

# IDAS form 1—Application details

(Sustainable Planning Act 2009 version 4.3 effective 5 December 2016)

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)	Optus Mobile Pty Ltd C/- Urbis Pty Ltd			
For companies, contact name	Tiffany Prigg			
Postal address	Urbis – Level 7, 123 Albert Street			
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Email address (non-mandatory requirement)

tprigg

@urbis.com.au

Applicant's reference number (non-mandatory requirement)

BA3882

**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.)

Material Change of Use – Telecommunication facility comprising a 25m monopole and equipment shelter.

d) What is the level of assessment? (Please only tick one box.)

☐ Impact assessment    ☒ Code assessment
**Table B**—Aspect 2 of the application (If there are additional aspects to the application please list in Table C—Additional aspects of the application.)

a) What is the nature of development? (Please only tick one box.)

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

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

☐ Preliminary approval under s241 of SPA    ☐ Preliminary approval under s241 and s242 of SPA    ☐ Development permit
c) Provide a brief description of the proposal, including use definition and number of buildings or structures where applicable (e.g. six unit apartment building defined as a *multi-unit dwelling*, 30 lot residential subdivision etc.)

d) What is the level of assessment?

☐ Impact assessment    ☐ Code assessment
**Table C**—Additional aspects of the application (If there are additional aspects to the application please list in a separate table on an extra page and attach to this form.)
☐ Refer attached schedule    ☒ Not required

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

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

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

Street address					Lot on plan description		Local government area (e.g. Logan, Cairns)
Lot	Unit no.	Street no.	Street name and official suburb/locality name	Post-code	Lot no.	Plan type and plan no.	
i)		3	Escape Street, Port Douglas	4877	48	RP747344	Douglas
ii)							
iii)							

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

Lot	Applicable zone / precinct	Applicable local plan / precinct	Applicable overlay/s
i)	Community and Recreational Facilities	Port Douglas and Environs Locality	Acid Sulfate Soils Natural Hazards
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 land on which the development is proposed** (indicate square metres)

1.201Ha

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

Council Parkland

**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	<b>Douglas Shire Council</b>
<input checked="" type="checkbox"/> The owner's written consent is attached or will be provided separately to the assessment manager.	

**Table H**

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

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

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

**Table I**

Name of water body, watercourse or aquifer

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

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

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

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

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

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

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

☒ No—go to question 11 ☐ Yes

**10a. 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 local government/private certifier's copy of the accepted QLeave form

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

**11. 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)

**12. 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
Town Planning Report	Email
Signed Owners Consent	Email
Title Search	Email
Proposal Plan	Email
EME Report	Email

**13. 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 10**

- 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 2013.

**Question 10a**

- 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 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.

**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)
Telecommunications Tower (25m Monopole & ancillary equipment shelter)	Telecommunications Facility	N/A	24/7	N/A

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

☒ No ☐ Yes—provide details below

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



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

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

A statement addressing the relevant part(s) of the State Development Assessment Provisions (SDAP).	<input checked="" type="checkbox"/> Confirmed <input type="checkbox"/> Not applicable	Email
<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 checked="" type="checkbox"/> Confirmed <input type="checkbox"/> Not applicable	Email
<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	Email
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	Email
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	Email
<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 type="checkbox"/> Confirmed <input checked="" 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.

# **TOWN PLANNING REPORT**

## **TELECOMMUNICATIONS FACILITY.**

**3 ESCAPE STREET, PORT  
DOUGLAS**

FEBRUARY 2017  
BA3882  
FINAL  
PREPARED FOR OPTUS MOBILE PTY LTD

**URBIS**

**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

Director	Ben Slack
Associate Director	Matthew Brown
Senior Consultant	Grant Williams
Consultant	Tiffany Prigg
Project Code	BA3882
Report Number	V1

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# EXECUTIVE SUMMARY

## SITE AND PROPOSAL DETAILS

<b>Address of site</b>	3 Escape Street, Port Douglas, QLD 4877
<b>Real Property Description</b>	Lot 48 on RP747344
<b>Site Area</b>	1.201 Ha
<b>Planning Scheme</b>	Douglas Shire Planning Scheme 2006
<b>Zone (Planning Area)</b>	Community and Recreational Facilities
<b>Local Plan</b>	Port Douglas and Environs Locality
<b>Purpose</b>	Material Change of Use for Telecommunication Facility.
<b>General Description</b>	Telecommunication facility comprising a 25m monopole and equipment shelter.
<b>Land Owner</b>	Douglas Shire Council

## ASPECTS OF DEVELOPMENT

<b>Type of development</b>	<b>Material Change of Use</b>	<b>Reconfiguration of Lot</b>	<b>Operational Works</b>	<b>Building Work</b>
<b>Type of Approval</b>	Development Permit for Telecommunication Facility	None	None	Preliminary Approval for Telecommunication Facility
<b>Level of Assessment</b>	Code Assessment	N/A	N/A	Exempt

## APPLICATION DETAILS

<b>Applicant</b>	<b>Contact details</b>	<b>Reference Number</b>
Optus Mobile Pty Ltd C/- Urbis Pty Ltd  Level 7 123 Albert Street, Brisbane, QLD, 4000	Grant Williams   Tiffany Prigg  Phone: (07) 3007 3800  Email: gwilliams@urbis.com.au   tprigg@urbis.com.au	BA3882

# 1. INTRODUCTION

Urbis Pty Ltd, has prepared this development application on behalf of Optus Mobile Pty Ltd. The development is for a Development Permit for a Material Change of Use for a Telecommunication Facility. The development is being proposed to support the Optus Telecommunications network.

The land subject to this development application comprises land at 3 Escape Street, Port Douglas on Lot 48 on RP747344 (referred to as 'the site' hereon in).

This report addresses the merits of the development with regard to the provisions of the *Douglas Shire Planning Scheme 2006* and the relevant sections of the *Sustainable Planning Act 2009*. For the purpose of this report, the *Douglas Shire Planning Scheme 2006* will be referred to as the 'Planning Scheme' and the *Sustainable Planning Act 2009* will be referred to as 'the SPA' hereon in.

This report is accompanied by and should be read in conjunction with the following drawings and technical reports:

- Appendix B – Proposal Plans prepared by Urbis; and
- Appendix C – EME Report prepared by Huawei.

The assessment of the application is to be undertaken in accordance with Section 313 of SPA. This report provides the applicant's assessment against these provisions and concludes that the development is appropriate, generally consistent with existing planning controls and intent for the area, is not anticipated to impact upon the amenity of the locality and will comprise a key piece of infrastructure for the Optus Telecommunications Network. Council's approval of the application is therefore sought, subject to relevant and reasonable conditions.



## **2. MOBILE TELECOMMUNICATIONS SYSTEMS**

### **2.1. WHAT IS A MOBILE BASE STATION AND HOW DO THEY WORK?**

A mobile base station is a facility that provides mobile telephone services to a geographical area. A mobile phone network is made up of base stations which operate together to provide service to users moving from place to place within the coverage area. A mobile base station typically consists of the following components: antennas, support structure, base station and transmission equipment. The antennas are connected by cable to radio equipment usually housed in a room, shelter or outdoor unit. Base stations are connected to the core network by microwave or fibre. Mobile phones work by sending and receiving low power radio signals, much like 2-way radio system. The signals are sent and received from antennas that are attached to radio transmitters and receivers, commonly referred to as mobile phone base stations. The base stations are linked to the rest of the mobile and fixed phone network and pass the signal/call on into those other parts of the network.

### **2.2. BENEFITS OF MOBILE TECHNOLOGIES**

Mobile telecommunications play a central role in society and are becoming more deeply integrated into our day to day lives. Mobile communications networks shape how and when people communicate and how we access information on a daily basis. Today, improved connectivity means that mobile devices are used for everything from commerce and research to location-based services and social media. Individuals, families, businesses and society are all benefiting from the improved connectivity facilitated by mobile technologies.

In addition to its personal and social value, the evolution of mobile technologies has delivered significant benefits to the Australian economy by improving productivity, business management and customer engagement. Since its introduction, mobile technology has played a key role in stimulating labor productivity growth by allowing employees to be more efficient, with more productive use of time. According to Deloitte (2016), the Australian economy is approximately \$34 billion larger in 2015 than it would otherwise be due to the long-term productivity of mobile technologies.

Mobile technology's economic contribution is not limited to improving productivity. It improves connectivity and participation in the workforce. Mobile technology also provides employees with the flexibility to work from home, promoting sustainable commuting and also reducing traffic congestion. According to the Australian Mobile Telecommunications Association (AMTA), two decades ago only 4% of Australians owned a mobile device. According to the Australia Bureau of Statistics, there are now over 21 million subscribers with internet access connections via a mobile handset in Australia (ABS, 2015). Mobile technology's continual development has allowed it to become the preferred channel to access the internet for most people in Australia and the rest of the world.

### **2.3. PURPOSE OF THE PROPOSAL**

To cater for the growing demand for mobile services, Optus has embarked on a nationwide rollout to deliver an improved, reliable telecommunications network to the Australian public. The rollout will provide improved mobile coverage and enhanced services in metropolitan, regional and rural areas throughout Australia. This rollout consists of the upgrade of existing telecommunications facilities and where required the installation of new mobile base stations to expand the coverage footprint and offer seamless mobile services.

Additional base stations are required where surrounding facilities cannot provide sufficient coverage to a target area. New facilities are also required when existing base stations are fully utilised and cannot serve additional users in the area. Optus has undertaken analysis of their mobile network in Port Douglas and has identified areas where coverage and network quality needs to be improved. If this investment is not made, the following main issues will arise:

1. Users may have difficulty connecting to the mobile network or the call may drop out. This impacts businesses, residents, visitors to the area and the ability of the user to contact emergency services.
2. User may experience reduced data speeds, longer download times and poor network performance at busy times of the day with data intensive and time sensitive applications (e.g. newscasts, social media, mobile banking, weather forecasts, sports highlights etc).

Once Optus identifies the need for improved network performance, the optimisation of existing Optus facilities throughout the region is explored and undertaken where required. In some cases this option resolves network deficiencies in an area. However, in this situation the optimisation of surrounding facilities has not been able to achieve a satisfactory outcome for the network at Port Douglas. Optus has undertaken investigations into the use of other Carrier and broadcast facilities within the area. This is discussed in the Site Selection Process below.

As such it was concluded that the deployment of a new Optus mobile base station in the Port Douglas area was the only viable solution.

## 3. SITE SELECTION PROCESS

Optus commences the site selection process with a search of potential sites that meet the network's technical requirements, with a view to also having the least possible impact on the surrounding area. Optus applies and evaluates a range of criteria as part of this site selection process.

Optus assesses the technical viability of potential sites through the use of computer modelling tools that produce predictions of the coverage that may be expected from these sites, as well as from the experience and knowledge of the radio engineers.

