detail planting and interest at ground level will be greater. The wall of vegetation is still the intention but will be a 5-8m at maturity only. Species will be mostly native with a small percentage of exotic highlights to complement the adjacent Resort Style tropical plantings.

### **Woodland Planting**

Woodland planting is more open planting with limited understorey. The emphasis for this planting is reinforcing and existing woodland and ensuring that the strong character of shade is maintained. Some Pandanus sp. and Livistona sp. groupings will be included here to give the woodland area authenticity.

## Dense Remnant Vegetation

Located on the southern boundary and along the main drainage line below the lake and on the lake island this planting type is reminiscent of local rainforest or vine forest. The species are all endemic and promote ecological activity and habitat linkages.

## Inter-planting (Between Camp sites)

This type is 3-4m in height but may contain some feature native palm planting. This will be predominantly native

## Resort Style Planting (Around Pool Area)

This area is the only area that will be predominantly 'World Tropical' plantings which reflect the local Port Douglas resort character. Here the use of remarkable flowering and leaf colour plants will be used. Some exotic palms and flowering trees along with ornamentals down to the detail groundcover plants will be reflected here and complement the oasis created by the pool area.

## 2.7 Transportation

It is the nature of a Caravan Park that travellers will have a vehicle whether it be an RV, car motor bike or bicycle. Thus travellers will have access to Port Douglas, the shops at Craiglee, Mossman, and the wider environs for touring.

However in addition to this the Caravan Park management will run a courtesy bus at regular intervals into Port Douglas, as well as provide bicycles for hire. Once in operation the proponent would like to enter into discussions with Council about the use of the old Cane Tram line for walkers, or a renewed tram service.

## 2.8 Sustainable Design

The development aims to achieve a high level of sustainable design including the following features:

### Buildings

The buildings are lightweight and low embodied energy, and while largely conventional construction will have excellent environmental performance with well insulated walls and roofs, sun shading of windows and walls, natural and cross ventilation, natural lighting, outdoor living, ceiling fans, and no mechanical ventilation. Only the reception, cafe, games room and the cabins would have supplementary air conditioning.

### Hot water

Hot water for the major bathrooms, cabins, camp kitchen and central facility would be solar or heat pump, while the ensuite bathrooms may be gas or heat pump.

### PV panels

Electricity will be supplemented by on-site solar generation. This will be extended across the park facilities over some years as it can be afforded. In particular solar can be used for pumping water and pool filtration.

### Rainwater collection and Reuse

The central facility, bathroom blocks, cabins and camp kitchen will all have rainwater tanks. These will have pumped supply to toilets, laundry, swimming pool and irrigation.

### Recycling

To encourage recycling by residents, recycling wheelie bins would be spread across the facility and brought back to the central facility for collection.

### Transportation

As above management will provide group transport as well as bicycles for residents.

## 2.9 Services

See also the engineering report in Appendix 1.

### Water:

The Park will be connected to Council's water supply system, supplemented by rainwater supply.

### Sewerage:

The Park will be connected to Council's sewerage system

### Roads:

An entry position has been advised by Main Roads to provide sufficient separation with Heritage Lane. New passing lanes will merge with the ones around Heritage Lane to provide safe exit and entering for vans from Captain Cook Highway.

Internal Roads to the Van park are will be fully sealed bitumenous paving, with grassed verges, in mix of 4m wide one way streets and 6m wide 2 way streets. Access and parking to the bush camping area is proposed to be well formed unsealed roadways in keeping with the bush feel of this area. Internal roads will have street lighting.

### Drainage:

Drainage is generally towards the lake and the north east drainage line. Site drainage will generally be through grassed and gravel lined swales as shown on the drawings. Some drainage is direct to the southern creek.

### Power:

Power will be via Ergon network on Captain Cook Highway. Internal reticulation to powered sites, street lighting and buildings.

### Communications:

Communications will be via Telstra / NBN network on Captain Cook Highway. Internal reticulation to Central Facility only. (Although the site will have local WiFi repeaters.)

## 2.10 Staging

The Caravan Park may be staged in its development, rather than building the entire master plan at once. It is intended that at any such stage, that the Caravan Park will satisfy key Approval Conditions that would include: landscape (to the extent of the staged development), services, ablutions and car parking.

It is requested that Council's Approval Conditions allow for the staging of the development of the Caravan Park, such that a partial development could be approved for opening of business.

### 3. Pre-Lodgement Enquiry

A Pre-lodgement Enquiry was undertaken with Douglas Shire Council who decided in a Council Meeting of 13<sup>th</sup> October 2015 to support the proposal for a Caravan Park on this site *'in principal'* subject to the following requirements being addressed:

Requirement	Comment
a. Detailed Survey	This has been provided in the drawing set
b. Detailed Description of Use and Masterplan	This has been provided in the drawing set and this report.
c. Floor plans and elevations of all buildings and floor levels	These have been provided in the drawing set.
d. Drainage Investigation	Refer to Engineering report in Appendix 1 and drainage plans in the drawings.
e. Waste water report	The proponent has decide to commit to connecting with Council's sewerage system, and not proceed with site waste water.
f. Access point and preliminary design	The Access Point in the drawings is based on preliminary Main Roads advice. Their detailed advice from Referral will form part of Council's conditions.
g. Services supply	All required services are available to the site and Council can provide standard conditions of approval for these.
h. Landscaping	Concept landscaping has been provided as part of the drawing set. Detailed drawings can be conditioned for a future Operational Works Permit.

#### 4. Assessment of the Proposal with the Douglas Shire Planning Scheme

This section of the report addresses the requirements of the Douglas Shire Planning Scheme and shows how the development complies with the relevant codes.

Site	Lot 45 on SR835 Captain Cook Highway, Port Douglas
Site Area	53,969m <sup>2</sup>
Locality	Rural Areas and Rural Settlements
Planning Area	Rural Planning Area
Neighbouring land uses & development	Bird Song B&B to south, remnant vegetation to north and Rural uses, Conservation to east
Existing Use	Rural (currently fallow pasture)
Proposed Use	Caravan Park Use includes camping areas and cabins for overnight and holiday Amenity buildings Recreational and entertainment facilities Manager's office and residence Kiosk and storage for occupants only
Self, Code or Impact assessable	Impact Assessable
Relevant Overlays	Natural Hazards Overlay Code (Medium Risk of Bushfires) Acid Sulphate Soils
Relevant Codes	Rural Areas and Rural Settlements Code Rural Planning Area Code Caravan Park Code Natural Hazards Overlay Code Acid Sulphate Soils Code Design and Siting of Advertising Devices Filling and Excavation Code Landscaping Code Vehicle Parking and Access Code Sustainable Development Code
Rural Areas and Rural Settlements Code	<p>Purpose:</p> <p>Given this development is based on using the land for uses other than Primary Industry the critical applicable Purpose of the Code is to:</p> <p><i>"conserve the rural character and rural landscape elements as important and distinctive to the scenic value of the Shire."</i></p> <p>This development achieves that with low density development largely hidden behind a buffer of native vegetation that blends with that to the south and north of it.</p> <p>General Requirements:</p> <p>A1.1. The Central Facility is the tallest building and it is 2 stories tall, with 6m to pitching point. The roof rises an additional 1.3m.</p> <p>A2.1 The Development will be connected to available urban services by underground connections (subject to Ergon and NBN design of service points.)</p> <p>A3.1 Detailed landscape design will comply with the 60% native requirements of A3.1. Non endemic or native species would only be used around the Tropical Resort portion of the landscape design and as highlights in buffer planting.</p>

	<p>A4.1 Roads will be designed in accordance with FNQROC Development Manual however it is noted that there will be no kerb channel throughout and that roads to the bush camping area will be unsealed.</p> <p>Protecting Rural/Rural Settlement Amenity – General</p> <p>This section is not applicable</p> <p>Protection of Scenic Amenity and Natural Values</p> <p>P11 The development keeps clear of existing natural vegetation and tidal inundation. A buffer is provided to the existing creek to the south and remnant vegetation to the north, and the mangrove drainage line is preserved and has the lowest intensity of use (camping) adjacent to it.</p> <p>Indigenous Interests</p> <p>P12 N/A</p>
Rural Planning Area	<p>Purpose</p> <p>Given Council's in principal approval of the use of the land for a Caravan Park, the key purposes relevant to this proposal are to ensure the retention of the scenic values, rural character and remnant vegetation. This proposal achieves these purposes.</p> <p>Consistent and Inconsistent Uses</p> <p>A1.1 A Caravan Park is not an Inconsistent Use in the Rural Planning Area.</p> <p>Good Quality Agricultural Land</p> <p>P2 The use of the land for a Caravan Park is appropriate, and the land has limited agricultural use, being a small parcel. Council has already provided in principal support for the proposed use.</p> <p>Buffering Incompatible Land Uses</p> <p>P3. Buffers are already in place. The only agricultural use remaining is the north, and this is separated from the site by a native bush buffer that is more than 20m thick.</p> <p>Building/Structure Setbacks and Screening</p> <p>P4. Setbacks to the Central Facility are around 28m to the verandahs and 32m to the buildings. In addition there are ensuites set within 40m of the frontage. While this would be adequate for most roads, Captain Cook Highway is State Controlled and under A4.1 would require 40m. However the proposal maintains rural character and achieves sufficient separation through:</p> <ul style="list-style-type: none"> <li>o the proposed setbacks, which are generously away from the frontage</li> <li>o the proposed minimum 10m wide dense native vegetation buffer which over five years will largely obscure the buildings. This varies from 10m to 20m and is thicker as you approach the site (ie a forward view from a vehicle rather than straight on)</li> <li>o the rural 'shed' character of the buildings</li> <li>o high quality architectural design and aesthetics</li> <li>o the low size and impact of the ensuites</li> </ul> <p>The buildings will have a lower impact than a two storey block house 40m back in an empty paddock.</p> <p>There is a low entry gateway structure on the frontage but we consider this to enhance the rural character and consistent with rural gates and road entries on frontages.</p> <p>P5 N/A</p> <p>Rural Character</p> <p>P6 The buildings are design in rural 'shed' style with dark coloured wall cladding and timber posts and so maintain the rural character of the area.</p> <p>Protecting and Enhancing Native Vegetation and Adjacent Environmentally Sensitive Area</p> <p>P7 All existing native vegetation on the site is proposed to be retained and enhanced through additional plantings as it is a critical part of the desired character of the Park.</p> <p>Sloping Sites</p> <p>This section is not applicable.</p> <p>Sustainable Siting and Design of Houses on land where the Natural Areas and Scenic Amenity Code is triggered</p> <p>This section is not applicable.</p> <p>(However we note the use of Colorbond Bushland for wall cladding to buildings.)</p>

Caravan Park Code	<p>Site Area and Design</p> <p>A1.1 The site area of 53,969m<sup>2</sup> is greater than 1 hectare.</p> <p>A2.1 Individual sites are generally rectangular. Angled sites for reversing are more of a parallelogram but still regular. Camping sites are more free form as this suits the desired character of bush camping.</p> <p>All are equal to or more than the minimum sizes required:</p> <ul style="list-style-type: none"><li>o 35 Powered ensuite sites approximately: 11m wide by 12m deep - 132m<sup>2</sup></li><li>o 17 Angled powered sites approximately: 9m wide x 15m deep – 135m<sup>2</sup></li><li>o 42 Powered Sites: 11m wide by 12m deep - 132m<sup>2</sup></li><li>o 6 drive through RV sites: approximately 9m wide x 12m deep -108m<sup>2</sup></li><li>o 45 unpowered camping sites – nominally 10mwide x 10m deep – 100m<sup>2</sup></li><li>o 5 cabin sites nominally 20x10m - 200m<sup>2</sup></li></ul> <p>A2.2 All sites comply with A2.2 setbacks, however we note that:</p> <p>In the case of bathroom blocks, the 6m setback is measured to the ablutions part, not the laundry or drying areas, these comply with the 3m setback.</p> <p>The ensuites are part of a site and private, therefore the setback requirement is not applicable.</p> <p>P3. All van and RV sites have direct access to a sealed internal road for manoeuvring of vans. Camping and cabin sites have direct access to a gravel road.</p> <p>Facilities</p> <p>P4 &amp; P5. Ablution and laundry and drying facilities have been provided according to the following table. This is broadly compliant with A4.1 - 4.4 and A5.1 - 5, notwithstanding the use of unisex bathrooms, however, as explained above there are no urinals, male pedestals are provided at the same rate as female pedestals, however total pedestals are slightly higher than required.</p> <table><tr><th></th><th>Required first 40 sites</th><th>Required balance</th><th>Provided block 1</th><th>Provided block 2</th><th>Provided block 3</th><th>Totals</th></tr><tr><td>110 sites for bathrooms (excludes ensuite sites and cabins)</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Female pedestals</td><td>6</td><td>5</td><td></td><td></td><td></td><td></td></tr><tr><td>Male pedestals</td><td>4</td><td>5</td><td></td><td></td><td></td><td></td></tr><tr><td>Male urinals</td><td>1.2m</td><td>2.4m</td><td>0</td><td>0</td><td>0</td><td></td></tr><tr><td>Total pedestals</td><td>10</td><td>10</td><td>8</td><td>8</td><td>6</td><td>22</td></tr><tr><td>Showers, basins</td><td></td><td>8</td><td>8</td><td>8</td><td>6</td><td>22</td></tr><tr><td>150 sites</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Wash tubs and machines</td><td></td><td>8</td><td>3</td><td>3</td><td>3</td><td>9</td></tr><tr><td>Mechanical Dryers</td><td></td><td>4</td><td>2</td><td>2</td><td>2</td><td>6</td></tr><tr><td>Clotheslines</td><td></td><td>8</td><td>3</td><td>3</td><td>3</td><td>9</td></tr></table> <p>With regard to facilities for persons with disabilities we note the significantly higher requirement under AS1428.1 2009 than when this Planning Scheme was written and also that AS1428.1 does not strictly apply to Caravan Parks as it references the Building Code. However the National Disabilities Discrimination Act would suggest that facilities must be provided for campers, and indeed the market is demanding it. We have made the following assumptions about the requirement for facilities for PWDs.</p> <p>Bush camping sites by definition are rough and not necessarily accessible for wheelchairs so have been left out of this calculation. However, we have over provided anyway, as discussed below.</p> <p>The 5 cabins are considered as Class 1 and under BCA D3.1, one needs to be fully accessible (this has not been drawn separately, and in the first stage only three cabins would be constructed which will not trigger accessibility.)</p>		Required first 40 sites	Required balance	Provided block 1	Provided block 2	Provided block 3	Totals	110 sites for bathrooms (excludes ensuite sites and cabins)							Female pedestals	6	5					Male pedestals	4	5					Male urinals	1.2m	2.4m	0	0	0		Total pedestals	10	10	8	8	6	22	Showers, basins		8	8	8	6	22	150 sites							Wash tubs and machines		8	3	3	3	9	Mechanical Dryers		4	2	2	2	6	Clotheslines		8	3	3	3	9
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	<p>It is reasonable to assume that each caravan site is the equivalent of a Class 3 accommodation room. Under the BCA Section D3.1 it is required to have 7 accessible units for 150 units. We have assumed that these sites need concrete aprons so as to provide a continuous path of access to the bathrooms.</p> <p>Under BCA F2.4 it is required to have accessible facilities for Class 3 buildings either within sole occupancy units or in each bank of common areas units. Extrapolating the caravan park requirements of 1 pedestal per seven sites gives 1 accessible bathroom for the seven required sites. However, given the ambiguity of whether these are also common areas, we have provided 1 per bathroom block. F2.4 also then requires an ambulant disabilities bathroom (toilet) in the same block.</p> <p>Thus across the site there are 3 fully accessible bathrooms and 3 ambulant accessible bathrooms. These have been counted as one of each shower, pedestal and basin just like a standard bathroom.</p> <p>A4.2. The bathroom blocks are located evenly around the Park with the maximum distance (as walked along roads) from any site being approximately 100m.</p> <p>A6.1 A central Refuse area is attached to the central facility however satellite wheellie bin locations will be spread across the facility in locations that may be less than 10m from sites or play areas. It is envisaged in managing rubbish that these would be brought back to the central facility every two days at most to control odours and quantity, and that a central rubbish collection would occur more than once a week.</p> <p>A6.2 A dump point will be located near the central facility at the entry and on a 2 way road allowing easy access from either end.</p> <p>Landscaping</p> <p>P7 Well in excess of 10% of the site is provided as landscape and recreation area.</p> <p>A8.1 A minimum 10m wide landscaped buffer of dense planting is provided to the road frontage. This gets deeper to the sides. It does include a gateway structure as discussed above.</p> <p>P8/ A8.2 A minimum 5m buffer is provided around all sides and often more, however to the north side in the woodland camping area it is planned to simply slightly strengthen the existing edge, which may in many cases be equal to 5 metres. This edge has a twenty metre strip of vegetation between the site and the neighbouring rural land uses (on the neighbour's side).</p> <p>Vehicular Access</p> <p>A9.1 The sealed access road is 7 metres wide.</p> <p>A9.2 / P9 A caravan holding bay of 20 metres length is provided however it is 3m metres wide rather than 4m. The 3m is consistent with all other dimensions of caravan parking and manoeuvring (eg. a 6m wide 2 way road). A footpath adjacent provide the additional metre width.</p> <p>A9.3 One way roads are 4m wide and 2 way roads are 6m wide.</p> <p>A9.4 and 9.5. Traffic calming and internal street lighting will be provided subject to detailed design. We believe speed bumps are an outdated device (and hated by their neighbours and their users) and would prefer to use narrowings, changes of texture and direction and ambiguous right of ways to slow traffic. Roads are generally curved and short ion length to reduce the 'gun barrel' effect that encourages speeding.</p> <p>Operation and Maintenance</p> <p>P10. While signage can be provided at the entry, mostly for the use of visitors, generally residents navigate to their site with a map provided on check in. The site is easily understood, with clear precincts and roads. Caravan sites will be numbered clearly however camping may be more of a group of sites with numbers of tents / persons.</p> <p>P11. The small number of cabins are intended for short term accommodation as they inhabit one of the best sites overlooking the lake.</p>
Acid Sulphate Soils Code	<p>Purpose</p> <p>The site is under 5m AHD and has potential Acid Sulphate Soils. In addition it is proposed to undertake to significant excavations: the swimming pool and the lake. While neither has been subject to detailed design, they would each involve in excess of 100m3 of soil.</p>