There are also a number of other important criteria that Optus uses to assess and select potential site options. These take into account factors other than the technical performance of the site, and include:

- The potential to co-locate on an existing telecommunications facility.
- The potential to locate on an existing building or structure.
- Visual impact and the potential to obtain relevant town planning approvals.
- Proximity to community sensitive locations and areas of environmental heritage.
- The cost of developing the site and the provision of utilities (power, access to the facility and transmission links).

During the detailed site selection process for the new facility, Optus carefully considered all of the above criteria. This analysis is detailed in the following section.

### 3.1. JUSTIFICATION FOR SITE SELECTION

Optus carefully examined a range of possible deployment options in the area before concluding that a new telecommunications facility located at *3 Escape Street, Port Douglas* would be the most appropriate solution (see Figure 2).

#### 3.1.1. Co-Location with an Existing Telecommunications Facility

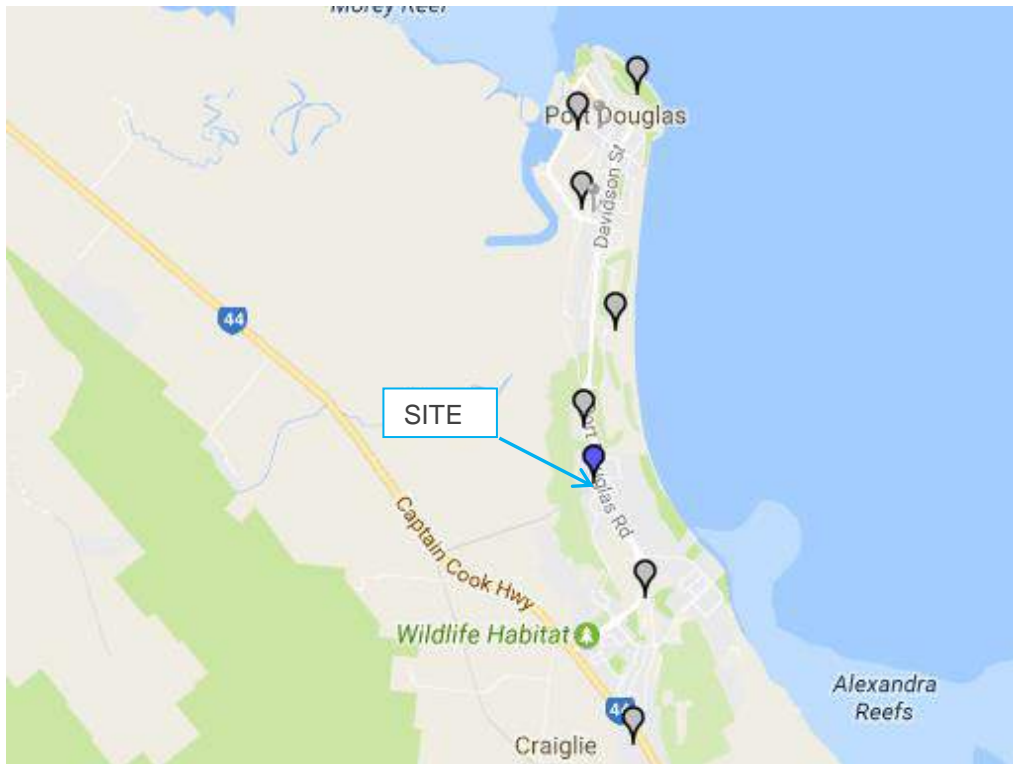
The Communications Alliance Industry Code – Mobile Phone Base Station Deployment promotes the use of existing sites in order to mitigate the effects of facilities on the landscape. While there are 2 existing sites in the general vicinity of the proposal site, as seen in Figure 1 below, they were not able to achieve the required radio frequency performance:

- Telstra has reservation for equipment at the 14.36m level of the existing building at 87-109 Port Douglas Road, Port Douglas. This is located approximately 518 metres to the north of the proposed site and is outside the search ring. Furthermore, the height of the building is not suitable to provide adequate coverage for Optus; and
- Telstra has a second existing telecommunications facility in the area at Old Port Road, Port Douglas. This 30 metre facility is located approximately 1.17km from the proposed site and is too far outside the search ring to reach the minimum coverage requirements for Optus.

The location of the site of the proposal is shown in Figure 2 below.

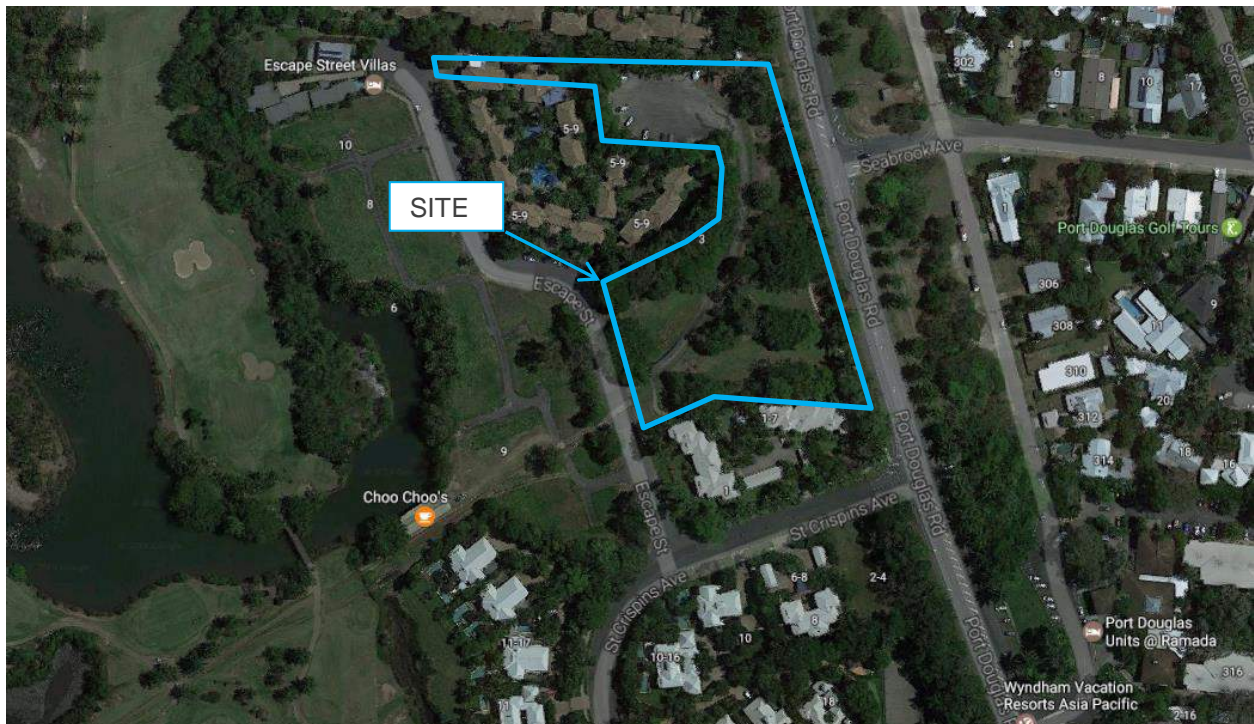


Figure 1 – Nearby Sites



Site 4877007 Movable Site Nearby Site Structure  
 Source: Radio Frequency National Site Archive

Figure 2 – Site of proposal



Source: Google Earth

### 3.1.2. New Telecommunication Facility Sites

Optus initially identified a range of potential sites within the area, as listed in **Table 1**. The locations of the potential sites are indicated in **Figure 3**.

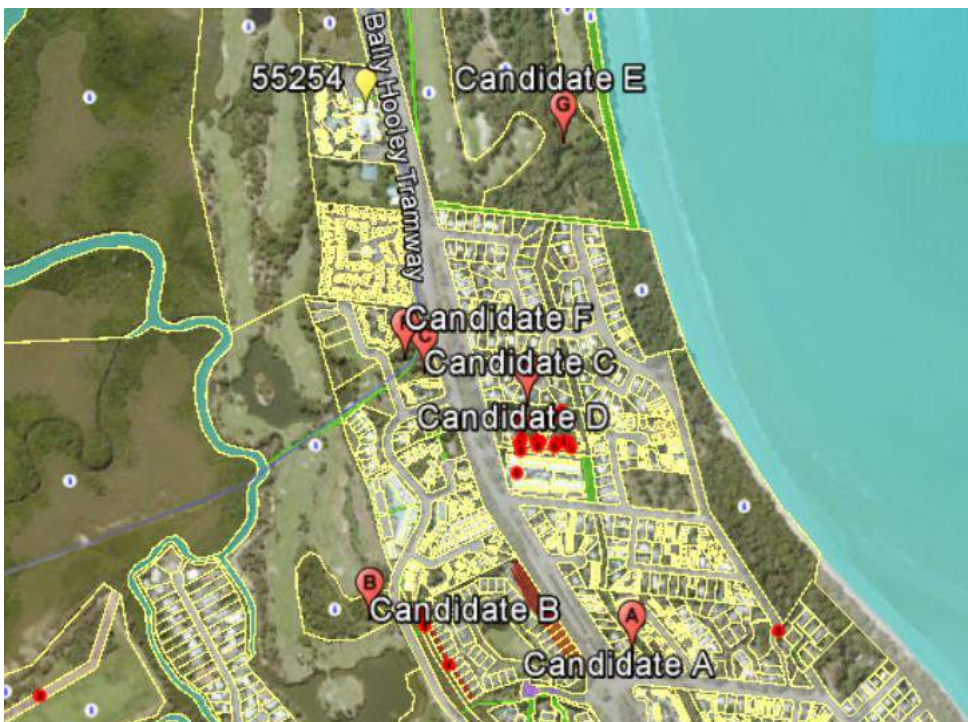
Table 1 – List of potential sites

Candidate	Details
A	<p>364 - 366 Port Douglas Road, Port Douglas. BUP70698</p> <p>Four Mile Beach Plaza Community</p> <p>Proposal type: New 25m monopole.</p> <p>While the candidate achieved reasonable radio frequency performance, site specifics were not considered viable. The site has constrained space for a Telecommunications facility due to the existing centre and car park. Therefore, the candidate was not pursued.</p>
B	<p>39 Crispins Avenue, Port Douglas. Lot 7 on SP160477</p> <p>Proposal type: New 25m monopole.</p> <p>Located on land under the same ownership as Candidate E but located on the opposite side of Port Douglas Road, this candidate is considered suitable from a town planning perspective. Adequate vegetative screening is provided from nearby residential uses and the facility is considered to be buildable despite the swampy ground conditions. However, the land owner was unwilling to enter a lease due to potential future development on this portion of the site.</p>
C	<p>3 Escape Street, Port Douglas. Lot 48 on RP747344</p> <p>Proposal type: New 25m monopole.</p> <p>The site is situated on Council owned land with a small park reserve. The area is suitable for a new facility.</p> <p>Access and hard-stand area is considered suitable for a telecommunications facility and there is nearby access to power.</p> <p>There is good vegetative screening present onsite and good separation from permanent residential uses.</p> <p>Whilst the site is considered viable as a whole, an alternative siting on the same lot was proposed by Council as Candidate F.</p>
D	<p>316 Port Douglas Road, Port Douglas - Mantra Resort. BUP105049.</p> <p>Proposal type: New 25m monopole</p> <p>This candidate, like Candidate A, is located in a confined space, difficult for a Telecommunications facility, with limited access. There is limited room for crane and cherry pickers during construction and would need to occur outside of business hours. A power upgrade to support the facility would also likely be required, as well as a bitumen reinstatement. Council expressed concerns regarding visual impact within a tourist precinct.</p>



Candidate	Details
	Due to a combination of these factors, this candidate was not pursued.
E	<p>Sheraton Mirage - Port Douglas Road, Port Douglas. Lot 88 on SP201271</p> <p>Proposal type: New 35m monopole</p> <p>Located on land under the same ownership as Candidate B but located on the opposite side of Port Douglas Road, this candidate is considered suitable from a town planning perspective. Adequate vegetative screening is provided from nearby residential uses and the facility is considered to be buildable despite the swampy ground conditions. However, the land owner was unwilling to enter a lease due to potential future development on this portion of the site.</p>
F	<p>3 Escape Street, Port Douglas. Lot 48 on RP747344</p> <p>Proposal type: New 25m monopole.</p> <p>The site is situated on Council owned land with a small park reserve. The area is suitable for a new facility.</p> <p>Access and hard-stand area is considered suitable for a telecommunications facility and there is nearby access to power.</p> <p>There is good vegetative screening present onsite and good separation from permanent residential uses.</p> <p>This candidate was proposed by Council as the most suitable option.</p>

Figure 3 – Candidate locations



(Source: Google Earth)





## 3.2. SUMMARY

Optus has undertaken a thorough examination of potential sites for a telecommunications base-station in the surrounding area. However, these sites have been ruled out due to their inability to meet the technical requirements necessary to provide improved service within the Port Douglas area.

Following the failure to find a suitable site for co-location, suitable sites for a new facility in the Port Douglas area were identified. As demonstrated in the preceding section, a number of different locations and proposals were explored. However, most were ruled out due to one or more of the following reasons:

- Sufficient coverage and capacity to meet the objectives of the project would not be obtained;
- Optus was unable to agree a lease for the site;
- Site access was inadequate and/or the cost associated with building the facility would be unreasonable;
- The location was considered too close to sensitive land uses.

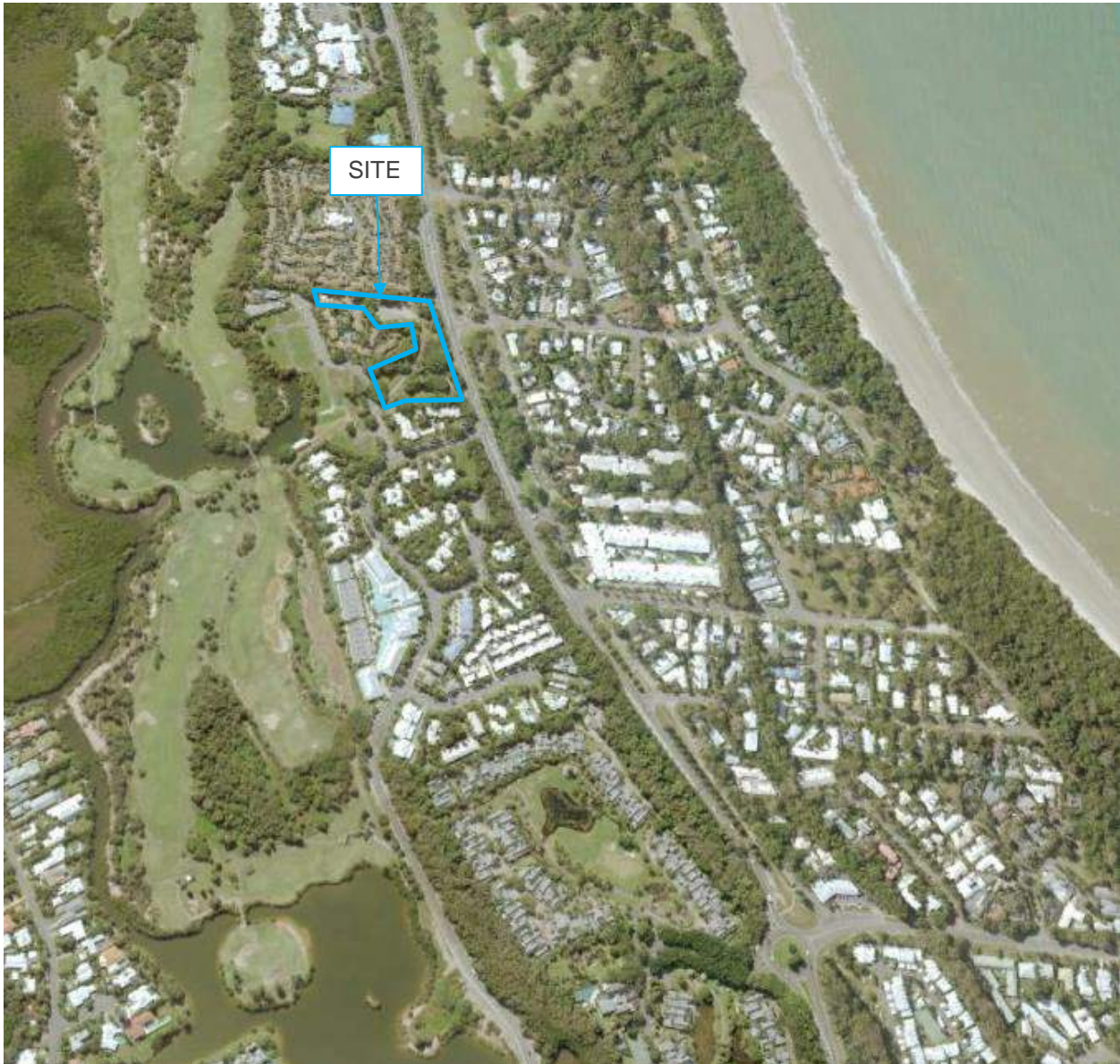
Optus has concluded that Candidate F is the most appropriate location for the installation of a new facility. This candidate was also supported in principle by Council. Therefore, on behalf of Optus, we submit this Development Application for a new telecommunications facility at *3 Escape Street, Port Douglas*.

## 4. THE SITE AND SURROUNDS

### 4.1. SITE LOCATION AND CHARACTERISTICS

The site is located in Port Douglas, and comprises a Council-owned recreational park space, as shown in Figure 5 below. The site of the development application is 3 Escape Street, Port Douglas and is formally described as Lot 48 on RP747344.

Figure 4 – Site and Surrounds



Source: Google Earth

The site comprises one land parcel, with a total area of 1.2 hectares. The land is currently used for open and recreational space. The part of site subject to the proposed facility is surrounded by mature vegetation. An easement for the Bally-Hooley Railway line runs through the centre of the site, however the proposal is not anticipated to impact on the railway line. Figure 5 below illustrates these details.



Figure 5 – Site Features



Source: Google Earth

## 4.2. SURROUNDING CONTEXT.

The land immediately surrounding the subject site is characterised by tourist accommodation, and Mirage Country Club golf course. Specifically, nearby uses include the following:

- North – Immediately north, the site is adjoined by Reef Resort Port Douglas tourist accommodation. Beyond this is additional short-term accommodation.
- East – Immediately to the east is Port Douglas Road. Beyond this is further residential uses and tourist accommodation.

- South – Immediately south, the site is adjoined by The Villa tourist accommodation. Beyond this is St Crispins Avenue. Further to the south is additional tourist accommodation.
- West – To the west, the site is adjoined by Mirage Country Club golf course. Further west is National Park land.

### **4.3. LAND OWNERSHIP AND ENCUMBRANCES**

The land is held under reserve tenure, with the Douglas Shire Council as Trustee. There is an easement burdening the land over the site, utilised for the purposes of the former tourist railway line running through the site. Refer to the Certificate of Title in **Appendix A** for further reference.

Optus is currently negotiating a lease agreement with the land owner of the site. Following completion of these negotiations, the lease will be registered on title, providing Optus with long term land tenure. It should be noted that the period of the proposed lease will not exceed 10 years, and therefore the lease will not trigger the need for a Reconfiguring a Lot (subdivision by lease) development approval.

## 5. THE PROPOSED FACILITY

The proposed facility has been designed and will be owned and operated by Optus and form part of Optus' current wireless communications networks.

The proposal for this site is to install a 25m tall Telecommunications Facility tower:

- The construction of a 25m monopole, with an overall height of approximately 27m;
- The attachment of three (3) panel antennas (2.8m long) on a hexagonal headframe;
- The attachment of fifteen (15) Remote Radio Units behind the antennas on the proposed Optus headframe;
- The construction of an equipment shelter on concrete piers, consisting of the following dimensions:
  - 3150mm x 2380mm; totalling 7.5m<sup>2</sup>
- Associated ancillary equipment, including underground conduits.
- The proposed Optus lease area is 96m<sup>2</sup>.

Optus believe that the antenna (due to its type and size) is not considered a "Low-impact Facility" in accordance with the *Telecommunications (Low-impact Facilities) Determination 1997* and will therefore require planning approval from Council.

## **6. INDUSTRY CODE C564: 2011 MOBILE PHONE BASE STATION DEPLOYMENT**

In response to calls for greater council and community involvement when telecommunications facilities are installed, the Communications Alliance Ltd developed the 'Industry Code - Mobile Phone Base Station Deployment' (more commonly referred to as the Deployment Code).

The Deployment Code cannot change the existing regulatory regime for telecommunications at local, State or Federal level. However, it supplements the existing obligations on carriers, particularly in relation to community consultation and the consideration of exposure to radio signals, sometimes known as electromagnetic energy (EME or EMR).

The Code imposes mandatory levels of notification and community consultation for sites complying with the Telecommunications (Low-impact Facilities) Determination 1997. It identifies varying levels of notification and/or consultation depending on the type and location of the infrastructure proposed.

The subject proposal, in not being designated a 'Low-impact' facility, is not subject to the notification or consultation requirements associated with the Deployment Code. These processes are handled within the relevant State and Local consent procedures.

Nevertheless, the intent of the Code, to ensure Carriers follow a 'precautionary approach' to the siting of infrastructure away from sensitive land uses, has been followed in the selection of this site.

This site has been selected and designed to comply with the requirements of the Deployment Code in so much as the precautionary approach has been adhered to and, as a result the best design solution has been achieved.