	<p>We note no testing has currently been undertaken as to the existence of acid sulphate soils on the site and that this need to be conditioned.</p> <p>P1&amp;P2 It is requested that the testing of the site for acid sulphate soils in the areas of the pool and lake are made a condition of approval. If acid sulphate soils are found to be present then a management plan needs to be put in place before any works begin.</p>
Natural Hazards Code	<p>The site has a Medium Risk of Bushfire</p> <p>Bushfire</p> <p>A1.1 The land is not High Risk Hazard</p> <p>P2 Buildings are generally located away from the native bush buffers, the exceptions being the ensuites which are able to be sacrificed in case of fire. Buildings are separated from each other.</p> <p>There is excellent access for fire fighting given the road network actually improves access to the site.</p> <p>In addition the lake and swimming pool provide on-site water supply in excess of 5000 litres in addition to Council's reticulated supply.</p> <p>An evacuation plan will be maintained in case of bushfire risk allowing residents to evacuate.</p> <p>P3 There are no significant hazardous materials stored on site.</p>
Design and Siting of Advertising Devices Code	<p>Purpose</p> <p>Given that the key advertising and signage is of necessity on the Captain Cook Highway in a rural area, the critical purposes are to <i>"limit the number of Advertising Devices"</i> and <i>"ensure that Advertising Devices do not dominate the surrounding vegetation, landscaping or natural features of the environment and scenic amenity values of the Shire."</i></p> <p>The proposed signage occurs in two locations. There is to be minor signage on the pedestrian entry gate. In this case the minor structure acts as a sort of 'sign', without large scale advertising, and presents as a rural structure in the landscape.</p> <p>The major signage at the entry needs to be larger and also to inform travellers of the Park's facilities and vacancies. It needs to be illuminated as many travellers will arrive at night, and it needs to be of sufficient scale as to be easily legible whilst travelling on a highway. While the proposed sign is large enough to be easily seen, it is still subordinate to the long frontage of bush vegetation buffer.</p> <p>Signage Type</p> <p>P1/A1.9 The tenancy sign rules seem the most appropriate for the Caravan Park Use allowing 5m tall x 1.5m wide x 0.3 deep signage with advertising area of 4m<sup>2</sup>. This is what has been shown in the drawings and is located on the boundary facing north and south. It would be illuminated internally.</p> <p>A1.5 The minor signage at the pedestrian entry is perhaps more like a Fascia Sign. It is 400 high x 2400 long and is integrated into the architecture of the gate. This would be illuminated in so far as the whole gate would be lit at night. These lights would be on the ceiling projecting down.</p>
Filling and Excavation Code	<p>Purpose</p> <p>The filling and excavation on site is limited to excavating a lake and swimming pool and using the spoil to provide minor fill to van sites and roadways to improve drainage. There is no 'cut and fill'. As such the critical Purposes are to ensure the works do not <i>"cause flooding and drainage problems"</i> and <i>"impact upon the environment of an area"</i>.</p> <p>Filling and Excavation – General</p> <p>P1 The proposed excavation and filling is on very low slopes and will have no effect on erosion. It is intended through the construction of a lake to improve the visual amenity of the site, which is not visible from the surrounding area, and the minor fill will not be perceptible.</p> <p>Visual Impact and Site Stability</p> <p>P2 The very low levels of fill (100-300mm locally on van sites) will have no impact on the visual amenity of the area, the privacy of the neighbours or stability of adjoining properties. While the lake is close to the north west neighbour's boundary, it will be fully engineered, and backs on to the neighbour's dense native vegetation.</p> <p>Flooding and Drainage</p>

	<p>P3 The localised filling on van sites is intended to complement the existing run-off pattern; largely to the north east. It simply improves drainage, it does not change its direction.</p> <p>The lake will need to be designed to ensure that stormwater does not back up into the north west neighbouring lot more than it currently does. It is assumed that during the wet, this drainage path does back up slightly, but it is proposed that the lake water levels approximate current ground levels, (invert of drainage line) thus making no change to the drainage characteristics into the mangroves or the neighbouring lot.</p> <p>Water Quality</p> <p>P4 A well designed lake should improve water quality, trap sediment and add oxygen through water plants.</p>						
Landscaping Code	<p>Landscape Design</p> <p>P1 The landscape design is conceptual at this stage and limited to landscape types and indicative plant lists. A detailed landscape plan which complies with this Code and Planning Scheme Policy No 7 should be a condition of approval.</p> <p>Landscape Character and Planting</p> <p>P2 -P3 The landscape design is intended to contribute to the character of the Van Park as a bush resort, with dense native buffers, and planting between sites and along roads. It will exceed the required 60% native species required in the locality Code, and all existing vegetation is to be retained.</p> <p>P4 Is subject to detailed design and plant selection and should be conditioned</p> <p>P5 Tree planting has been shown to all car parking areas.</p> <p>P6 There is an existing rural style fence that will be retained plus the entry gateway in the drawings. The frontage will otherwise be native bush buffer.</p> <p>P7 While not strictly speaking a residential development the recreation areas of the caravan park will be well landscaped with shade trees and less than 50% hardstand, as per the concept plan.</p> <p>P8 Screening planting will be part of the detailed landscape design.</p> <p>P9 The environmental values of the site and neighbours are enhanced by extending the existing native dense bush planting into the site.</p> <p>Streetscape and Site Amenity</p> <p>P10 Streetscape is not strictly relevant but the frontage and sides are a bush buffer of minimum 10m to front and 5m to sides.</p> <p>P11 N/A</p> <p>Maintenance and Drainage</p> <p>P12 This needs to be conditioned as part of the detailed landscape design. Permanent irrigation would be limited to the resort pool area and lawns, with buffer, bush and woodland areas designed to be self sustaining.</p> <p>P13 Stormwater runoff is through grassed or gravelled swales to provide opportunities for infiltration.</p> <p>P14 This is subject to detailed design.</p> <p>P15 As a contained development, there are no true public spaces within the development. Night lighting will be provided subject to detailed design, and bushfire hazard has been discussed above.</p> <p>Utilities and Services</p> <p>P16 This is subject to detailed design of landscape and services.</p>						
Vehicle Parking and Access Code	<p>Vehicle Parking Numbers</p> <p>A1.1 Car parking has been provided in accordance with following table and in compliance with Schedule 1.</p> <p>1 space per site + 1 visitor per 10 sites+ 1 vehicle wash bay per 20 sites+1 for manager</p> <table><tr><td>Requirement</td><td>Number Provided</td><td>Where</td></tr><tr><td>1 vehicle per site</td><td>150</td><td>As is typical for Caravan Parks there is sufficient space on each van site, cabin site or cabin site for a car.</td></tr></table>	Requirement	Number Provided	Where	1 vehicle per site	150	As is typical for Caravan Parks there is sufficient space on each van site, cabin site or cabin site for a car.
Requirement	Number Provided	Where					
1 vehicle per site	150	As is typical for Caravan Parks there is sufficient space on each van site, cabin site or cabin site for a car.					

	1 visitor vehicle per 20 sites – 150 sites	10	At entrance and across the site
	1 wash bay per 20 sites	2	We submit that it is more environmentally appropriate for sites to wash their cars (and vans) on each site. This allows soil absorption of water and sediment entrapment through waste water washing through the grassy site and drainage swales.  There are also two wash bays for campers. However these bays will be still use grass rings and the adjacent lawn to filter water rather than a sewerage connection.
	1 managers	2	2 Managers vehicles Central Facility
	Staff	3	3 staff car parks in Central Facility
<p>Note: In the bush camping area, there is also sufficient room for a group bus to park instead of cars.</p> <p>Parking for People with Disabilities</p> <p>P2 1 accessible car park has been provided at the entry. Accessible van sites also suit parking for people with disabilities with a five metre wide hardstand.</p> <p>Motor Cycles</p> <p>P3 2 motorcycle parking bays have been provided at the entrance. Travellers with motorbikes camping will be able to park near their sites.</p> <p>Compact Vehicles</p> <p>P4 No special provision for compact vehicles is needed in this context.</p> <p>Bicycles Parking</p> <p>P5 A bike rack is provided at the Central Facility. Bike travellers will be able to leave their bikes at their campsite. In addition management will provide bicycles able to be borrowed by travellers.</p> <p>Vehicular Access to the Site</p> <p>P6 The access point will be confirmed by Main Roads during Referral and be subject to future Operational Works Permits.</p> <p>Accessibility and Amenity for Users</p> <p>P7 Car parking for travellers is either on site (van sites) or nearby (camping). There are visitor car parks both at the Central Facility, and scattered across the site.</p> <p>P8 Car parking is accessible and shaded by trees. There are no covered car parks apart from the manager's.</p> <p>Access Driveways</p> <p>P9 The Access Driveway is 7m wide in accordance with the Caravan Park Code and will be bitumenous paving with no kerb and channel.</p> <p>P10 There is no footpath on the road reserve and the access driveway will be bitumen sealed.</p> <p>Access for People with Disabilities</p> <p>P11 One accessible car park is provided at the entry. In addition there are seven sites suitable for people with a disability and these include car parking with a 5m wide hard stand.</p> <p>Access for Pedestrians</p> <p>P12 A separate pedestrian entry has been provided to the Highway and there are pedestrian paths across the site. However it is assumed that roadways are a shared path given the low speed environment.</p> <p>Access for Cyclists</p> <p>P13 Bike racks will be provided at the central facility.</p>			

	<p>Dimensions of Parking Spaces</p> <p>P14 Dimensions will be to the relevant Australian Standard 2890.</p> <p>On-Site Driveways, Manoeuvring Areas and Parking/Standing Areas</p> <p>P15 This is subject to future Operational Works permit but we specifically note that roadways and car parking in the bush camping area are not proposed to be sealed, but constructed to the appropriate FNQROC standard for unsealed roads. Sealed roads will not have kerb and channel.</p> <p>Vehicle Circulation, Queuing and Set Down Areas</p> <p>P16-P17 A system of 2 and 1 way roads allows all vehicles to exit access all parts of the site and to exit the site in forward gear.</p> <p>P18 2 layovers are provided for cars with caravan or RVs at the entry.</p>															
Sustainable Development Code	<p>P1 Buildings will meet or exceed current Building Code of Australia requirements. In addition we note:</p> <ul style="list-style-type: none"><li>o overhangs optimised for shelter</li><li>o additional window sun shading</li><li>o cross and natural ventilation</li><li>o no mechanical ventilation (but key areas able to be mechanically cooled.)</li></ul> <p>P2 Hot water will be solar or heat pump to all significant installations with efficient gas or heat pump to ensuites.</p> <p>P3 Non mechanical drying areas have been provided in accordance with the Caravan Park Code.</p> <p>P4 The camp kitchen stoves will all be gas fired.</p> <p>P5 Will comply.</p> <p>P6 Lighting will meet the best current standard; being a mix of LED and fluorescent.</p> <p>P7 Air conditioners will comply.</p> <p>Water Conservation and Reuse</p> <p>P8 A series of rainwater tanks is proposed across the site. These will be plumbed and pumped, either individually or in series. Available rainwater will be used for toilets, laundry, irrigation and swimming pool top up. It will comply with all relevant plumbing regulation and the Queensland Development Code including backflow, automatic top up or diversion, first flush and vermin and mosquito proofing.</p> <p>Total rainwater storage will equal or exceed 5000 litres per pedestal <i>and/or</i> will comply with the requirements of the Queensland Development Code MP4.3 Supplementary Water Sources – Commercial Buildings.</p> <p>Indicative tank sizes:</p> <table><tr><th>Location</th><th>Sizing</th><th>Volume</th></tr><tr><td>Central Facility</td><td>3 x 3.67dia x 2.57H</td><td>3 x 22500 litres</td></tr><tr><td>Bathrooms</td><td>2 x 3.67dia x 2.57H</td><td>6 x 22500 litres</td></tr><tr><td>Camp Kitchen</td><td>1 x 3.67dia x 2.57H</td><td>1 x 22500 litres</td></tr><tr><td>Cabins</td><td>2.0 dia x 1.8H</td><td>5 x 5000 litres</td></tr></table> <p>P9 All plumbing fittings will comply with current water saving standards.</p> <p>Waste Minimisation</p> <p>P10 It is proposed to provide standard yellow lid recycling bins around the Park to encourage easy recycling choices. These will be brought back the central facility for collection.</p> <p>Landscaping and Irrigation</p> <p>P11 Landscape will use native species in a large areas, minimises paving, and provides shade and cooling through summer, and helps absorb and disperse stormwater through swales.</p> <p>Solar Panels</p>	Location	Sizing	Volume	Central Facility	3 x 3.67dia x 2.57H	3 x 22500 litres	Bathrooms	2 x 3.67dia x 2.57H	6 x 22500 litres	Camp Kitchen	1 x 3.67dia x 2.57H	1 x 22500 litres	Cabins	2.0 dia x 1.8H	5 x 5000 litres
Location	Sizing	Volume														
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Cabins	2.0 dia x 1.8H	5 x 5000 litres														

	<p>P12 Solar panels will located on roofs however will tend to orient east of north as this is the direction roofs face in. This will be adequate for good performance given the current solar hot water technology.</p> <p>Private Swimming Pools</p> <p>P13 The swimming pool is modest in size for the number of residents.</p>
--	--

#### 4. Conclusion

This development proposal for a Caravan Park on Lot 45 has previously been the subject of a Council vote to '*support in principal*.' This report and the drawings satisfy Council's requirements for further information in a formal submission.

While it is a larger proposal than the pre-lodgment enquiry, it allows for a staged development, and also additional open space and generous camp sites.

The proposal is a serious, detailed, and compliant submission for the Development Approval of a Caravan Park. Council should approve the proposal subject to appropriate conditions.

It is also requested that Council's Approval Conditions, in particular the Timing of Conditions, allow for the staging of the development of the Caravan Park, such that a partial development could be approved for opening of business, with the balance to be constructed as finance and the market permits.

Appendix 1

Engineering Report

19 July 2016

PDR 15835

Studio Mango  
457 Draper Street  
Cairns Qld 4870

**Attention: Joseph Corbin**

Dear Joseph,

**RE: Planning application for a proposed caravan park for R and F Hewitt located at L45 on property described as Lot 45 SR835 on the eastern side of Captain Cook Highway just north of the Port Douglas Road turnoff – Report addressing engineering and traffic matters.**

This report addresses engineering and traffic issues and is provided to support the planning application for the above proposal. The project is planned to provide up to 100 caravan and recreational vehicle sites, 5 tourist cabins and 45 bush camp sites as indicated on your drawing L-02 Rev I.