## 7. EME AND HEALTH

Optus acknowledges some people are genuinely concerned about the possible health effects of electromagnetic energy (EME) from mobile phone base stations and is committed to addressing these concerns responsibly.

Optus, along with the other mobile phone carriers, must strictly adhere to Commonwealth Legislation and regulations regarding mobile phone facilities and equipment administered by the Australian Communications and Media Authority (ACMA).

In 2003 the ACMA adopted a technical standard for continuous exposure of the general public to RF EME from mobile base stations. The standard, known as the Radiocommunications (Electromagnetic Radiation – Human Exposure) Standard 2003, was prepared by the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) and is the same as that recommended by ICNIRP (International Commission for Non-Ionising Radiation Protection), an agency associated with the World Health Organisation (WHO). Mobile carriers must comply with the Australian Standard on exposure to EME set by the ACMA.

The Standard operates by placing a limit on the strength of the signal (or RF EME) that Optus can transmit to and from any network base station. The general public health standard is not based on distance limitations, or the creation of “buffer zones”. The environmental standard restricts the signal strength to a level low enough to protect everyone at all times. It has a significant safety margin, or precautionary approach, built into it.

In order to demonstrate compliance with the standard, ARPANSA created a prediction report using a standard methodology to analyse the maximum potential impact of any new telecommunications facility. Carriers are obliged to undertake this analysis for each new facility and make it publicly available.

Importantly, the ARPANSA-created compliance report demonstrates the maximum signal strength of a proposed facility, assuming that it’s handling the maximum number of users 24-hours a day.

In this way, ARPANSA requires network carriers to demonstrate the greatest possible impact that a new telecommunications facility could have on the environment, to give the community greater peace of mind. In reality, base stations are designed to operate at the lowest possible power level to accommodate only the number of customers using the facility at any one time. This design function is called “adaptive power control” and ensures that the base station operates at minimum, not maximum, power levels at all times.

The maximum environmental EME level from the site, once it is operational, will comply with the ACMA mandated exposure limit (see Appendix C). Optus complies with the public health and safety standard by a significant margin.

Optus relies on the expert advice of national and international health authorities such as the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) and the World Health Organisation (WHO) for overall assessments of health and safety impacts. The WHO advises that all expert reviews on the health effects of exposure to radiofrequency fields have concluded that no adverse health effects have been established from exposure to radiofrequency fields at levels below the international safety guidelines that have been adopted in Australia.

Optus has strict procedures in place to ensure its mobile phones and base stations comply with these guidelines. Compliance with all applicable EME standards is part of Optus’ responsible approach to EME and mobile phone technology.

Refer to the EME Report attached in Appendix C.

## 8. VISUAL IMPACT

The proposed facility is setback approximately 65 metres from Port Douglas Road on a Council owned site characterised by open space. The site provides a considerable level of visual screening from established vegetation around the periphery of the site.

The proposed facility is located within proximity to short-term accommodation uses, with the nearest located on the adjoining properties to the north and south. However, the proposed facility is anticipated to blend with the surrounding area given the high level of dense vegetation, including mature trees, as well as the relatively low height of the tower at 25m. The nearest residential use is approximately 144m to the east.

Figure 6 – Site Context



Source: Nearmap

Figure 6, above, illustrates that while the separation from sensitive uses is moderate, the surrounding area is screened by dense, mature vegetation that will provide screening to the base of the facility and a portion of the monopole. It is also proposed to paint the facility in a green hue to blend in with the surrounding vegetation. Note that the slimline form of the facility is considered suitable for the touristic area.



Figure 7 - Views over site from surrounding streets



Picture 1 – View north-east from Escape Street



Picture 2 – View north from the proposed location



Picture 3 – Visual Screening, facing north on Port Douglas Road



Picture 4 – Visual Screening, facing south on Port Douglas Road

## 9. RELEVANT PLANNING PROVISIONS

### 9.1. THE SUSTAINABLE PLANNING ACT 2009

The purpose of the *Sustainable Planning Act 2009* ('SPA') is to achieve ecological sustainability by coordinating planning at all levels of government and by managing the development process as well as the impacts of development.

The *Douglas Shire Planning Scheme 2006* ('Planning Scheme') states that the proposed Material Change of Use development is subject to code assessment. Code assessment is to be undertaken in accordance with Section 313 of the SPA. The assessment manager, when considering an application subject to code assessment, is required to assess the development application against any relevant State Planning Regulatory Provisions, Regional Plans, IDAS codes, State Planning Policies, and any applicable codes in the Planning Scheme. In addition, the assessment manager must have regard to the common material, any development approval for, and any lawful use of, the premises or adjacent premises, any referral agency's response for the application and the purposes of any instrument containing an applicable code.

### 9.2. STATE PLANNING REGULATORY PROVISIONS

State Planning Regulatory Provisions ('SPRPs') are the pre-eminent planning instruments and have the ability to regulate and prohibit development, despite the provisions of a local planning instrument. An assessment of the proposal against the current SPRPs is provided as follows.

Table 2 – State Planning Regulatory Provisions

Current Regulatory Provisions	Applicability
Yeerongpilly Transit Orientated Development State Planning Regulatory Provision 2014	<b>Not Applicable</b> – The site is not located within the area of the Yeerongpilly TOD.
South East Queensland Regional Plan 2009-2031 State Planning Regulatory Provisions (as amended)	<b>Not Applicable</b> – The site is located within the Urban Footprint.
Guragunbah State Planning Regulatory Provision	<b>Not Applicable</b> – The site is not located within the Guragunbah region
State Planning Regulatory Provision (Adopted Charges)	<b>Applicable</b> – Infrastructure charges applicable to the proposal will be subject to the Adopted Charges SPRP, however as the Council adopted <i>Infrastructure Charges Resolution (No 1) 2015</i> in accordance with the Adopted Charges SPRP, no further assessment of this SPRP is required
Off-Road Motorcycling Facility on State-Owned Land at Wyaralong	<b>Not Applicable</b> – The site is not located in Wyaralong nor is the proposed development for a motor sport activity facility.
State Planning Regulatory Provisions (Adult Stores)	<b>Not Applicable</b> – The proposed development does not involve an Adult Store.
South East Queensland Koala Conservation State Planning Regulatory Provisions	<b>Not Applicable</b> – The site is not identified within an Assessable Development Area in the SEQ Koala Conservation Trigger maps.

This demonstrates that the proposal is not subject to any current SPRPs.

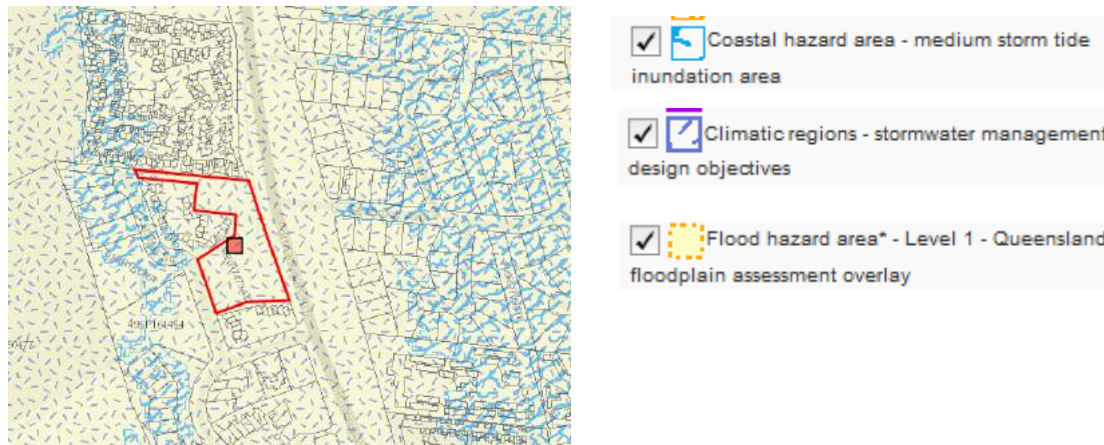


### 9.3. STATE PLANNING POLICIES

The single State Planning Policy ('SPP'), introduced on 2 December 2013, has been developed to replace multiple SPPs previously in place. The SPP defines the Queensland Government's policies about matters of state interest in land use planning and development, and provides a guide for the preparation of local planning instruments and assessment of development applications. The SPP will apply for the assessment of some development applications until a planning scheme that appropriately integrates the state interests in the SPP takes effect.

The new SPP provides supporting mapping to assist in spatially representing policies and requirements contained within the SPP. A comprehensive overlay map for the site of state planning interests is provided in **Figure 8**.

Figure 8 – SPP mapping



Source: DILGP

### 9.4. STATE INTERESTS- DEVELOPMENT ASSESSMENT

Part E of the SPP provides interim requirements for the assessment of development applications. Interim development assessment requirements have been prepared for the following state interests:

- Mining and extractive resources;
- Biodiversity;
- Coastal environment;
- Water quality;
- Natural hazards, risk and resilience;
- Emissions and hazardous activities;
- State transport infrastructure; and
- Strategic airports and aviation facilities.

**Appendix D** provides an overview of the relevance of State Interests for the development application. The Planning Scheme has not been declared to have appropriately integrated any aspects of the current SPP. The site and the particular location of the proposed facility is affected by the following state interests in the SPP:

- Climatic regions - stormwater management design objectives
- Flood hazard area\* - Level 1 - Queensland floodplain assessment overlay
- Coastal hazard area - medium storm tide inundation area

**Appendix D** provides an assessment of whether the proposal requires assessment against the Interim Development Assessment Provisions and concludes that assessment is required in relation to Natural

Hazards, Risk and Resilience. An assessment against these provisions is also provided at Appendix D. The proposal is considered to comply with these provisions.

## 9.5. STATE ASSESSMENT REFERRAL AGENCY

The State Assessment and Referral Agency (SARA), introduced on 1 July 2013, seeks to deliver a coordinated, whole-of-government approach to the state's assessment of development applications. The State Development Assessment Provisions (SDAP) is an outcome of the SARA and a statutory instrument made under the SPA which sets out matters of interest of the state for development assessment, where the chief executive of administering the SPA is the assessment manager or a referral agency.

Importantly, the SDAP outlines the criteria for assessment by the chief executive and provides applicants with:

- 1) Clarity on when the state is to be involved in the assessment of development applications; and
- 2) Increased transparency and clarity on how development can comply with matters of interest of the state through a set of State Codes.

An assessment of the proposed development against the State Assessment criteria for the relevant referral agency role is included at **Appendix E**. This assessment reveals that the proposal requires referral to SARA for the following matters:

**Table 3 - Referral Triggers**

SPA Reg Reference	Trigger
Schedule 7, Table 3, Item 1	State-Controlled Road  <i>Making a material change of use of premises, other than an excluded material change of use, if any part of the land— (a) is within 25m of a State-controlled road; or (b) is future State-controlled road; or (c) abuts a road that intersects with a State-controlled road within 100m of the land</i>

An assessment of the State Development Assessment Provisions (SDAP) indicates that the development needs to be assessed against the following SDAP modules:

- Module 1: Community amenity
  - 1.1 Managing noise and vibration impacts from transport corridors state code
  - 1.2 Managing air and lighting impacts from transport corridors state code
- Module 18: State transport infrastructure protection
  - 18.1 Filling, excavation and structures state code
  - 18.2 Stormwater and drainage impacts on state transport infrastructure state code
- Module 19: State transport network functionality
  - 19.2 Transport infrastructure and network design state code

Assessment against these Modules is outlined in **Appendix E**.

## 10. LOCAL PLANNING FRAMEWORK

The *Douglas Shire Planning Scheme 2006* ('Planning Scheme') is the local planning instrument that is used to assess the proposed development. The following sections of this report provide an assessment of the proposed development against the relevant provisions of the Planning Scheme.

### 10.1. DEFINITION

The proposed use of the site is defined as a *Telecommunications facility* under the Planning Scheme. The Planning Scheme defines this use as follows:

*Telecommunication Facilities: Means the use of premises for the provision of telecommunication services.*

*The use excludes Low Impact Telecommunications Facilities as defined by the Telecommunications (Low Impact Facilities Determination) 1997 under the Telecommunications Act.*

### 10.2. ZONING

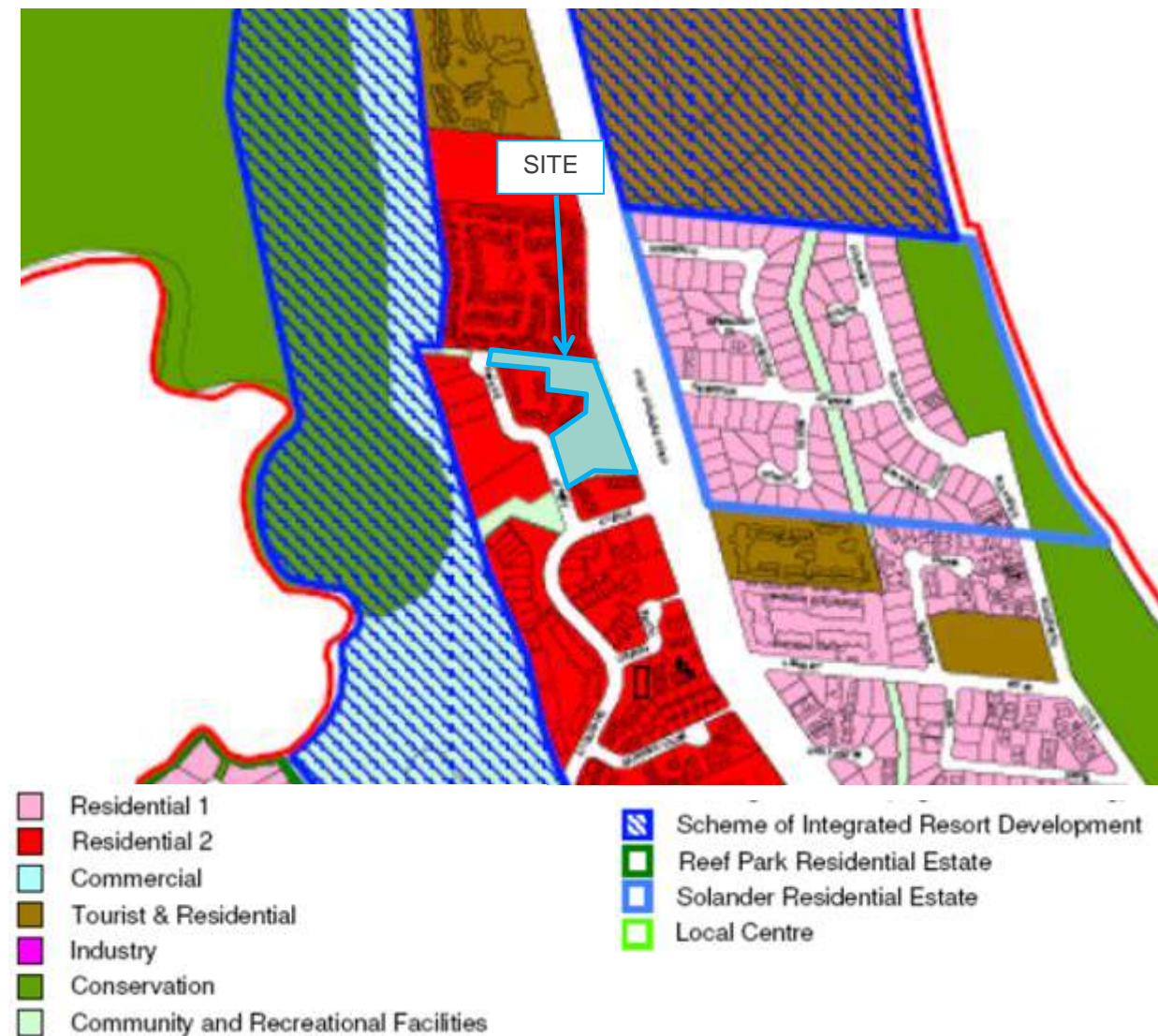
The site is included in the Community and Recreation Facilities Planning Area (Zone) in the Planning Scheme, as shown in Figure 9.

This proposal is consistent with the intent of the area as the telecommunications facility will provide a service to nearby residential areas, businesses and the university campus. Under the Planning Scheme, the Community and Recreational Facilities Planning Area is to provide for a range of outcomes, including the following, relevant to the proposal:

- *Accommodate community facilities such as schools, churches, community centres, State and Local Government facilities and major public utility depots or operations which are important to a locality or the Shire, in locations which are convenient and accessible to the communities which the facilities serve.*
- *Ensure that areas are available for active sport and recreational pursuits, including facilities for commercial recreation*
- *Provide opportunities for sporting clubs using playing fields to establish club facilities*
- *Ensure that a range of functional open spaces, including local and district parks, major areas of parkland with a Shire-wide focus and open space links are provided for the use and enjoyment of residents of, and visitors to, the Shire.*

The proposed telecommunications facility provides mobile telecommunications services to Port Douglas and the surrounding area. Further, the small lease area for the proposed facility occupies will not compromise the continued use of the site for community and recreational purposes. It is recognised that there are limited opportunities in this part of Port Douglas to establish a facility of this nature due to the presence of tourist resorts fronting Port Douglas Road.

Figure 9 - Zoning



Source: Douglas Shire Council

### 10.3. LEVELS OF ASSESSMENT

A Material Change of Use for the purposes of a Telecommunications Facility in the Community and Recreation Facility Planning Area is identified as being subject to Code Assessment under the Planning Scheme.

### 10.4. CODES

As a Code Assessable development, the proposal is assessable against the relevant codes in the Planning Scheme. The following codes are relevant to the proposed development:

- Port Douglas and Environs Locality Code
- Community and Recreational Facilities Planning Area Code
- Telecommunications Facilities Code
- Design and Siting of Advertising Devices Code
- Filling and Excavation Code
- Landscaping Code
- Vehicle Parking and Access Code

An assessment of the proposed development against the relevant codes is attached at **Appendix F** of this report. The proposal does not compromise the purpose of the primary codes and fulfils the Acceptable Solutions or associated Performance Criteria.

## 10.5. OVERLAYS

The site is identified within the Acid Sulfate Soils Overlay and Natural Hazards Overlay mapping. However, the site does not trigger assessment under the relevant criteria in section 4.4.1 of the Acid Sulfate Soils Code or section 4.4.3 of the Natural Hazards Code.



# 11. CONCLUSION

Urbis Pty Ltd has been commissioned by Optus Mobile Pty Ltd to prepare this development application for the approval of a Telecommunications Facility at 3 Escape Street, Port Douglas.

The development application is for the purpose of a Development Permit for a Material Change Use for a Telecommunications Facility on Lot 48 on RP747344.

The proposal has been assessed against, and is able to fulfil the requirements of all relevant statutory planning instruments. In this regard, it is noted that:

- The site is strategically located upon Council-owned recreational community and recreation zoned land, appropriately screened from sensitive land uses;
- The size and configuration of the proposal represents the lowest impact option available for the site;
- The proposed facility provides a structure on which other telecommunications carriers can co-locate in the future if required; and
- The installation will address a number of customer complaints relating to mobile telephone coverage, capacity and the quality of mobile telephone calls in *Port Douglas* and surrounding areas.

On the basis of the assessment contained within this report, we recommend the application to Douglas Shire Regional Council for a favourable assessment and determination, subject to reasonable and relevant conditions.

# DISCLAIMER

This report is dated February 2017 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Optus Mobile Pty Ltd (**Instructing Party**) for the purpose of Development Application (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

# APPENDIX A

# CERTIFICATE OF TITLE

## **APPENDIX B**

## **ARCHITECTURAL DRAWINGS**

# APPENDIX C

# EME REPORT

# APPENDIX D

# STATE PLANNING POLICY ASSESSMENT

MATTER OF INTEREST	TYPE	TRIGGERS	ASSESSMENT REQUIRED
Mining and extractive resources	ROL	Within a Key Resource Area (KRA).	N/A
	MCU	Within the resource/ processing area of a KRA or the separation area for the resource/processing area of a KRA, unless for:  (a) dwelling house on an existing lot, or  (b) home-based business (where not employing more than two non-resident people on a full-time equivalent basis), or  (c) caretaker's accommodation (associated with an extractive industry), or  (d) animal husbandry, or  (e) cropping.	NO
	MCU	Within the transport routes separation area of a KRA that will result in an increase in the number of people living in the transport route separation area, unless for:  (a) dwelling house on an existing lot, or  (b) home-based business (where not employing more than two non-resident people on a full-time equivalent basis), or  (c) caretaker's accommodation (associated with an extractive industry), or  (d) animal husbandry, or  (e) cropping.	NO
Biodiversity	Any development	Any development requiring an environmental offset under a local planning instrument (including a local government condition to provide an environmental offset) must be consistent with the <i>Environmental Offsets Act 2014</i> .	NO
Coastal environment	MCU	On land in a coastal management district.	NO
	ROL		N/A
	OPW		N/A
Water quality	Receiving Waters		
	MCU	Where for urban purposes that involves a land area greater than 2500m <sup>2</sup> that:  (a) will result in an impervious area greater than 25 per cent of the net developable area, or  (b) will result in six or more dwellings.	NO
	ROL	Where for urban purposes that involves a land area greater than 2500m <sup>2</sup> and will result in six or more lots.	N/A