The site is cleared former agricultural land, is gently sloping and falls from the Highway boundary to the north east of the site. Levels vary from 4.80 AHD to 1.60 AHD at the eastern boundary. The majority of the land is above 2.0 AHD. The land drains to the east and northeast to an adjacent creek system that is connected to Dickson Inlet. This system is approximately 6 Km long. The frontage to the highway is approximately 190 metres.

We have carried out investigations into traffic and infrastructure issues and comment as follows:

**Traffic and entrance works:**

We have determined the daily traffic generation figures for this type of development based on a manager's residence and a total of 150 sites. We have determined that the maximum daily generated movements would be 535 VPD on the few occasions that the park would have full occupancy. Based on the expected 70% occupancy this figure would reduce to 380VPD.

The 10-year horizon AADT for Captain Cook Highway, at that location, has been calculated at 6750 VPD. We have also estimated that 20% of the traffic generated will leave to or enter from the north. Given the nature of usage the effect on peak hour flows would be low and we have estimated that the peak hour impact would be a maximum of 25 VPH.

We have also had discussions and preliminary correspondence with the DTMR regarding traffic and access requirements. This resulted in the recommended location of the access point to the site. The access is located approximately 50 metres north of the Heritage Lane intersection with Captain Cook highway.

The current intersection has widenings, deceleration and acceleration lanes. These extend to the entry point to the park, however, there will be a need to extend the deceleration lane to the north and maybe to extend the widening on the western side to provide a holding/turning lane into the site. There is also an existing Flag light at the Heritage lane intersection. The attached plan “entrance and existing roadworks” clearly shows the current road formation, the location of the proposed entrance and the proximity of the Heritage Lane intersection.

Final requirements for the intersection will be determined following further consultation with the DTMR at approval stage. In relation to this application there appears to be no impediment in locating and providing a suitable access for caravans and motor homes.

We have also examined the internal road layout and advise that it complies with geometric, turning and manoeuvrability requirements for a caravan park.

### **Flooding issues:**

At this stage, due to the magnitude of such a study in this area, we have not carried out a new flood study. However, we have carried out previous investigations in the area just to the east of this site, on the other side of the creek system to which this land drains. The previous work in this area indicates that the safe habitable floor level will be of the order of 3.4 metres AHD and that the actual 100-year flood level will be between 2.9 and 3.1 AHD including an allowance for surcharge from wave action. The design plan has allowed for all habitable buildings and facilities to be at or above RL 3.4. Buildings located in areas where the ground level is lower will be constructed with elevated floors.

A number of van sites and the camping area are located below RL 3.0 with some van sites areas as low as 2.6 AHD and some bush camp sites located below this level.

During our investigation of this matter we were unable to find any documentation such as QUDM or Australian Rainfall and Runoff that made recommendations or comment regarding safe levels for this or similar developments where occupation is not permanent or is short term. It would therefore appear that a common sense approach to the situation should be applied. The following matters were taken into account for this particular situation:

- The depth of flooding that could be safely tolerated.
- The fact that, in this case, floodwaters would not rise rapidly or be fast flowing.
- That, given that reasonable warning of flooding would be available, a simple evacuation plan could be developed and operated by the Caravan park management.
- It is unlikely that flooding would occur in times when the park was full as the wet season is a very quiet time for visitors to this area.
- Flooding above RL 2.6 would be a very rare occurrence.

It is our view, provided suitable precautions were put in place, that Council could approve the attached layout given that a number of sites are below RL 2.9. It is pointed out that for sites at RL 2.6 the depth of floodwater in the major event would be 300mm. This is a depth that can comfortably be managed by most people and would not raise significant safety issues. There would also be ample warning of flooding and time for any evacuation plan to be put in place. Therefore, any camping sites that may experience flooding greater than 300 mm would have adequate time to relocate to higher areas.

On this basis and provided proper management processes were in place and enforced, it is reasonable to allow temporary accommodation to be below the 100-year flood event.

**Civil Siteworks:**

Apart from earthworks required to construct the planned roads and infrastructure significant earthworks are not envisaged at this stage. Earthworks will be carried out to construct the swimming pool and proposed lake. Surplus material from these excavations will be used to fill some areas of the site. These locations will be determined at final design stage. As a result, there is no intention to import fill material to the site or export material off site.

**Stormwater drainage:**

The site naturally drains to the existing adjacent creek system generally in an easterly and north easterly direction. The general intended flow and flow paths of stormwater is shown on the attached drainage management plan prepared by Studio Mango. We consider the general approach to be satisfactory subject to refinement at detailed design stage.

Following construction of this project the post development discharge will be greater (not significantly) than the pre-development discharge. Due to the location of this property this increase will have no impact on upstream or downstream properties. Due to the extent and location of the receiving waters the effect of any increase in water levels is not capable of being determined and will be negligible.

**Water supply:**

Council water reticulation is available approximately 150 metres to the north of the site. Existing main will need to be extended to service the site. We understand that water is available at adequate volume and pressure to service this project including firefighting requirements.

**Sewer disposal:**

Options for the disposal of sewage and waste water are for onsite disposal using approved methods or connect to the Council sewer reticulation system. To avoid any disposal issues and taking into account the proximity of the creek system the applicant prefers to connect to the Council system.

As a gravity system is not possible it will be necessary to install a private sewer pump station on site and connect to the Council system via a pressure main. To achieve this, it will be necessary to locate the pressure main within the highway road reserve and then pass through lot1 on SR840 to connect to the existing sewer near Hope Street. Lot 1 is land under the control of Council and contains a large water reservoir. We attach a plan "sewer main location" which shows the proposed route of the pressure main.

Other than gaining approval from DTMR and Council to locate the pressure main where proposed, there seems to be no impediment to connecting this project to the Council sewer reticulation system.

**Power and telecommunications:**

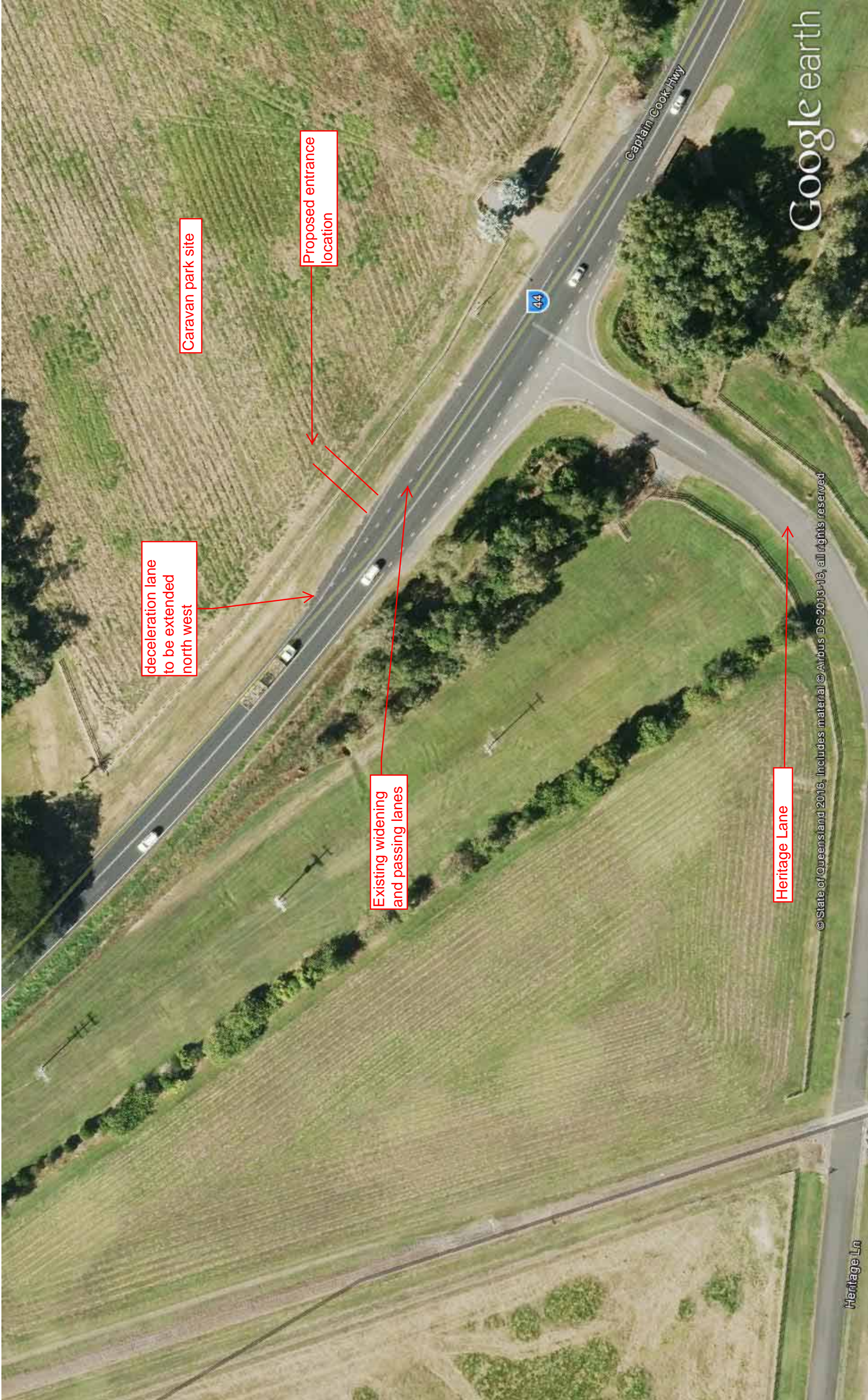
Enquiries to the relevant organisations indicate that both these services can be provided to the project subject to the normal commercial agreements.

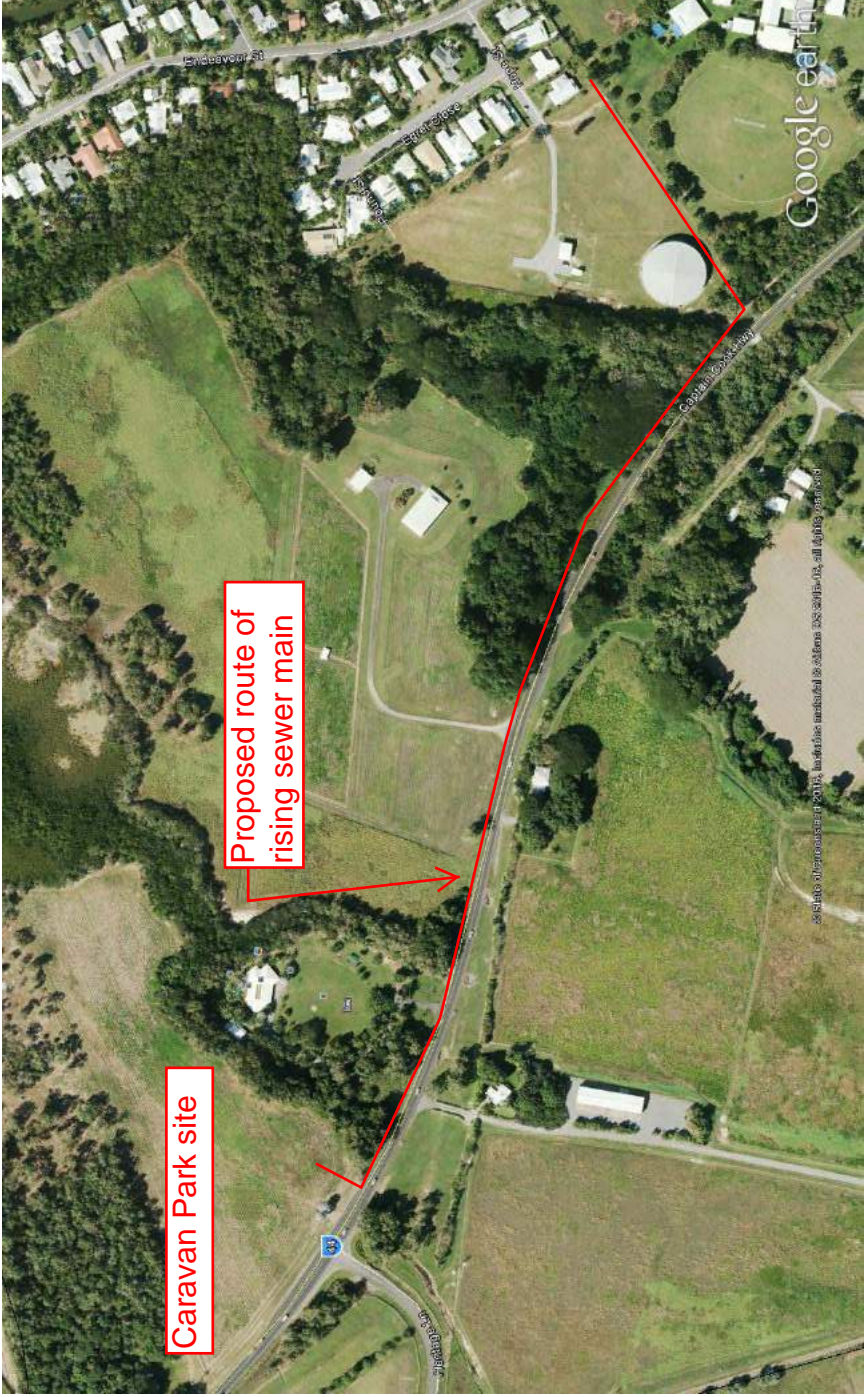
We trust that the provision of this report and drawings is sufficient to address these matters in the planning application you are preparing. Should you require further details or assistance please do not hesitate to contact our office.

Yours faithfully  
**PDR Engineers**

A handwritten signature in dark ink, appearing to read 'Alan McPherson', with a long horizontal flourish extending to the right.

Alan McPherson  
**Senior Civil Engineer**

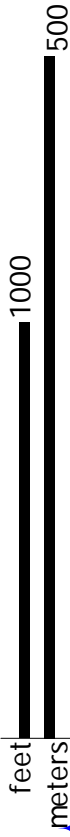




Caravan Park site

Proposed route of  
rising sewer main

Sewer Main location





# MASTERPLAN CONCEPT

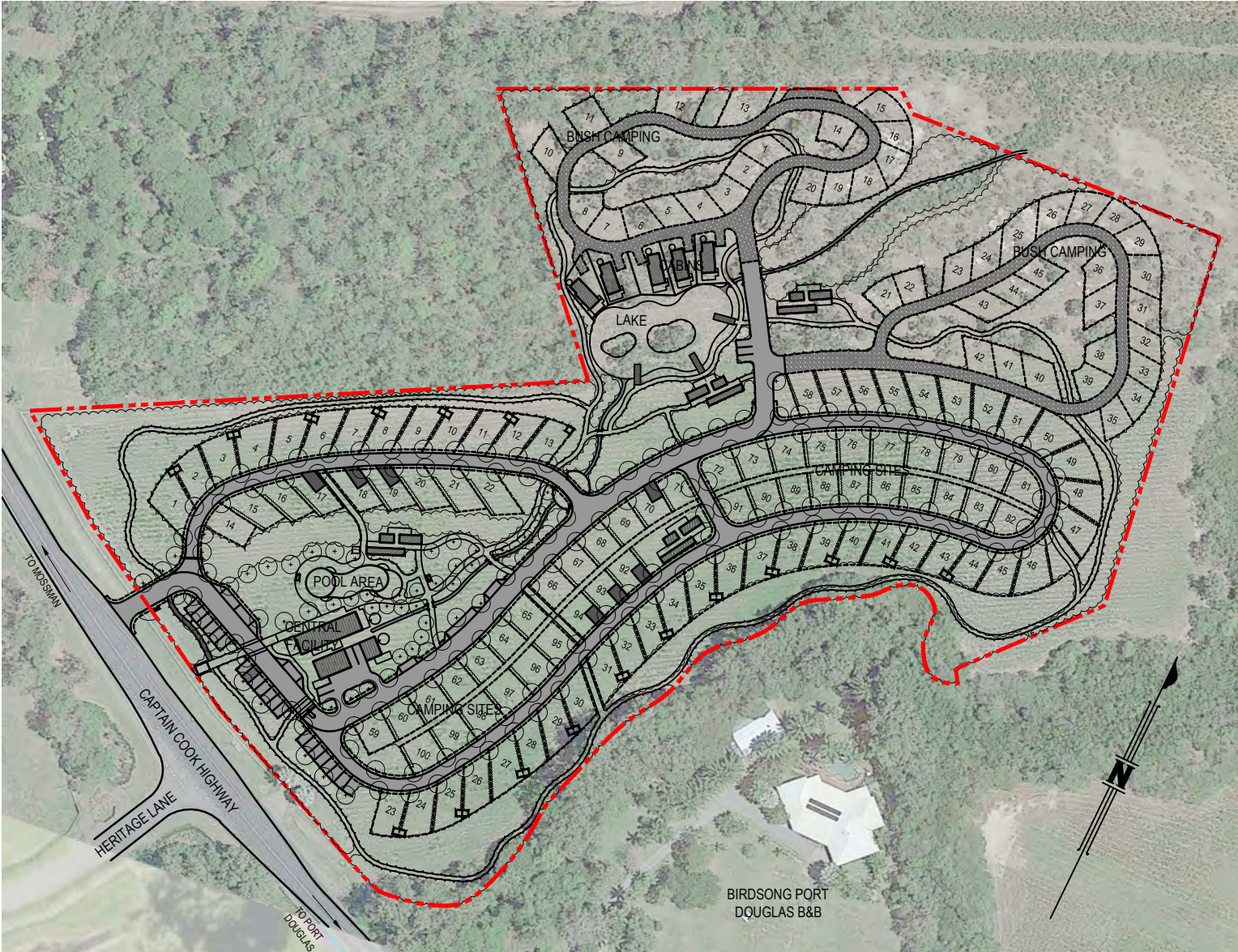
## PORT DOUGLAS CARAVAN PARK

### PORT DOUGLAS, QUEENSLAND

### JULY 2016

#### DRAWING LIST

DWG NO.	REV	DRAWING NAME	SCALE (A3 SIZE)
57-L00	2	COVER PAGE	1:2000mm
57-L01	2	SITE EXISTING CONDITIONS	1:1000mm
57-L02	2	SITE MASTERPLAN CONCEPT	1:1000mm
57-L03	2	LANDSCAPE MASTERPLAN	1:1000mm
57-L04	2	PLANTING TYPES	NTS
57-L05	2	DRAINAGE PLAN	1:1000mm
57-A01-A05	2	CENTRAL FACILITY	AS SHOWN
57-A06-A08	2	TYPICAL TOILET LAYOUT	AS SHOWN
57-A09	2	TYPICAL ENSUITE	AS SHOWN
57-A10-A12	2	CAMP KITCHEN	AS SHOWN
57-A13-A15	2	CABINS	AS SHOWN
57-A16	2	ENTRY SIGNAGE	AS SHOWN