	OPW	Where for urban purposes that involve disturbing more than 2500m <sup>2</sup> of land.	N/A
	Water Supply Catchment in South East Queensland		
	MCU	Where the development is:	NO
	ROL	(1) wholly located outside an urban area, and	N/A
	OPW	(2) relates to land wholly or partly within a water supply buffer area; and	N/A
	BWK	(3) is for any of the following: (a) a material change of use for: i. intensive animal industry, or ii. medium and high-impact industry, or iii. noxious and hazardous industry, or iv. extractive industry, or v. utility installation involving sewerage services, drainage or stormwater services, or waste management facilities), or vi. motor sport facility, or (b) reconfiguring a lot to create five or more additional lots if any resultant lot is less than 16 hectares in size, and the lots created will rely on on-site wastewater treatment.	N/A
	Acid Sulfate Soils		
	MCU	a development application that relates to:	NO
	ROL	1. an acid sulfate soils affected area, and	N/A
	OPW	2. land at or below five metres Australian Height Datum (AHD) where the natural ground level is below 20 metres AHD, if the application is for a material change of use, or operational works, involving:	N/A
	BWK	excavating or otherwise removing 100 cubic metres or more of soil or sediment, or filling of land with 500 cubic metres or more of material with an average depth of 0.5 metres or more.	N/A
Natural hazards	MCU	Where within:	YES
	ROL	(1) a flood hazard area, or	N/A
	OPW	(2) a bushfire hazard area, or (3) a landslide hazard area, or (4) a coastal hazard area.	N/A
Emissions and hazardous activities	MCU	Where for a sensitive land use located wholly or partly within a management area.	NO
	ROL		N/A
State transport infrastructure	MCU	Where the land:	NO
	ROL	(1) is located within 400 metres of a public passenger transport facility or a future public passenger transport facility, and (2) has a total site area equal to or more than 5000m <sup>2</sup> .	N/A

Strategic airports and aviation facilities	Where the site is impacted by a strategic airport or an aviation facility (identified in Part D; Table 2 of the SPP and Appendix 1 of the SPP Guideline).		
	MCU	Where resulting in work encroaching into the operational airspace of a strategic airport and is at least 12 metres high.	NO
	BWK		N/A
	MCU	Where any part of the land is within the 20 ANEF contour, or greater, for a strategic airport.	NO
	ROL		N/A
	MCU	Where any part of the land is within the public safety area of a strategic airport.	NO
	ROL		N/A
	MCU	Where any part of the land is within the lighting area buffer zone of a strategic airport.	NO
	MCU	Where any part of the land is within the wildlife hazard buffer zone of a strategic airport.	NO
	MCU	Where resulting in work encroaching into the building restricted area of an aviation facility.	NO
	BWK		N/A

SPP REQUIREMENTS	RESPONSE
<b>For all natural hazards, development:</b>	
1) avoids natural hazard areas or mitigates the risks of the natural hazard to an acceptable or tolerable level, and	<b>Complies</b> The proposal is located within a flood and coastal hazard area, however, the facility will be unmanned and flood is not likely to pose a significant hazard. The facility is operated remotely and can be switched on and off, as required. Further, the design of the equipment shelter allows for the facility to be elevated above flood levels.
2) supports, and does not unduly burden, disaster management response or recovery capacity and capabilities, and	<b>Complies</b> The proposed facility can be powered up and powered down remotely, without the need to access the site in the event of an emergency. Therefore, the facility will not burden the management response or recovery capacity and capabilities.
(3) directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties, and	<b>Complies</b> The proposal does not increase the severity of flood hazards due to the nature and scale of the facility. The facility does not increase impervious area significantly. Lease area is proposed to be largely gravel, which allows permeation of water. Furthermore, the equipment shelter is raised to allow for overland flow underneath.



<p>(4)</p> <p>avoids risks to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard, and</p>	<p><b>Complies</b></p> <p>The proposal does not include the use of hazardous materials.</p>
<p>(5)</p> <p>maintains or enhances natural processes and the protective function of landforms and vegetation that can mitigate risks associated with the natural hazard, and</p>	<p><b>Complies</b></p> <p>The proposal does not affect the ability of nearby vegetation and landforms to mitigate the risks associated with flood hazards. The facility does not increase impervious area significantly. Lease area is proposed to be largely gravel, which allows permeation of water. Furthermore, the equipment shelter is raised to allow for overland flow underneath.</p>
<p>(6)</p> <p>is not located in an erosion prone area within a coastal management district unless:</p> <p>(a) it cannot feasibly be located elsewhere, and</p> <p>(b) is coastal-dependent development, or temporary, readily relocatable or able-to-be-abandoned development, and</p>	<p><b>Not Applicable</b></p> <p>The site identified in an erosion prone area.</p>
<p>(7)</p> <p>that is the redevelopment of existing permanent buildings or structures, is located outside an erosion-prone area or, where this is not feasible, redevelopment:</p> <p>(a) is located:</p> <p>i. as far landward from the seaward property boundary as possible, or</p> <p>ii. landward of the seaward alignment of the neighbouring buildings, and</p> <p>(b) provides space seaward of the development within the premises to allow for the future construction of erosion control structure, such as seawalls</p>	<p><b>Not Applicable</b></p> <p>The proposal is not for the redevelopment of existing permanent structures. It comprises new development.</p>
<p>(8)</p> <p>proposes to undertake coastal protection work (excluding beach nourishment) only as a last resort where coastal erosion presents an imminent threat to public safety or existing buildings and structures, and all of the following apply:</p> <p>(a) the property cannot reasonably be relocated or abandoned, and</p> <p>(b) any coastal protection works to protect private property is located as far landward as practicable and on the lot containing the property to the maximum extent reasonable, and</p> <p>(c) the coastal protection work mitigates any increase in coastal hazard risk for adjacent areas.</p>	<p><b>Complies</b></p> <p>The proposal does not include coastal protection work.</p>

# APPENDIX E

# REFERRAL AGENCY ASSESSMENT

MATTER OF INTEREST	TYPE	REFERRAL REQUIRED	RELEVANT PROVISIONS OF THE REGULATION	RELEVANT MODULE AND CODES
Regional Plans	MCU	NO	Schedule 7, Table 3, Item 12	<b>Module 2: Regional Plans</b> 2.1 SEQ Regional Plan
	RoL	N/A	Schedule 7, Table 2, Item 39	
Aquaculture	MCU	NO	Schedule 7, Table 2, Item 28	<b>Module 3: Aquaculture</b> 3.1 Aquaculture state code
Environmentally relevant activities	MCU	NO	Schedule 7, Table 2, Item 1	<b>Module 4: Environmentally relevant activities</b> 4.1 Concurrence environmentally relevant activity state code
Fish habitat area – works or other development in or adjoining	Build. Works	N/A	Schedule 7, Table 2, Item 25	<b>Module 5: Fisheries resources</b> 5.1 Development in or adjacent to a declared fish habitat area state code
	Op. Works	N/A	Schedule 7, Table 2, Item 26	
Marine plants – removal, destruction or damage	Op. Works	N/A	Schedule 7, Table 2, Item 30	<b>Module 5: Fisheries resources</b> 5.3 Removal, destruction or damage of marine plants state code
	RoL	N/A	Schedule 7, Table 2, Item 31	
	MCU	NO	Schedule 7, Table 2, Item 32	
		NO	Schedule 7, Table 3, Item 25	
Native vegetation clearing	RoL	N/A	Schedule 7, Table 2, Item 4	<b>Module 8: Native vegetation clearing</b> 8.1 Queensland vegetation management state Code
	Op. Works	N/A	Schedule 7, Table 2, Item 5	
	MCU	NO	Schedule 7, Table 3, Item 10	
Queensland heritage	Build. Works	NO	Schedule 7, Table 1, Item 12	<b>Module 9: Queensland heritage</b> 9.1 Queensland heritage place state code
	Various Dev.	NO	Schedule 7, Table 2, Item 19	
Tidal works or development in a coastal	Op. Works	N/A	Schedule 7, Table 2, Item 13	<b>Module 10: Coastal protection</b> 10.1 Tidal works, or development in a coastal management district state code

management district			Schedule 7, Table 2, Item 15	<b>Module 14: Maritime safety</b> 14.1 Marine safety state code
	RoL	N/A	Schedule 7, Table 2, Item 14	<b>Module 10: Coastal protection</b> 10.1 Tidal works or development in a coastal management district state code
	MCU	No	Schedule 7, Table 3, Item 5	
	Build. Works	N/A	Schedule 7, Table 1, Item 11	
Water – taking or interfering with	Op. Works	N/A	Schedule 7, Table 2, Item 9	<b>Module 7: Water resources</b> 7.1 Sustainable management of water resources state code
			Schedule 7, Table 2, Item 10	
Watercourse or lake – removal of quarry material	All aspects of Dev.	NO	Schedule 7, Table 2, Item 12	<b>Module 7: Water resources</b> 7.2 Removal of quarry material state code
Particular Levees	Op. Works	N/A	Schedule 7, Table 2, Item 48	<b>Module 7: Water resources</b> 7.3 Particular levees state code
Waterway barrier works – constructing or raising	Op. Works	N/A	Schedule 7, Table 2, Item 29	<b>Module 5: Fisheries resources</b> 5.2 Constructing or raising waterway barrier works in fish habitats state code
Wetland – land in or near	RoL	N/A	Schedule 7, Table 2, Item 43a	<b>Module 11: Wetland protection and wild river areas</b> 11.1 Wetland protection area state code
	MCU	NO	Schedule 7, Table 3, Item 21a	
	Op. Works	N/A	Schedule 7, Table 2, Item 43b	
Major hazard facilities	MCU	NO	Schedule 7, Table 2, Item 8	<b>Module 13: Major hazard facilities</b> 13.1 Major hazard facilities state code
Particular Dams	Op. Works	N/A	Schedule 7, Table 2, Item 11	<b>Module 16: Particular dams</b> 16.1 Referable dams state code
Public passenger transport	Build. Works	NO	Schedule 7, Table 1, Item 14	<b>Module 18: State transport infrastructure protection</b> 18.1 Filling, excavation and structures state code

	RoL	N/A	Schedule 7, Table 2, Item 33	<b>Module 1: Community amenity</b> 1.1 Managing noise and vibration impacts from transport corridors state code 1.2 Managing air and lighting impacts from transport corridors state code <b>Module 18: State transport infrastructure protection</b> 18.1 Filling, excavation and structures state code 18.2 Stormwater and drainage impacts on state transport infrastructure state code <b>Module 19: State transport network functionality</b> 19.2 Transport Infrastructure and network design state code
	MCU or Op. Works	NO	Schedule 7, Table 3, Item 14	<b>Module 1: Community amenity</b> 1.1 Managing noise and vibration impacts from transport corridors state code 1.2 Managing air and lighting impacts from transport corridors state code <b>Module 18: State transport infrastructure protection</b> 18.1 Filling, excavation and structures state code 18.2 Stormwater and drainage impacts on state transport infrastructure state code <b>Module 19: State transport network functionality</b> 19.2 Transport Infrastructure and network design state code
Railways	Build. Works	N/A	Schedule 7, Table 1, Item 16	<b>Module 1: Community amenity</b> 1.1 Managing noise and vibration impacts from transport corridors state code 1.2 Managing air and lighting impacts from transport corridors state code <b>Module 18: State transport infrastructure protection</b> 18.1 Filling, excavation and structures state code 18.2 Stormwater and drainage impacts on state transport infrastructure state code
	MCU	NO	Schedule 7, Table 3, Item 15a	<b>Module 1: Community amenity</b> 1.1 Managing noise and vibration impacts from transport corridors state code