PROPOSED SITE PLAN  
SCALE 1:1000 @ A1  
1:2000 @ A3

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A3 Original

100mm

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For Planning Approval  
Issue

25/07/2016

-  
Chk

J.C.  
Appr

Job Proposed Port Douglas  
Caravan Park

Client  
Richard Hewitt

Address Captain Cook Highway,  
Port Douglas

Drawing Title  
Cover Page

Scale  
1:2000@A3







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




Dwg. No.  
L-00

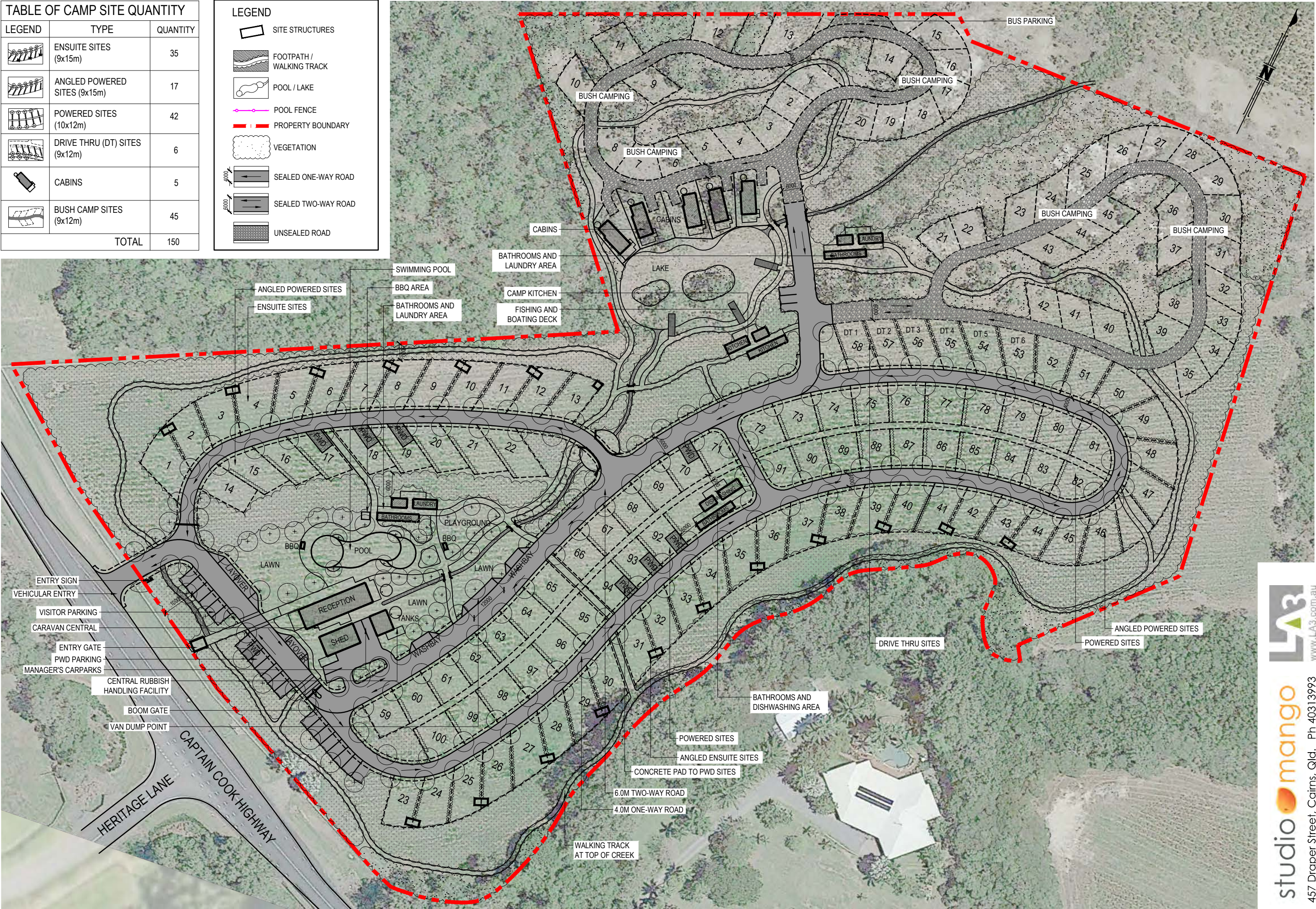
Rev.  
2



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TABLE OF CAMP SITE QUANTITY		
LEGEND	TYPE	QUANTITY
	ENSUITE SITES (9x15m)	35
	ANGLED POWERED SITES (9x15m)	17
	POWERED SITES (10x12m)	42
	DRIVE THRU (DT) SITES (9x12m)	6
	CABINS	5
	BUSH CAMP SITES (9x12m)	45
TOTAL		150

LEGEND	
	SITE STRUCTURES
	FOOTPATH / WALKING TRACK
	POOL / LAKE
	POOL FENCE
	PROPERTY BOUNDARY
	VEGETATION
	SEALED ONE-WAY ROAD
	SEALED TWO-WAY ROAD
	UNSEALED ROAD



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LEGEND

SITE STRUCTURES

ENSUITE SITES (9x15m)

ANGLED POWERED SITES (9x15m)

POWERED SITES (10x12m)

DRIVE THRU (DT) SITES (9x12m)

CABINS

BUSH CAMP SITES (9x12m)

POOL / LAKE

1 BOUNDARY BUFFER PLANTING

2 DENSE NATIVE BUFFER PLANTING

3 WOODLAND PLANTING

4 DENSE REMNANT VEGETATION

5 INTERPLANTING (BETWEEN CAMP SITES)

6 RESORT STYLE TROPICAL PLANTING

PROPOSED TREE

EXISTING TREE

POOL FENCE

PROPERTY BOUNDARY



For Planning Approval Issue	25/07/2016	- Chk	J.C. Appr	Job Proposed Port Douglas Caravan Park	Client Richard Hewitt	Address Captain Cook Highway, Port Douglas	Drawing Title Landscape Masterplan Concept	Scale 1:1000@A3	Job No. 57-	Dwg. No. L-03	Rev. 2
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PLANT LIST								
BOTANICAL NAME	COMMON NAME	HEIGHT AT MATURITY	PLANTING TYPE					
			1	2	3	4	5	6
			Boundary Buffer	Dense Buffer	Wood-land	Remnant	Inter-planting	Resort-style
Acmena hemilampra	Blush Satinash	6-10m	*					
Acmena smithii	Lillipilli	2-6m		*				
Acrostichum speciosum	Mangrove Fern	1-2m					*	*
Adenanthera pavonina	False Red Sandalwood	6-10m	*			*		
Allocasuarina littoralis	Black She Oak	3-8m			*			
Alpinia caerulea	Common Ginger	1-2m	*	*		*		
Antidesma bunius	Herbert River Cherry	6-8m	*			*		
Archidendron grandiflorum	Laceflower Tree	3-6m		*				
Archidendron lucyi	Scarlet Bean	5-8m	*					
Archontophoenix alexandrae	Alexandra Palm	6-8m	*	*	*	*	*	*
Asplenium nidus	Bird's Nest Fern	1m	*	*	*	*	*	*
Atractocarpus fitzalanii	Brown Gardenia	5-8m	*					
Baeckea frutescens	Weeping Baeckea	2-4m	*	*	*	*	*	*
Barringtonia calyprata	Mango Pine	20-30m	*					
Barringtonia acutangula	Freshwater Mangrove	3-5m		*				
Barringtonia asiatica	Beach Barringtonia	20-30m	*					
Bougainvillea glabra	Paperflower Bougainvillea	1-2m						*
Calophyllum inophyllum	Beach Calophyllum	15-20m			*			
Calistemon 'Glennie River'	Glennie River Bottlebrush	2-3m					*	*
Calistemon sp. 'Little John'	Little John Bottle Brush	1m					*	*
Calathea lutea cv 'Havana Cigar'	Havana Cigar	2m						*
Codiaeum variegatum	Croton	2m					*	*
Cordia subcordata	Sea Trumpet	10m		*				
Crinum pendunculatum	Swamp Lily	1-3m		*				*
Cupaniopsis anacardioides	Tuckeroo	10m		*			*	
Cyathea cooperi	Tree Fern	5m				*		*
Deplanchea tetraphylla	Golden Bouquet Tree	15m	*			*		
Dillenia alata	Red Beech	6-10m	*					
Diplogottis diphylostegia	Northern Tamarind	5-10m	*					
Dyopsis lutescens	Golden Cane Palm	5m						*
Flindersia brayleyana	Queensland Maple	15-20m	*					
Ficus sp. 'Green Island'	Green Island Fig	1m					*	*
Grevillea baileyana	White Oak	10-15m					*	
Hamelia patens	Mexican Bushfire	2-3m					*	*
Harpullia pendula	Tulipwood	8-10m					*	
Ixora 'Pink Malay'	Pink Malay	2m					*	*
Leea indica	Bandicoot Berry	3-5m	*					
Licuala ramsayi	Fan Palm	20m	*	*				
Livistona muelleri	Fan Palm	12m			*			
Lomandra longifolia	Mat Rush	1m	*	*	*	*	*	*
Lophostemon suaveolens	Swamp Mahogany	15-20m	*					
Manittoa lenticellata	Cascading Bean	8-10m		*				
Melaleuca dealbata	Red Tea Tree	15-20m	*					
Melaleuca leucadendra	Tea Tree	20-25m	*			*		
Melicope rubra	Little Euodia	6-8m				*		
Nauclea orientalis	Leichhardt Tree	10-15m			*			
Pandanus tectorius	Screw Palm	4-6m			*			
Pandanus pygmaeus	Dwarf Pandanus	GC						*
Pandorea pandorana	Wonga Vine	Vine				*		*
Pseuderanthemum reticulatum	Golden Pseuderanthemum	2m					*	*
Ptychosperma elegans	Solitaire Palm	5-8m				*		*
Rhapis excelsa	Lady Palm	2m					*	*
Rhoeo spathacea	Boat of Moses	GC						*
Scaevola taccada	Sea Lettuce	2m				*		*
Shefflera actinophylla	Umbrella Tree	10m	*			*		
Syzygium australe	Lillipilli	3-5m		*				
Syzygium forte	Flakybark Satinash	10-15m	*			*		
Syzygium wilsonii ssp. wilsonii	Powderpuff Lillipilli	1-3m	*				*	
Wodyetia bifurcata	Foxtail Palm	8-10m						*
Xanthostemon chrysanthus	Golden Penda	6-10m					*	

PLANTING TYPES



BOUNDARY BUFFER PLANTING

THE INTENTION OF THIS PLANTING IS TO SCREEN AND BUFFER THE CARAVAN PARK AND CONVERSELY THE ADJACENT PROPERTIES FROM THIS NEW DEVELOPMENT. THIS PLANTING WILL OCCUR ON THE CAPTAIN COOK HIGHWAY AND THE NORTH AND SOUTH BOUNDARIES OF THE SITE. THE PLANTING SELECTIONS WILL CONSIST OF PLANTING COMPLEMENTARY TO THE TWO ADJOINING PLANTING TYPES OF REMNANT & WOODLAND PLANTING. THE MIX OF SPECIES WILL INCLUDE TALL TREES AND POCKETS OF PALMS AT FEATURE LOCATIONS WITH MID STORY SHRUBS AND LOW SHRUBS TO CREATE A WALL OF VEGETATION. ALL THE PLANTS SPECIES SELECTED FOR THIS TYPE WILL BE ENDEMIC TO THE LOCAL PLANT COMMUNITIES.



DENSE BUFFER PLANTING

THE INTENTION OF THIS PLANTING IS ALSO TO SCREEN HOWEVER THE SCALE IS DIFFERENT AS THESE AREAS OCCUR WITH THE DEVELOPMENT. THE HEIGHT WILL BE LOWER THAN TYPE 1. AND THE DETAIL PLANTING AND INTEREST AT GROUND LEVEL WILL BE GREATER. THE WALL OF VEGETATION IS STILL THE INTENTION BUT WILL BE A 5-8M AT MATURITY ONLY. SPECIES WILL BE MOSTLY NATIVE WITH A SMALL PERCENTAGE OF EXOTIC HIGHLIGHTS TO COMPLEMENT THE ADJACENT RESORT STYLE TROPICAL PLANTINGS.



WOODLAND PLANTING

WOODLAND PLANTING IS MORE OPEN PLANTING WITH LIMITED UNDERSTOREY. THE EMPHASIS FOR THIS PLANTING IS REINFORCING AND EXISTING WOODLAND AND ENSURING THAT THE STRONG CHARACTER OF SHADE IS MAINTAINED. SOME PANDANUS SP. AND LIVISTONA SP. GROUPINGS WILL BE INCLUDED HERE TO GIVE THE WOODLAND ARE AUTHENTICITY.



DENSE REMNANT VEGETATION

LOCATED ON THE SOUTHERN BOUNDARY AND ALONG THE MAIN DRAINAGE LINE BELOW THE LAKE AND ON THE LAKE ISLAND THIS PLANTING TYPE IS REMINISCENT OF LOCAL RAINFOREST OR VINE FOREST. THE SPECIES ARE ALL ENDEMIC AND PROMOTE ECOLOGICAL ACTIVITY AND HABITAT LINKAGES.



INTER-PLANTING (BETWEEN CAMP SITES)

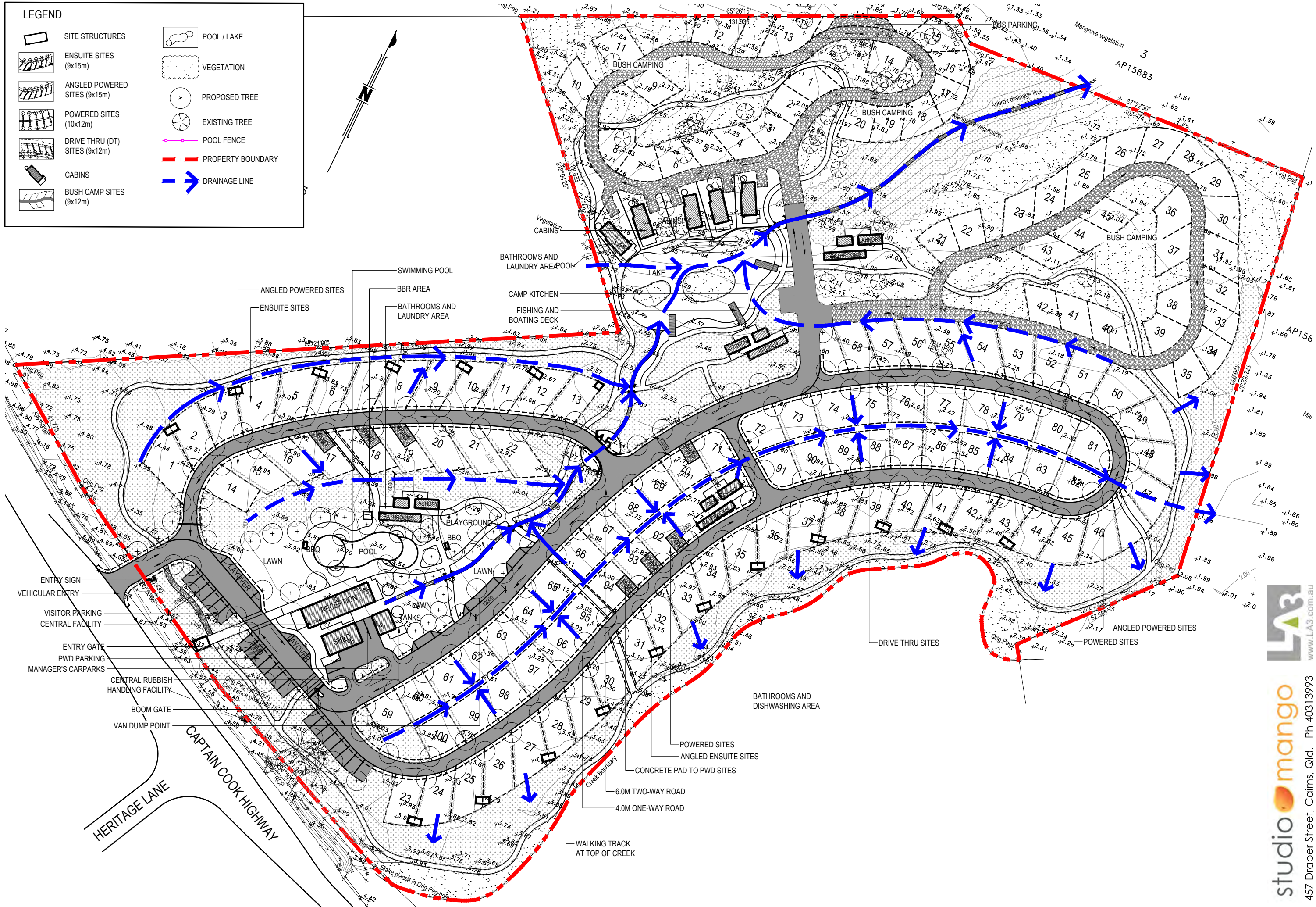
THIS TYPE IS 3-4M IN HEIGHT BUT MAY CONTAIN SOME FEATURE NATIVE PALM PLANTING. THIS WILL BE PREDOMINANTLY NATIVE.



RESORT STYLE PLANTING (AROUND POOL AREA)

THIS AREA IS THE ONLY AREA THAT WILL BE PREDOMINANTLY 'WORLD TROPICAL' PLANTINGS WHICH REFLECT THE LOCAL PORT DOUGLAS RESORT CHARACTER. HERE THE USE OF REMARKABLE FLOWERING AND LEAVE COLOUR PLANTS WILL BE USED. SOME EXOTIC PALMS AND FLOWERING TREES ALONG WITH ORNAMENTALS DOWN TO THE DETAIL GROUNDCOVER PLANTS WILL BE REFLECTED HERE AND COMPLEMENT THE OASIS CREATED BY THE POOL AREA.

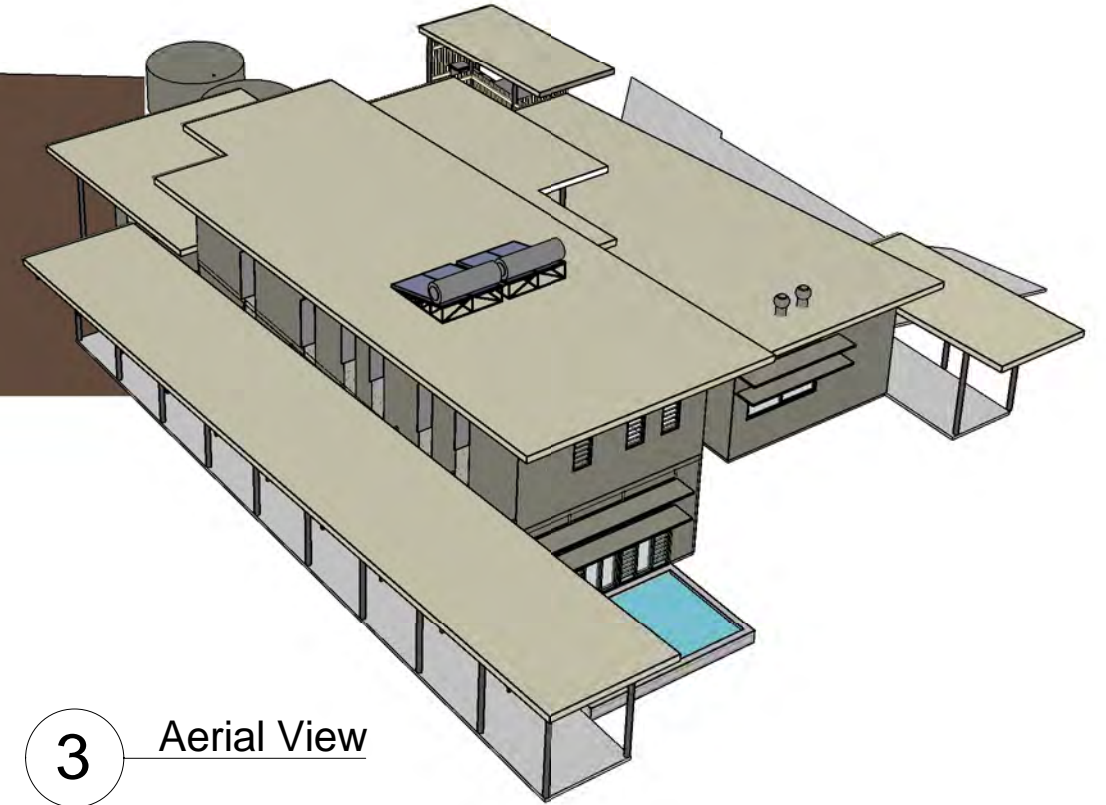
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1

View from Entry



3

Aerial View



2

View from pool

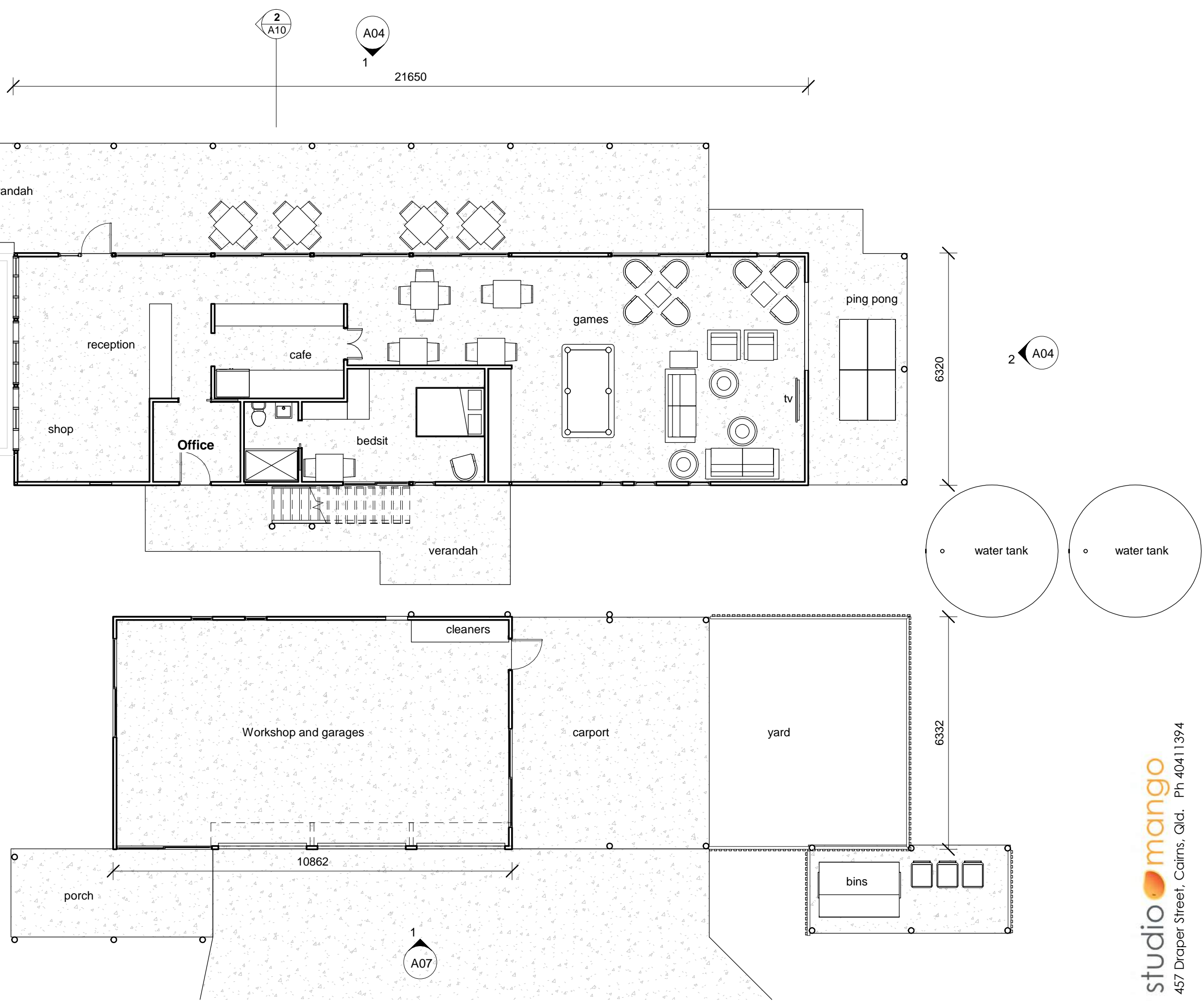
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A3 Original

100mm

50

0

1 Level 1  
1 : 100



For Planning Approval  
Issue

25/07/2016  
10:49:55 AM

JM  
Chk

-  
Appr

Job  
Caravan Park

Client  
R&F Hewitt

Address  
Lot 45 Captain Cook Highway

Drawing Title  
Caravan Central - Floor Plan - Level 1

Scale  
1 : 100

Job  
57-

Dwg. No.  
A02

Rev.  
2

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1

Level 2

1 : 100

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Issue

25/07/2016  
10:49:56 AM

JM  
Chk

-  
Appr

Job  
Caravan Park

Client  
R&F Hewitt

Address  
Lot 45 Captain Cook Highway

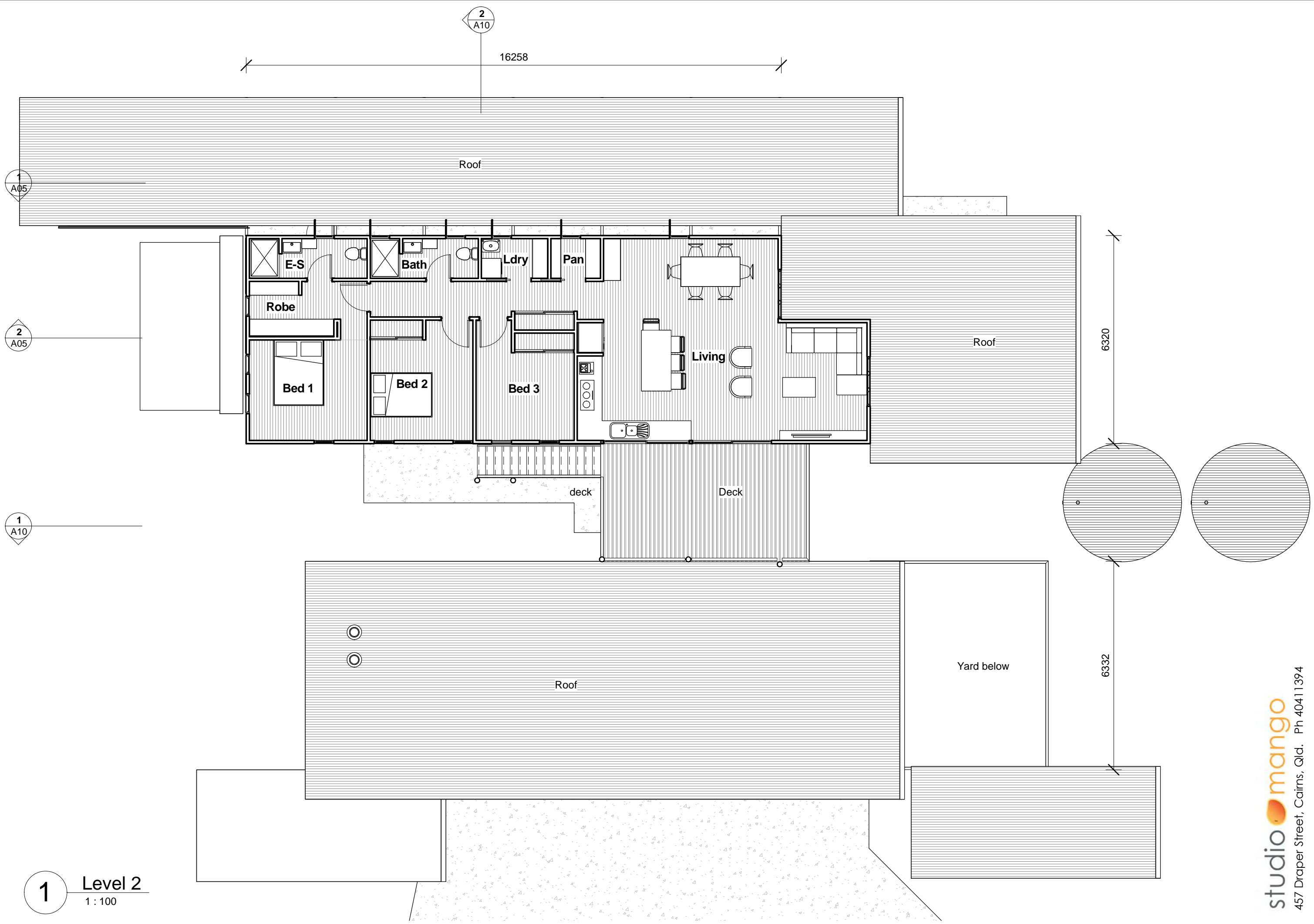
Drawing Title  
Caravan Central - Floor Plan - Level 2