				<p>1.2 Managing air and lighting impacts from transport corridors state code</p> <p><b>Module 18: State transport infrastructure protection</b></p> <p>18.1 Filling, excavation and structures state code</p> <p>18.2 Stormwater and drainage impacts on state transport infrastructure state code</p> <p><b>Module 19: State transport network functionality</b></p> <p>19.2 Transport Infrastructure and network design state code</p>
	Op. Works	N/A	Schedule 7, Table 3, Item 15b	<p><b>Module 18: State transport infrastructure protection</b></p> <p>18.1 Filling, excavation and structures state code</p> <p>18.2 Stormwater and drainage impacts on state transport infrastructure state code</p>
	RoL	N/A	Schedule 7, Table 2, Item 34	<p><b>Module 1: Community amenity</b></p> <p>1.1 Managing noise and vibration impacts from transport corridors state code</p> <p>1.2 Managing air and lighting impacts from transport corridors state code</p> <p><b>Module 18: State transport infrastructure protection</b></p> <p>18.1 Filling, excavation and structures state code</p> <p>18.2 Stormwater and drainage impacts on state transport infrastructure state code</p> <p><b>Module 19: State transport network functionality</b></p> <p>19.2 Transport infrastructure and network design state code</p>
State-controlled road	Build. Works	N/A	Schedule 7, Table 1, Item 8	<p><b>Module 18: State transport infrastructure protection</b></p> <p>18.1 Filling, excavation and structures state code</p> <p>18.2 Stormwater and drainage impacts on state transport infrastructure state code</p>
	RoL	N/A	Schedule 7, Table 2, Item 2	<p><b>Module 1: Community amenity</b></p> <p>1.1 Managing noise and vibration impacts from transport corridors state code</p> <p>1.2 Managing air and lighting impacts from transport corridors state code</p> <p><b>Module 18: State transport infrastructure protection</b></p> <p>18.1 Filling, excavation and structures state code</p>

				<p>18.2 Stormwater and drainage impacts on state transport infrastructure state code</p> <p><b>Module 19: State transport network functionality</b></p> <p>19.1 Access to state-controlled road state code</p> <p>19.2 Transport infrastructure and network design state code</p>
	Op. Works	N/A	<p>Schedule 7, Table 2, Item 3</p> <p>Schedule 7, Table 3, Item 1a</p>	<p><b>Module 18: State transport infrastructure protection</b></p> <p>18.1 Filling, excavation and structures state code</p> <p>18.2 Stormwater and drainage impacts on state transport infrastructure state code</p> <p><b>Module 19: State transport network functionality</b></p> <p>19.1 Access to state-controlled road state code</p>
	MCU	YES	Schedule 7, Table 3, Item 1	<p><b>Module 1: Community amenity</b></p> <p>1.1 Managing noise and vibration impacts from transport corridors state code</p> <p>1.2 Managing air and lighting impacts from transport corridors state code</p> <p><b>Module 18: State transport infrastructure protection</b></p> <p>18.1 Filling, excavation and structures state code</p> <p>18.2 Stormwater and drainage impacts on state transport infrastructure state code</p> <p><b>Module 19: State transport network functionality</b></p> <p>19.1 Access to state-controlled road state code</p> <p>19.2 Transport infrastructure and network design state code</p>
State transport infrastructure (thresholds)	Various Aspects of Dev.	NO	Schedule 7, Table 3, Item 2	<p><b>Module 17: Public and active transport</b></p> <p>17.1 Public passenger transport state code</p> <p><b>Module 18: State transport infrastructure protection</b></p> <p>18.1 Filling, excavation and structures state code</p> <p>18.2 Stormwater and drainage impacts on state transport infrastructure state code</p> <p><b>Module 19: State transport network functionality</b></p> <p>19.2 Transport infrastructure and network design state code</p>
State-controlled transport tunnels	RoL	N/A	Schedule 7, Table 2, Item 34a	<p><b>Module 1: Community amenity</b></p> <p>1.1 Managing noise and vibration impacts from transport corridors state code</p>



				<p>1.2 Managing air and lighting impacts from transport corridors state code</p> <p><b>Module 18: State transport infrastructure protection</b></p> <p>18.1 Filling, excavation and structures state code</p> <p>18.2 Stormwater and drainage impacts on state transport infrastructure state code</p> <p><b>Module 19: State transport network functionality</b></p> <p>19.2 Transport infrastructure and network design state code</p>
	MCU	NO	Schedule 7, Table 3, Item 15c	<p><b>Module 1: Community amenity</b></p> <p>1.1 Managing noise and vibration impacts from transport corridors state code</p> <p>1.2 Managing air and lighting impacts from transport corridors state code</p> <p><b>Module 18: State transport infrastructure protection</b></p> <p>18.1 Filling, excavation and structures state code</p> <p>18.2 Stormwater and drainage impacts on state transport infrastructure state code</p> <p><b>Module 19: State transport network functionality</b></p> <p>19.2 Transport infrastructure and network design state code</p>

## MODULE 1: COMMUNITY AMENITY

Performance Outcomes	Acceptable Outcomes	Response
<b>1.1 Managing noise and vibration impacts from transport corridors state code</b>		
<b>1.1.1 Building Work and Material Change of Use</b>		
<b>Residential buildings near a state-controlled road or type 1 multi modal corridor</b>		
<p><b>PO1</b> Development involving an accommodation activity achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by a state-controlled road or a type 1 multi-modal corridor.</p>	<p><b>AO1.1</b> All facades of an accommodation activity exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following external noise criteria:</p> <p>3. ≤60 dB(A) L10 (18 hour) facade corrected (measured L90 (8 hour) free field between 10 pm and 6 am ≤40 dB(A))</p> <p>4. ≤63 dB(A) L10 (18 hour) facade corrected (measured L90 (8 hour) free field between 10 pm and 6 am &gt;40 dB(A)).</p> <p><b>And</b></p> <p><b>AO1.2</b> Every private open space in an accommodation activity exposed to noise from a state-controlled road or type 1 multi-modal corridor meets the following external noise criteria#:</p> <p>1. ≤57 dB(A) L10 (18 hour) free field (measured L90 (18 hour) free field between 6 am and 12 midnight ≤45 dB(A))</p> <p>2. ≤60 dB(A) L10 (18 hour) free field (measured L90 (18 hour) free field between 6 am and 12 midnight &gt;45 dB(A)).</p> <p><b>And</b></p> <p><b>AO1.3</b> Every passive recreation area in an accommodation activity exposed to noise from a state-controlled road or type 1 multi-</p>	<p><b>PO 1 Not Applicable</b></p> <p>The proposal does not include accommodation activity.</p>

Performance Outcomes	Acceptable Outcomes	Response
	<p>modal corridor meets the following external noise criteria#:</p> <p>1. 63 dB(A) L10 (12 hour) free field (between 6 am and 6 pm).</p> <p><b>And</b></p> <p><b>AO1.4</b> Every habitable room in an accommodation activity (other than a residential building), exposed to noise from a state-controlled road or type 1 multi-modal corridor meets the following internal noise criteria#:</p> <p>1. ≤35 dB(A) Leq (1 hour) (maximum hour over 24 hours)</p> <p>Note:</p> <p>Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with <i>AS1055.1–1997 Acoustics – Description and measurement of environmental noise</i></p> <p><i>Editor's note:</i></p> <p>Habitable rooms of residential buildings located within a transport noise corridor must comply with the <i>Queensland Development Code MP4.4 Buildings in a transport noise corridor</i>, Queensland Government, 2010. Transport noise corridors are mapped on the Department of Infrastructure, Local Government and Planning's State Planning Policy Interactive Mapping System</p>	
Accommodation buildings near a railway (with 15 or more passing trains per day) or a type 2 multi modal corridor		
<b>PO2</b> Development involving an accommodation activity achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the	<b>AO2.1</b> All facades of an accommodation activity exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meet	<p><b>PO2 Not Applicable</b></p> <p>The proposal does not include accommodation activity.</p>

Performance Outcomes	Acceptable Outcomes	Response
development from noise generated by a railway with 15 or more passing trains per day or a type 2 multi-modal corridor	<p>the following external noise criteria:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 65</math> dB(A) <math>L_{eq}</math> (24 hour) facade corrected</li> <li>2. <math>\leq 87</math> dB(A) (single event maximum sound pressure level) facade corrected</li> </ol> <p><b>And</b></p> <p><b>AO2.2</b> Every private open space and passive recreation area exposed to noise from a railway with 15 or more passing trains per day or type 2 multi-modal corridor meets the following external noise criteria#:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 62</math> dB(A) <math>L_{eq}</math> (24 hour) free field</li> <li>2. <math>\leq 84</math> dB(A) (single event maximum sound pressure level) free field</li> </ol> <p><b>And</b></p> <p><b>AO2.3</b> Every habitable room in an accommodation activity (other than a residential building) exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meets the following internal noise criteria#:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 45</math> dB(A) single event maximum sound pressure level (railway)</li> </ol> <p>Note:</p> <p>Noise levels from railways or type 2 multi-modal corridors are to be measured in accordance with <i>AS1055.1–1997 Acoustics – Description and measurement of environmental noise</i>.</p> <p>Editor's note:</p> <p>Habitable rooms of residential buildings located within a transport</p>	

Performance Outcomes	Acceptable Outcomes	Response
	noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2010. Transport noise corridors are mapped on the Department of Infrastructure, Local Government and Planning's State Planning Policy Interactive Mapping System	
<b>Accommodation activities near a busway or light rail</b>		
<b>PO3</b> Development involving an accommodation activity achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by a busway or light rail	<p><b>AO3.1</b> All facades of an accommodation activity exposed to noise from a busway or light rail meet the following external noise criteria#:</p> <ol style="list-style-type: none"> <li>1. ≤55 dB(A) Leq (1 hour) facade corrected (maximum hour between 6 am and 10 pm)</li> <li>2. ≤50 dB(A) Leq (1 hour) facade corrected (maximum hour between 10 pm and 6 am)</li> <li>3. ≤64 dB(A) Lmax facade corrected (between 10 pm and 6 am)</li> </ol> <p><b>And</b></p> <p><b>AO3.2</b> Every private open space and passive recreation area in an accommodation activity exposed to noise from a busway or light rail meets the following external noise criteria#:</p> <ol style="list-style-type: none"> <li>1. ≤52 dB(A) Leq (1 hour) free field (maximum hour between 6 am and 10 pm)</li> <li>2. ≤66 dB(A) Lmax free field</li> </ol> <p><b>And</b></p> <p><b>AO3.3</b> Every habitable room of an accommodation activity exposed to noise from a busway or light rail</p>	<p><b>PO3 Not Applicable</b></p> <p>The proposal does not include accommodation activity.</p>