Scale  
1 : 100

Job  
57-

Dwg. No.  
A03

Rev.  
2





**1** Elevation 1  
1 : 100



**2** Elevation 2  
1 : 100

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A3 Original

100mm

50

0



1

Section 1  
1 : 100



2

Section 2  
1 : 100

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Issue

25/07/2016  
10:50:01 AM

JM  
Chk

-  
Appr

Job  
Caravan Park

Client  
R&F Hewitt

Address  
Lot 45 Captain Cook Highway

Drawing Title  
Caravan Central - Architectural Sections

Scale  
1 : 100

Job  
57-

Dwg. No.  
A05

Rev.  
2



1 Perspective 1

2 Perspective 2

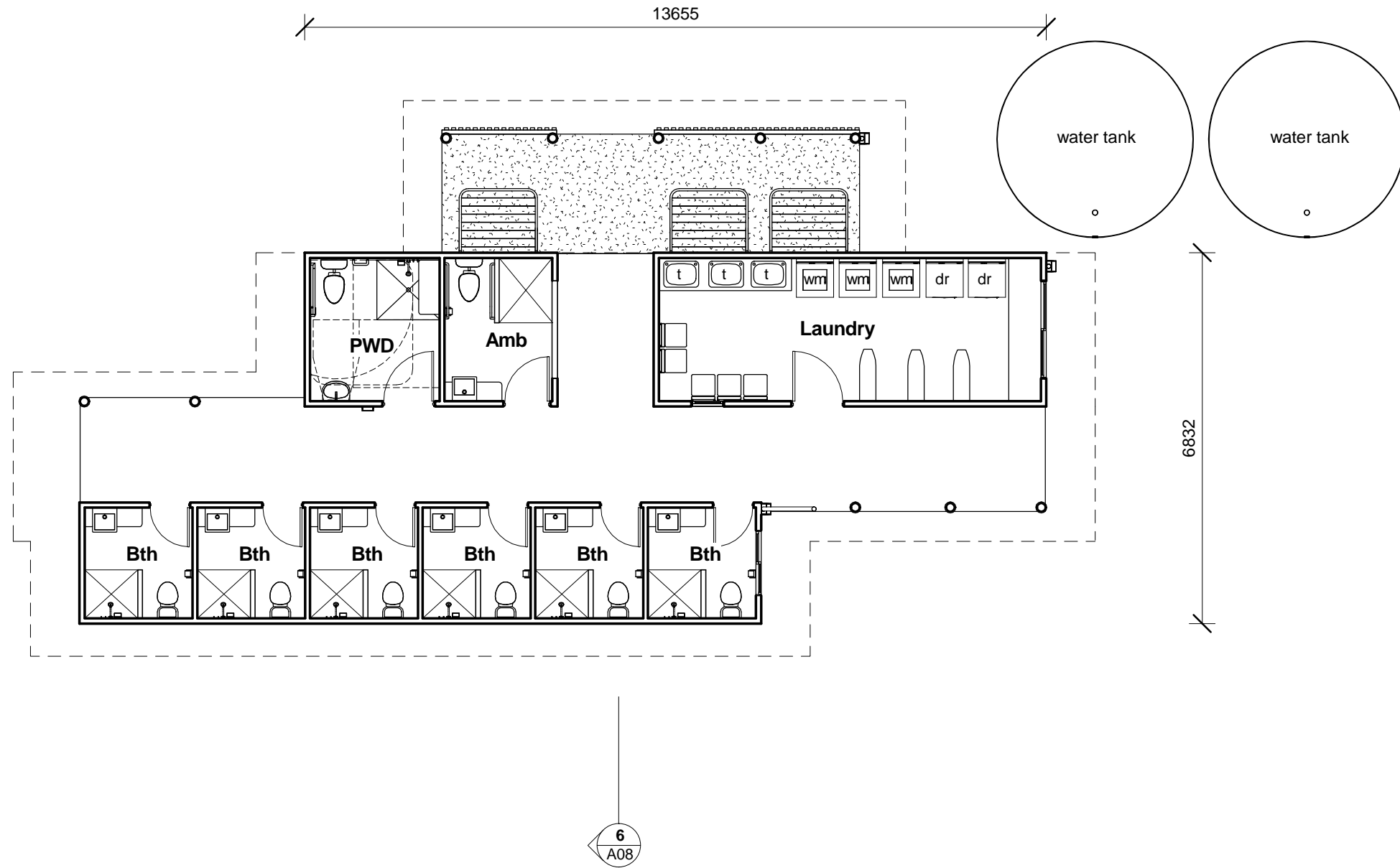


3 Perspective 3

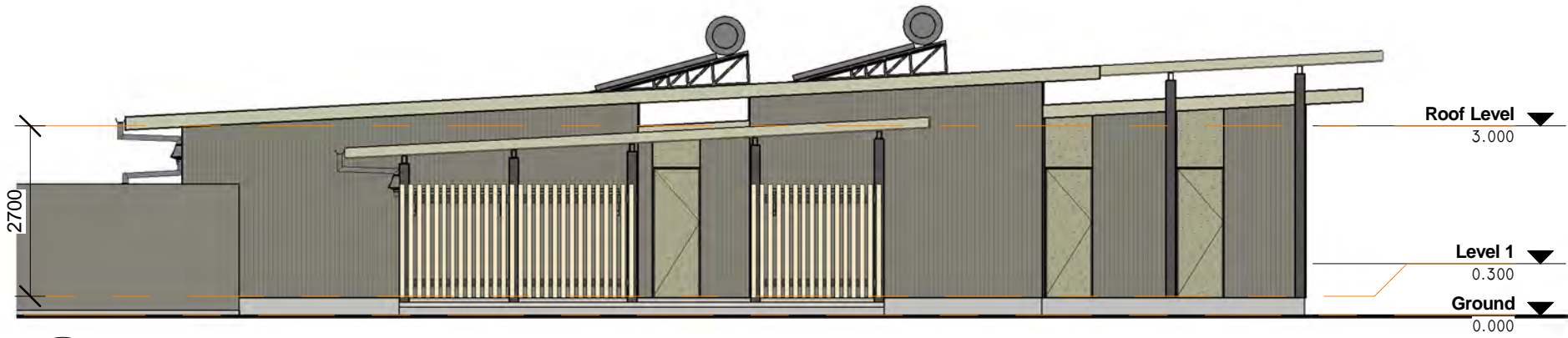
4 Perspective 4

# 1 Typical Toilet & Laundry Plan 1 : 100

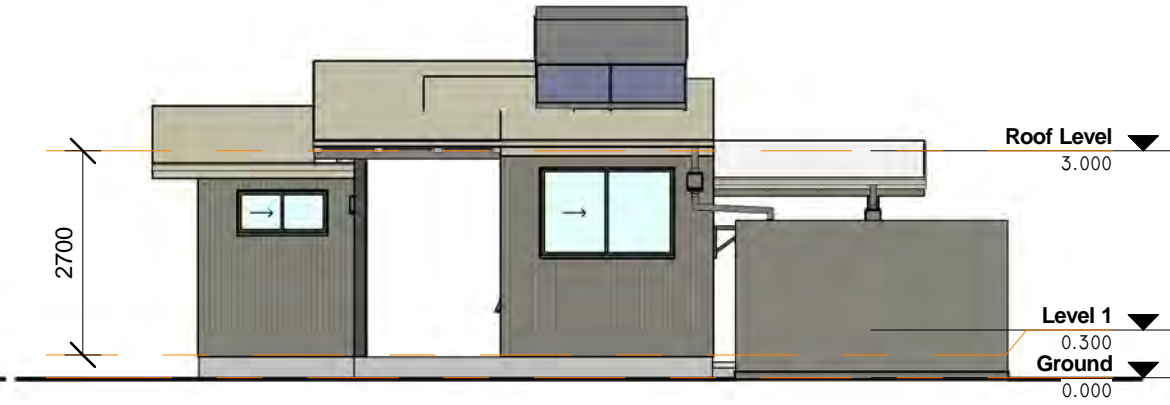
5  
A08



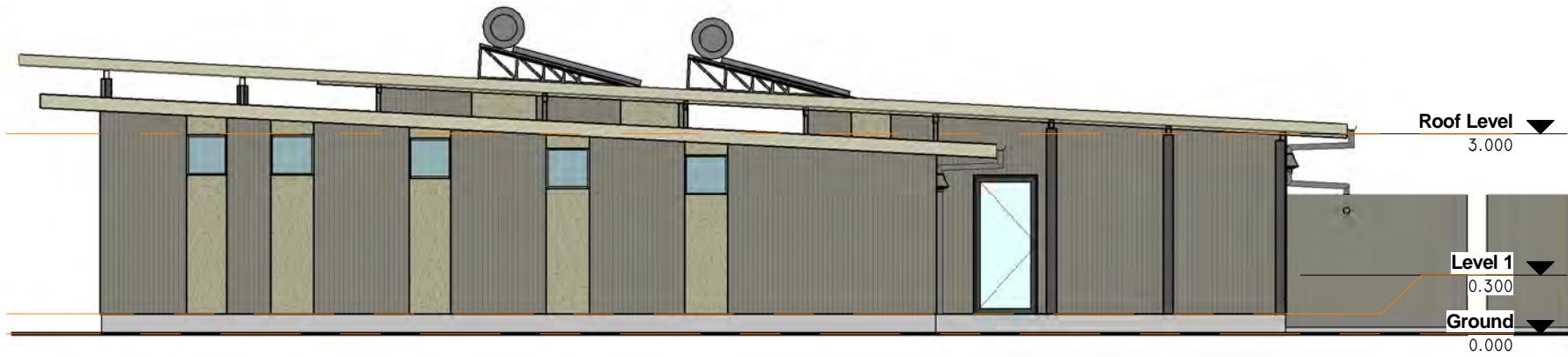
6  
A08



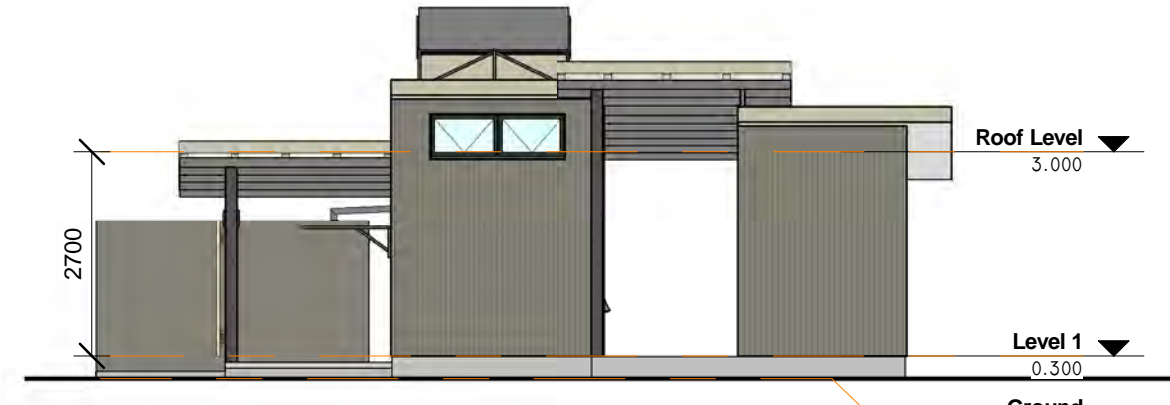
1 Elevation 1  
1 : 100



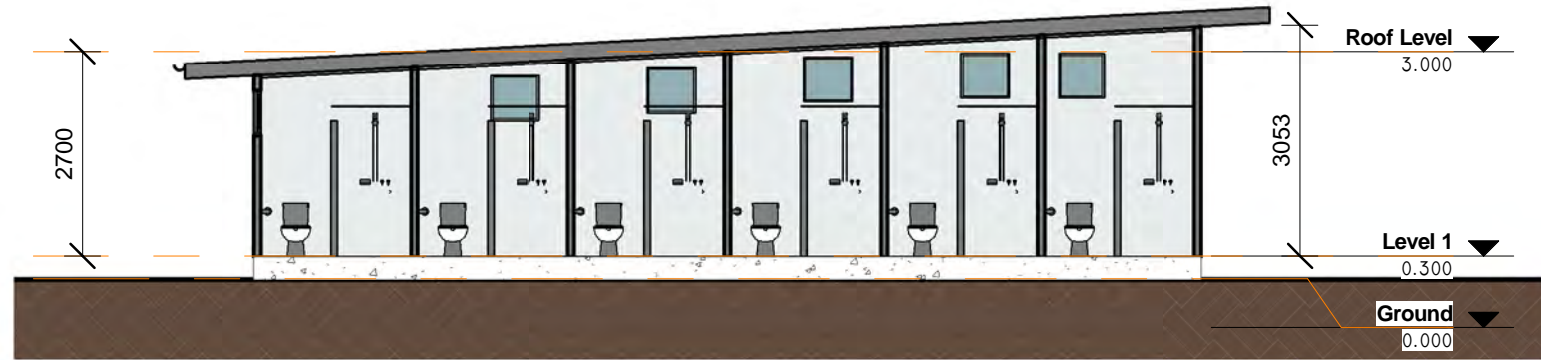
2 Elevation 2  
1 : 100



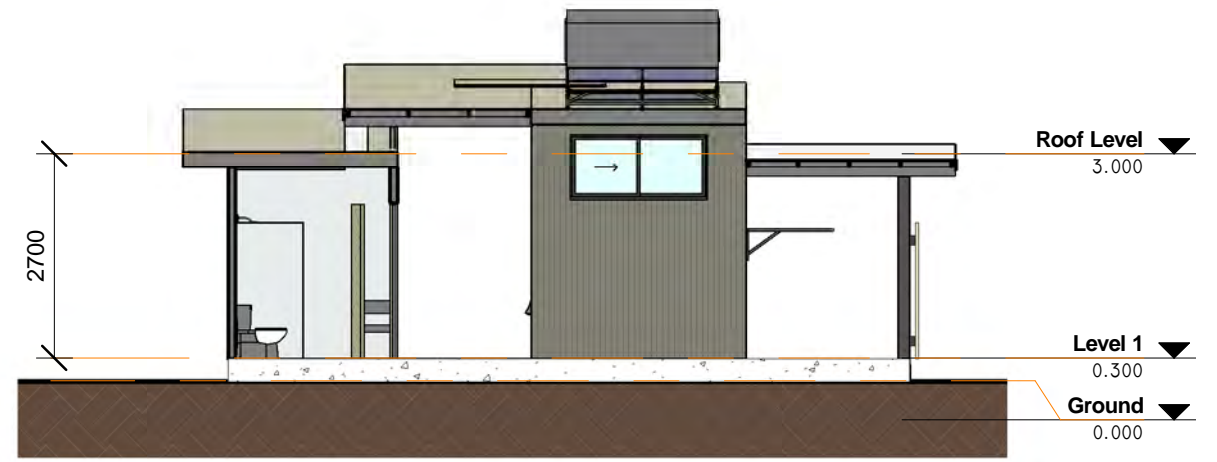
3 Elevation 3  
1 : 100



4 Elevation 4  
1 : 100



5 Long Section thru Bathrooms  
1 : 100



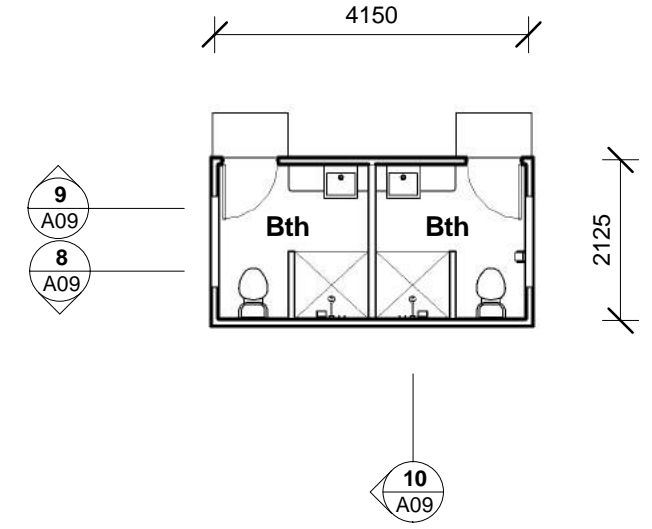
6 Short Section  
1 : 100



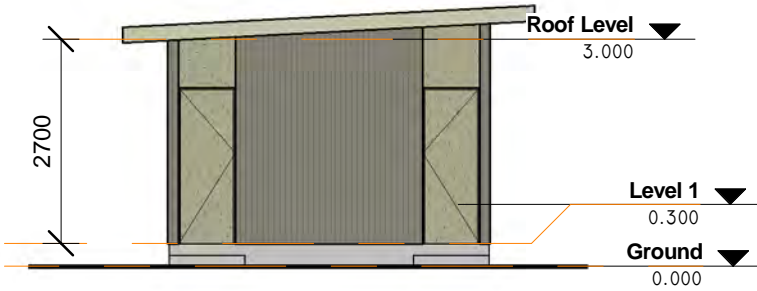
1 Perspective 1



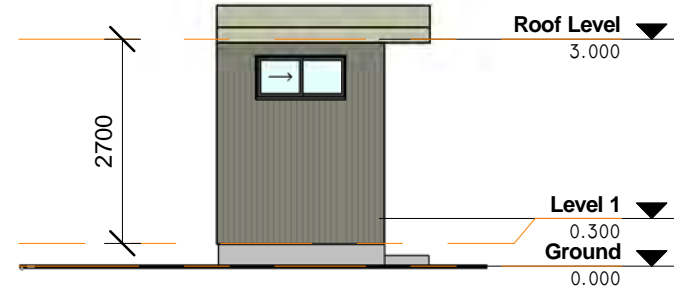
2 Perspective 2



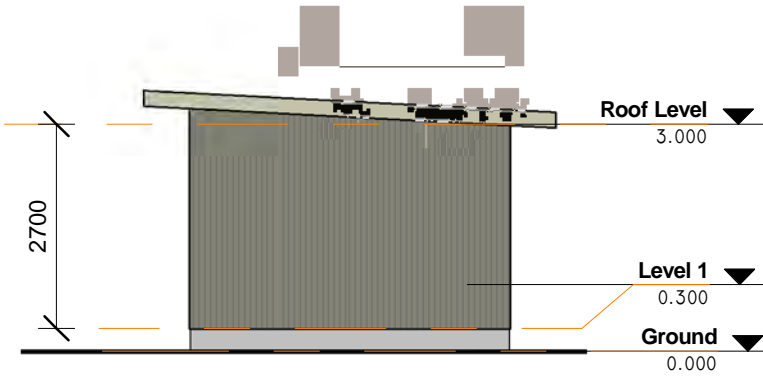
3 Typical Ensuites Plan  
1 : 100



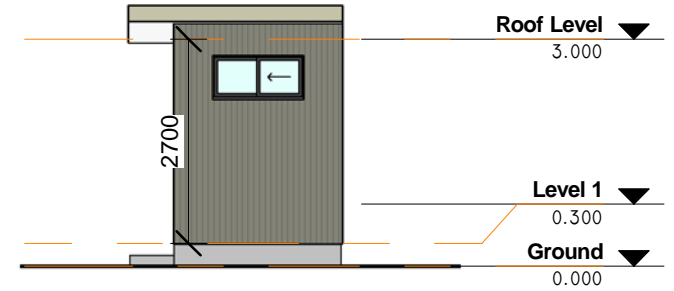
4 Elevation 1  
1 : 100



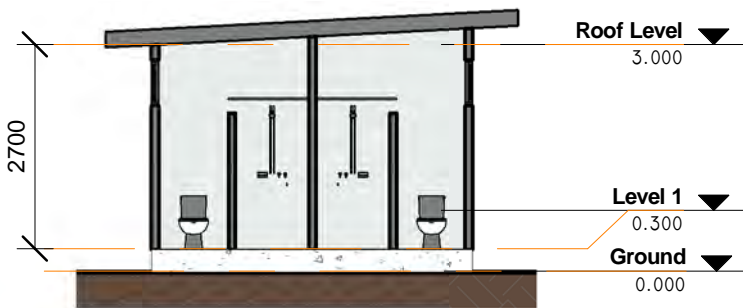
5 Elevation 2  
1 : 100



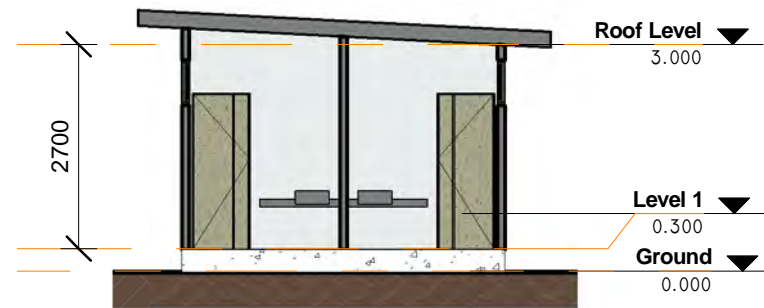
6 Elevation 3  
1 : 100



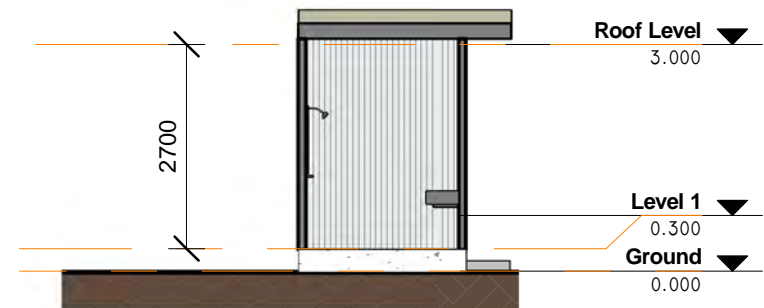
7 Elevation 4  
1 : 100



8 Section 1  
1 : 100



9 Section 2  
1 : 100



10 Section 3  
1 : 100



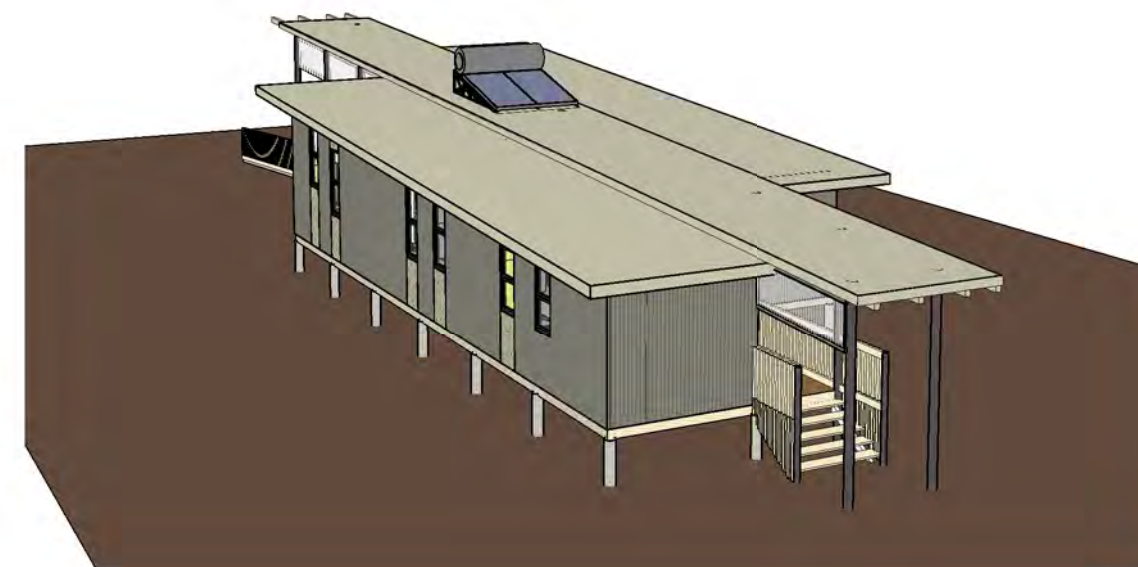
1 Perspective 1



2 Perspective 2



3 Perspective 3



4 Perspective 4

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A3 Original

100mm

50

0

1

Typical - Camp Kitchen Plan

1 : 100

4  
A12

ramp 1 : 14

dining

dining

seating

kitchens

UP

3  
A12

16128

8072

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Issue

25/07/2016  
10:46:22 AM

JM  
Chk

-  
Appr

Job  
Caravan Park

Client  
R & F Hewitt

Address  
Lot 45 Captain Cook Highway

Drawing Title  
Camp Kitchen - Plan

Scale  
1 : 100

Job  
57-

Dwg. No.  
A11

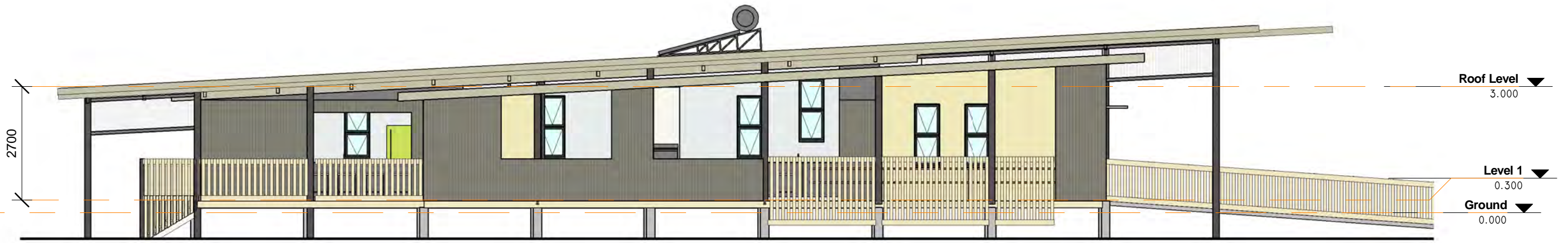
Rev.  
2

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Copyright Studio Mango  
A3 Original

100mm

50

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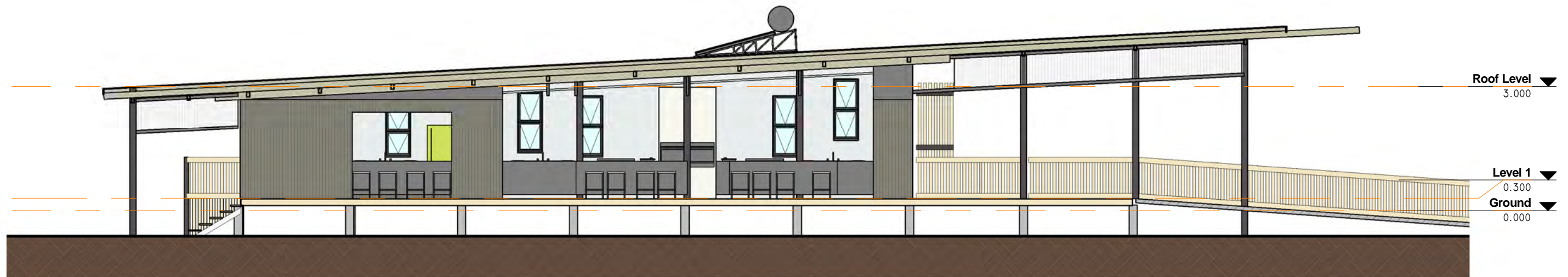
1 Elevation 1  
1 : 100



2 Elevation 4  
1 : 100



3 Short Section  
1 : 100



4 Long Section thru Bathrooms  
1 : 100

For Planning Approval  
Issue

25/07/2016  
10:46:24 AM

JM  
Chk

-  
Appr

Job  
Caravan Park

Client  
R & F Hewitt

Address  
Lot 45 Captain Cook Highway

Drawing Title  
Camp Kitchen - Elevations

Scale  
1 : 100

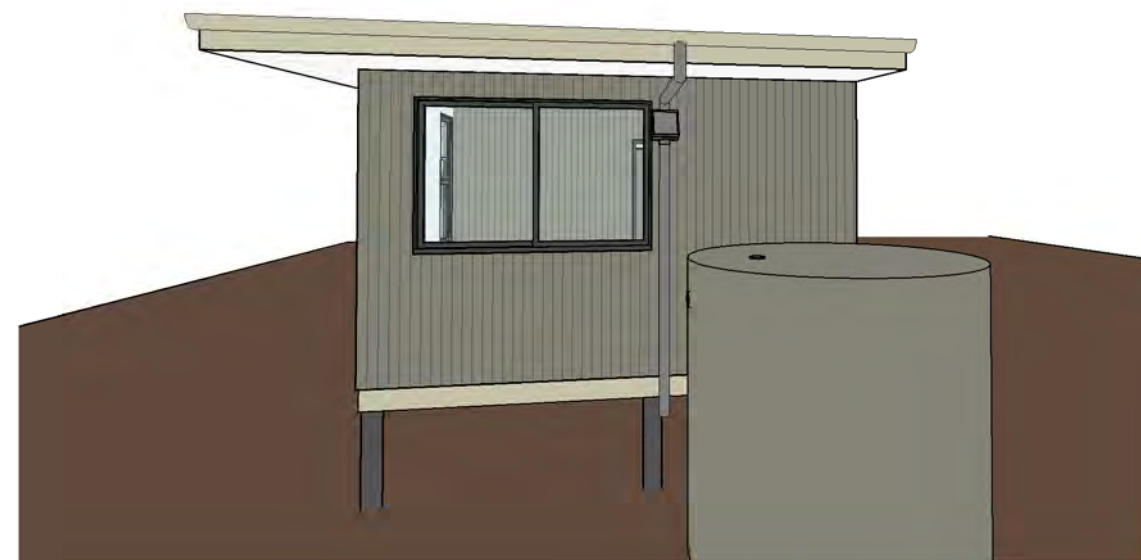
Job  
57-

Dwg. No.  
A12

Rev.  
2



1 Perspective 1



2 Perspective 2

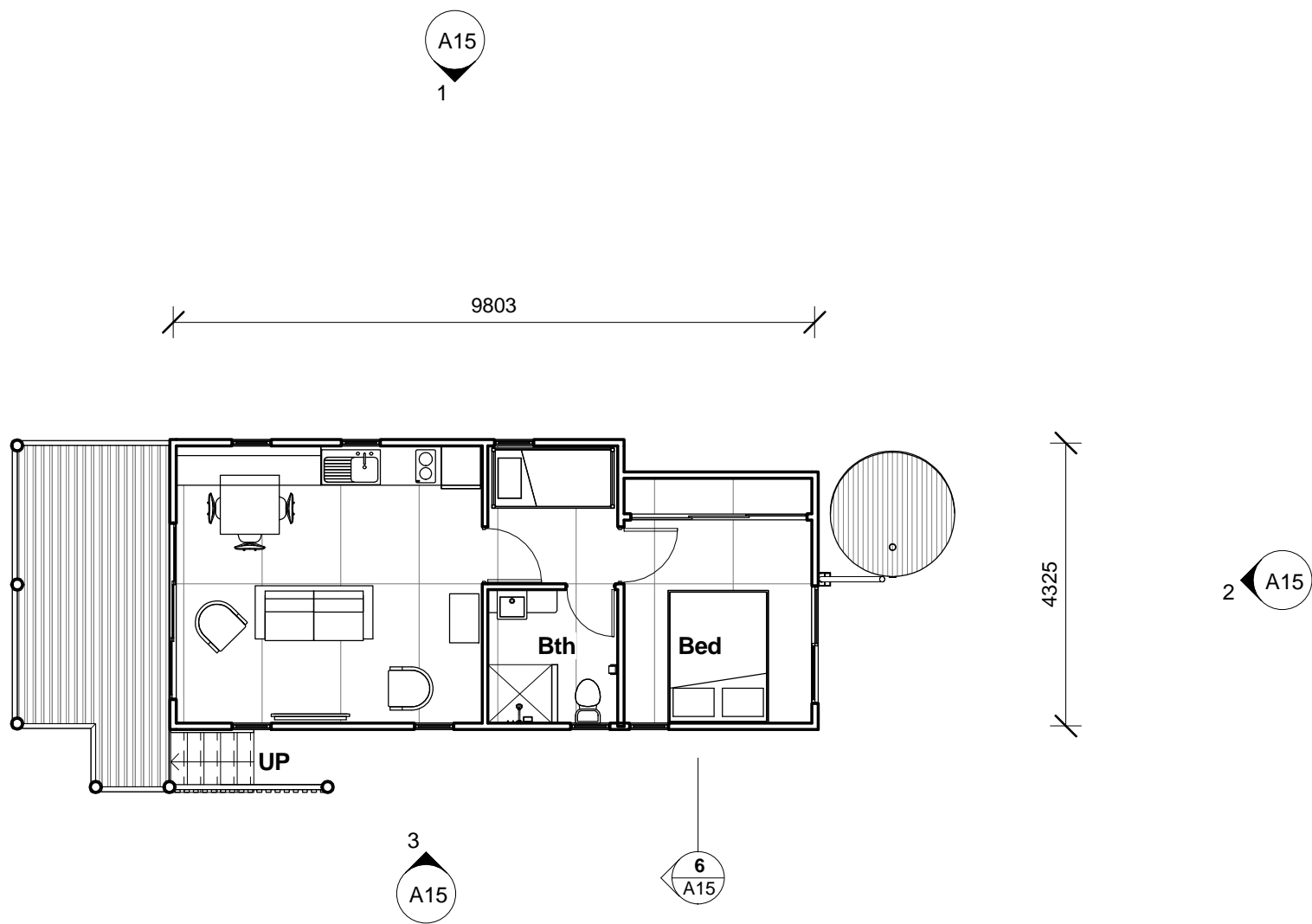


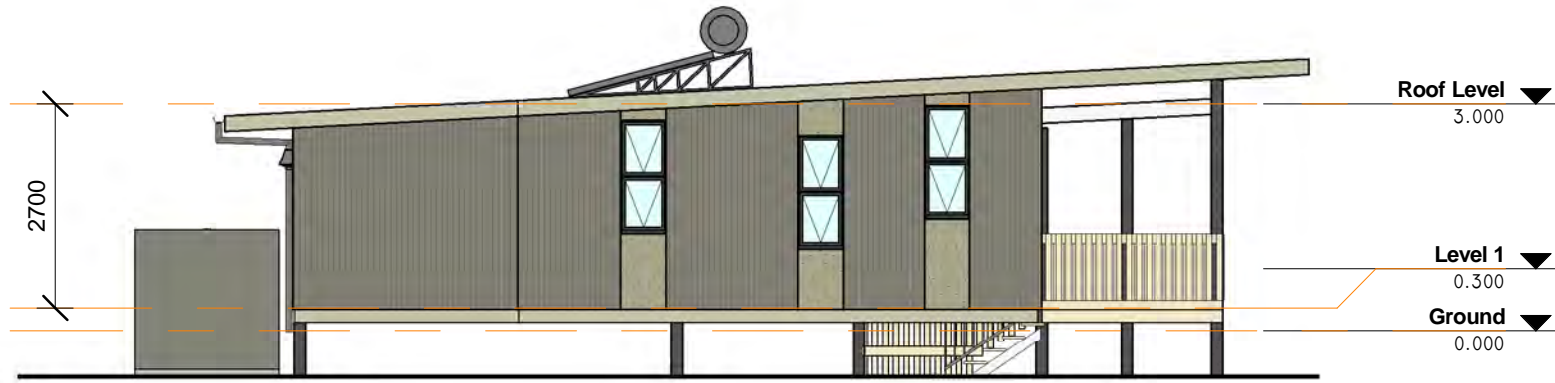
3 Perspective 3



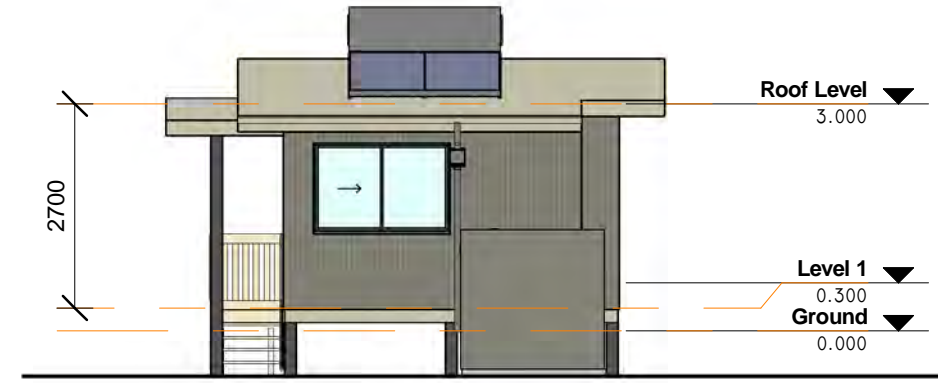
4 Perspective 4

1 Cabins - Typical Plan  
1 : 100

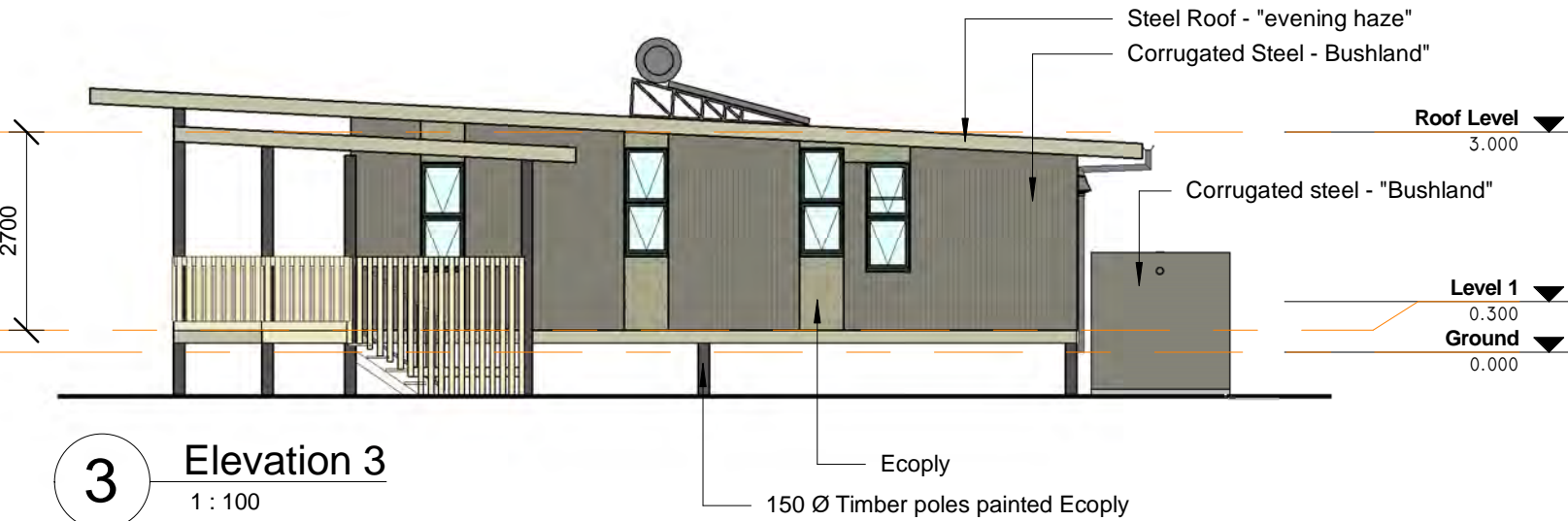




1 Elevation 1  
1 : 100



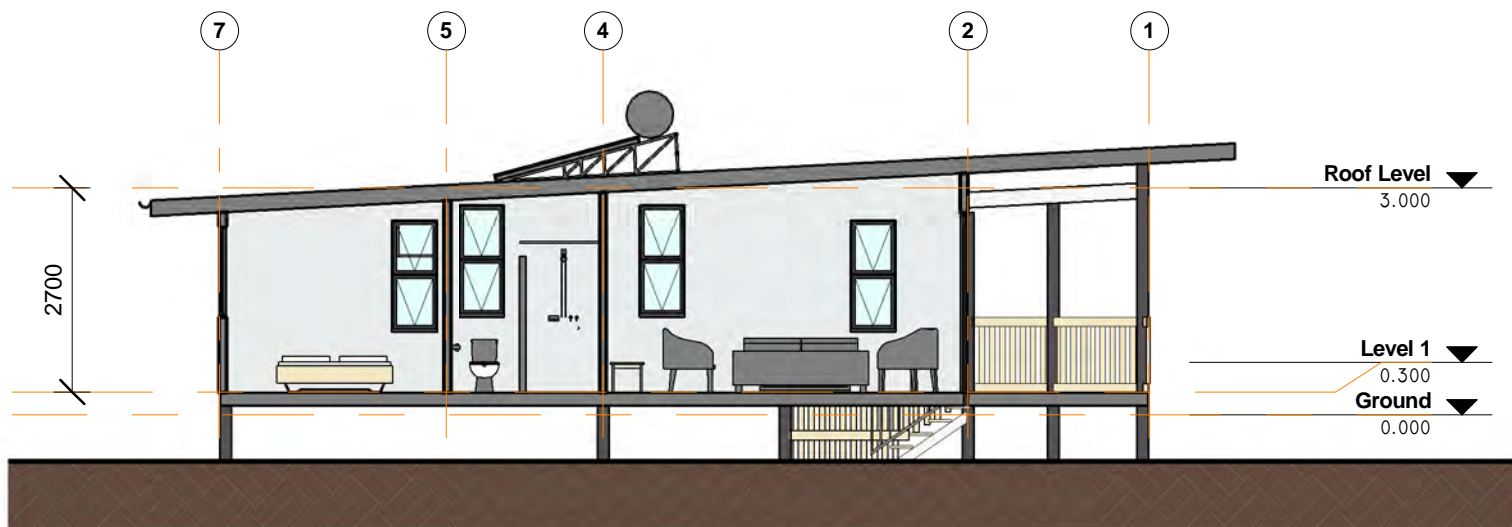
2 Elevation 2  
1 : 100



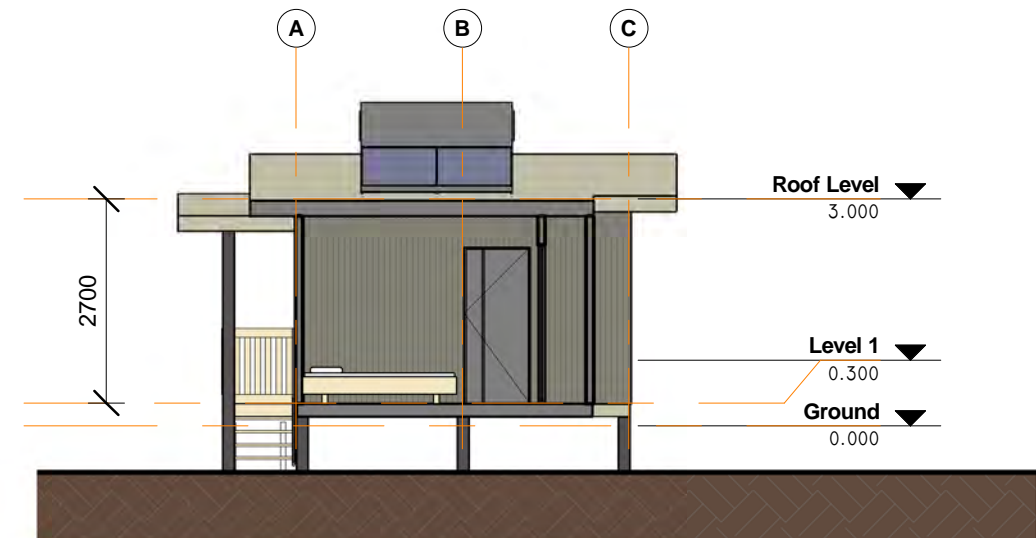
3 Elevation 3  
1 : 100



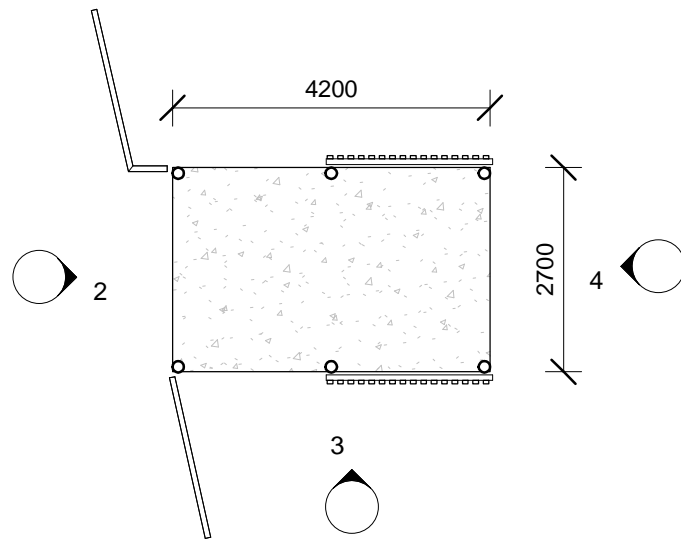
4 Elevation 4  
1 : 100



5 Long Section thru Bathrooms  
1 : 100



6 Short Section  
1 : 100



1

## Gateway & Signage-Plan

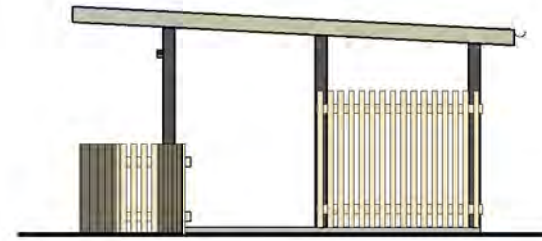
1 : 100



2

## Gateway & Signage Front Elevation

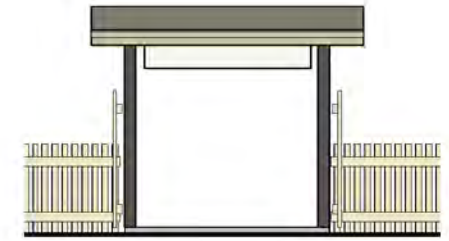
1 : 100



3

## Gateway & Signage Typical Elevation

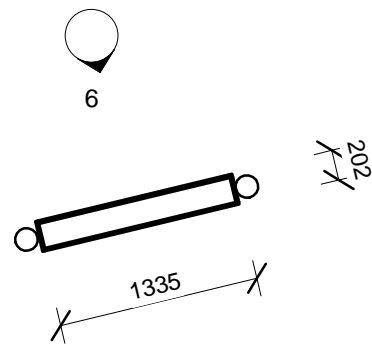
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4

## Gateway & Signage Rear Elevation

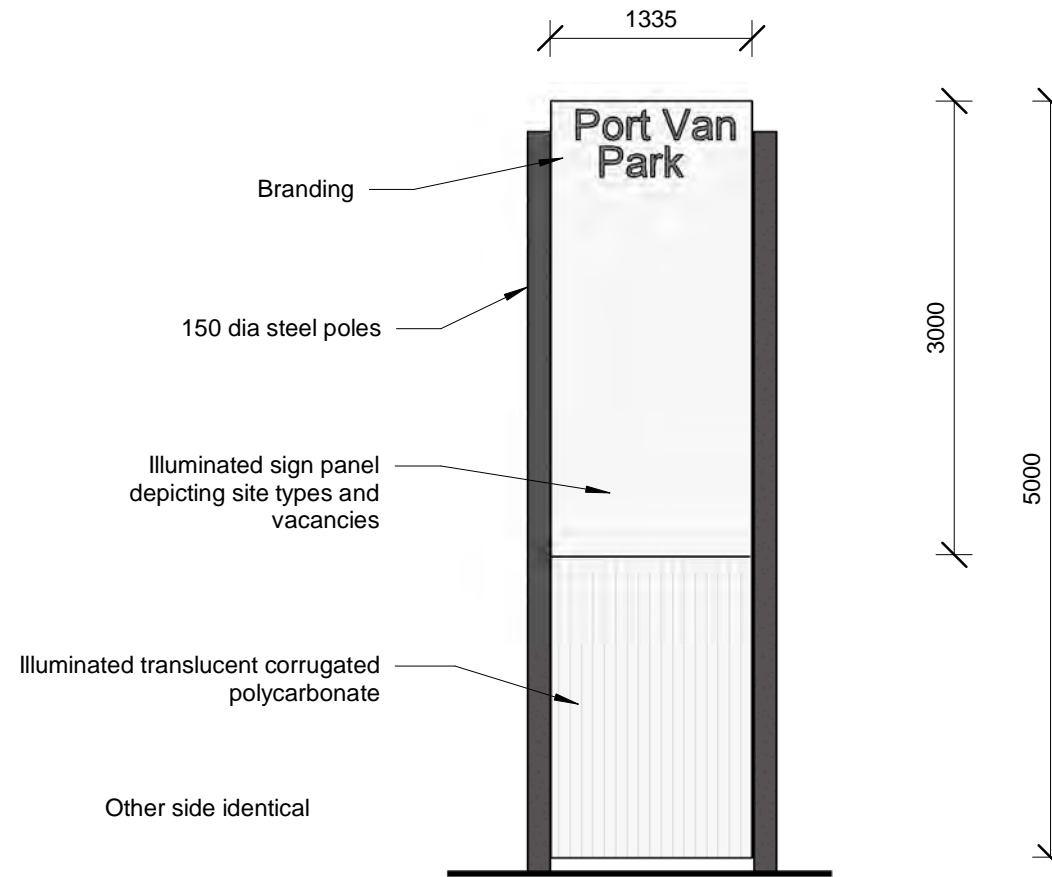
1 : 100



5

## Caravan Entry Signage - Plan

1 : 50



6

## Caravan Entry Signage - Elevation

1 : 50

Smart eDA ID: 1469511102074

## State assessments

**Lot 45 CAPTAIN COOK HWY, PORT DOUGLAS**

9 matters requiring further investigation.

## State Assessment and Referral Agency

**State Assessment and Referral Agency****Environment and Heritage**[Category A and B extract from the regulated vegetation management map](#)

Yes

[Coastal hazard area - erosion prone area](#)

Yes

[Coastal hazard area ? high storm tide inundation area](#)

Yes

[Coastal hazard area ? medium storm tide inundation area](#)

Yes

[Coastal management district](#)

Yes

[Coastal zone](#)

Yes

[Tidal waterways](#)

Yes

**Transport**[Area within 25m of a State controlled road](#)

Yes

[State controlled roads](#)

Yes