Performance Outcomes	Acceptable Outcomes	Response
	<p>meets the following internal noise criteria#:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 35</math> dB(A) Leq (1 hour) (maximum hour over 24 hours)</li> </ol> <p>Note:</p> <p>Noise levels from a busway or light rail are to be measured in accordance with <i>AS1055.1–1997 Acoustics – Description and measurement of environmental noise</i>.</p>	
<b>Particular development near a state-controlled road or type 1 multi modal corridor</b>		
<b>PO4</b> Development involving a: child care centre, or educational establishment achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a state-controlled road or a type 1 multi-modal corridor	<p><b>AO4.1</b> All facades of buildings for a child care centre or educational establishment exposed to noise from state-controlled roads or type 1 multi-modal corridors meet the following external noise criteria#:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 58</math> dB(A) <math>L_{10}</math> (1 hour) facade corrected (maximum hour during normal opening hours)</li> </ol> <p><b>And</b></p> <p><b>AO4.2</b> Outdoor education areas and outdoor play areas exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following external noise criteria#:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 63</math> dB(A) <math>L_{10}</math> (12 hours) free field (between 6 am and 6 pm)</li> </ol> <p><b>And</b></p> <p><b>AO4.3</b> Indoor education areas and indoor play areas in a childcare centre or educational establishment exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following internal noise criteria#:</p>	<p><b>PO4 Not Applicable</b></p> <p>The proposal does not include childcare or educational land uses.</p>



Performance Outcomes	Acceptable Outcomes	Response
	<p>1. ≤35 dB(A) Leq (1 hour) (maximum hour during opening hours)</p> <p>Note: Noise levels from state-controlled roads or type 1 multi-modal corridors are to be measured in accordance with <i>AS1055.1–1997 Acoustics – Description and measurement of environmental noise</i></p>	
<p><b>PO5</b> Development involving a hospital achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a state-controlled road or a type 1 multi-modal corridor</p>	<p><b>AO5.1</b> All facades of buildings for a hospital exposed to noise from state-controlled roads or type 1 multi-modal corridors meet the following external noise criteria#:</p> <p>1. ≤58 dB(A) L10 (1 hour) facade corrected (maximum hour during normal opening hours)</p> <p><b>And</b></p> <p><b>AO5.2</b> Patient care areas exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following internal noise criteria#:</p> <p>1. ≤35 dB(A) Leq (1 hour) (maximum hour during opening hours)</p> <p>Note:</p> <p>Noise levels from state-controlled roads or type 1 multi-modal corridors are to be measured in accordance with <i>AS1055.1–1997 Acoustics – Description and measurement of environmental noise</i></p>	<p><b>PO5 Not Applicable</b></p> <p>The proposal does not include hospital uses.</p>
<p><b>Particular development near a railway (with 15 or more passing trains per day) or a type 2 multi modal corridor</b></p>		
<p><b>PO6</b> Development involving a: child care centre, or educational establishment achieves acceptable noise levels for workers and patrons by mitigating</p>	<p><b>AO6.1</b> All facades of buildings in a child care centre or educational establishment exposed to noise from a railway with 15 or more passing trains per day or a type 2</p>	<p><b>PO6 Not Applicable</b></p> <p>The proposal does not include childcare or educational land uses.</p>

Performance Outcomes	Acceptable Outcomes	Response
adverse impacts on the development from noise generated by a railway with 15 or more passing trains per day or a type 2 multi-modal corridor	<p>multi-modal corridor meet the following external noise criteria#:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 65</math> dB(A) <math>L_{eq}</math> (1 hour) facade corrected (maximum hour during normal opening hours)</li> <li>2. <math>\leq 87</math> dB(A) (single event maximum sound pressure level) facade corrected</li> </ol> <p><b>And</b></p> <p><b>AO6.2</b> Outdoor education area and outdoor play area exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria#:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 62</math> dB(A) <math>L_{eq}</math> (12 hour) free field (between 6 am and 6 pm)</li> <li>2. <math>\leq 84</math> dB(A) (single event maximum sound pressure level) free field</li> </ol> <p><b>And</b></p> <p><b>AO6.3</b> Sleeping rooms in a child care centre exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 45</math> dB(A) single event maximum sound pressure level</li> </ol> <p><b>And</b></p> <p><b>AO6.4</b> Indoor education areas and indoor play areas exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#:</p>	

Performance Outcomes	Acceptable Outcomes	Response
	<p>1. ≤50 dB(A) single event maximum sound pressure level</p> <p>Note:</p> <p>Noise levels from railways or type 2 multi-modal corridors are measured in accordance with <i>AS1055.1–1997 Acoustics – Description and measurement of environmental noise</i>.</p>	
<p><b>P07</b> Development involving a hospital achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a railway with 15 or more passing trains per day or a type 2 multi-modal corridor</p>	<p><b>A07.1</b> All facades of buildings for a hospital exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria#:</p> <p>1. ≤65 dB(A) Leq (1 hour) facade corrected (maximum hour during normal opening hours)</p> <p>2. ≤87 dB(A) (single event maximum sound pressure level) facade corrected</p> <p><b>And</b></p> <p><b>A07.2</b> Ward areas exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#:</p> <p>1. ≤45 dB(A) single event maximum sound pressure level</p> <p><b>And</b></p> <p><b>A07.3</b> Patient care areas (other than ward areas) exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#:</p> <p>1. ≤50 dB(A) single event maximum sound pressure level</p>	<p><b>P07 Not Applicable</b></p> <p>The proposal does not include hospital uses.</p>

Performance Outcomes	Acceptable Outcomes	Response
	<p>Note:</p> <p>Noise levels from railways or type 2 multi-modal corridors are measured in accordance with <i>AS1055.1–1997 Acoustics – Description and measurement of environmental noise</i></p>	
<b>Particular development near a busway or light rail</b>		
<p><b>PO8</b> Development involving a:child care centre, or educational establishment achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a busway or light rail</p>	<p><b>AO8.1</b> All facades of buildings for a child care centre or educational establishment exposed to noise from a busway or light rail meet the following external noise criteria#:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 55</math> dB(A) <math>L_{eq}</math> (1 hour) facade corrected (maximum hour during normal opening hours)</li> </ol> <p><b>And</b></p> <p><b>AO8.2</b> Outdoor education areas and outdoor play areas exposed to noise from a busway or light rail meet the following external noise criteria#:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 52</math> dB(A) <math>L_{eq}</math> (1 hour) free field (maximum hour during normal opening hours)</li> <li>2. <math>\leq 66</math> dB(A) <math>L_{max}</math> free field (during normal opening hours)</li> </ol> <p><b>And</b></p> <p><b>AO8.3</b> Indoor education areas and indoor play areas exposed to noise from a busway or light rail meet the following internal noise criteria#:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 35</math> dB(A) <math>L_{eq}</math> (1 hour) (maximum hour during opening hours)</li> </ol> <p>Note:</p> <p>Areas exposed to noise from a busway or light rail are measured</p>	<p><b>PO8 Not Applicable</b></p> <p>The proposal does not include hospital uses.</p>

Performance Outcomes	Acceptable Outcomes	Response
	in accordance with <i>AS1055.1–1997 Acoustics – Description and measurement of environmental noise</i>	
<p><b>PO9</b> Development involving a hospital achieves acceptable noise levels for workers and patients by mitigating adverse impacts on the development from noise generated by a busway or light rail</p>	<p><b>AO9.1</b> All facades of buildings for a hospital exposed to noise from a busway or light rail meet the following external noise criteria#:</p> <ol style="list-style-type: none"> <li>1. ≤55 dB(A) Leq (1 hour) facade corrected (maximum hour during normal opening hours)</li> </ol> <p><b>And</b></p> <p><b>AO9.2</b> Patient care areas exposed to noise from a busway or light rail meet the following internal noise criteria#:</p> <ol style="list-style-type: none"> <li>1. ≤35 dB(A) Leq (1 hour) (maximum hour during opening hours)</li> </ol> <p>Note:</p> <p>Areas exposed to noise from a busway or light rail are measured in accordance with <i>AS1055.1–1997 Acoustics – Description and measurement of environmental noise</i></p>	<p><b>PO9 Not Applicable</b></p> <p>The proposal does not include hospital uses.</p>
<b>Noise barriers or earth mounds</b>		
<p><b>PO10</b> Noise barriers or earth mounds erected to mitigate noise from transport operations and infrastructure are designed, sited and constructed to:</p> <ol style="list-style-type: none"> <li>1. Maintain safe operation and maintenance of state transport infrastructure</li> <li>2. Minimise impacts on surrounding properties</li> <li>3. Complement the surrounding local environment</li> </ol>	<p><b>AO10.1</b> Where adjacent to a state-controlled road or type 1 multi-modal corridor, noise barriers and earth mounds are designed, sited and constructed in accordance with Chapter 7 Integrated Noise Barrier Design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013</p> <p><b>Or</b></p>	<p><b>P10 Not Applicable</b></p> <p>The proposal does not include earth mounds or noise mitigation devices.</p>

Performance Outcomes	Acceptable Outcomes	Response
4. Maintain fauna movement corridors where appropriate		
	<p><b>AO10.2</b> Where adjacent to a railway or type 2 multi-modal corridor, noise barriers and earth mounds are designed, sited and constructed in accordance with the Civil Engineering Technical Requirement — CIVIL-SR-014 Design of noise barriers adjacent to railways, Queensland Rail, 2011</p> <p><b>Or</b></p> <p><b>AO10.3</b> No acceptable outcome is prescribed for noise barriers and earth mounds adjacent to a busway or light rail</p>	
<b>Vibration</b>		
<p><b>PO11</b> Development mitigates adverse impacts on the development from vibration generated by transport operations and infrastructure</p>	<p>No acceptable outcome is prescribed</p>	<p><b>PO11 Complies</b></p> <p>No additional impacts are anticipated to result from the construction and operation of the un-manned, remote operated telecommunications facility. Notwithstanding, the setback distances of the proposed development provide ample distance to mitigate any potential impact to transport operations.</p>
<b>1.1.2 Reconfiguring a Lot</b>		
<p><b>PO1</b> Development involving land where a future anticipated accommodation activity is made exempt or self-assessable development under a local planning instrument is to achieve acceptable noise levels for residents and visitors by mitigating adverse impacts on the development site from noise generated by a state-controlled road or a type 1 multi-modal corridor</p>	<p><b>AO1.1</b> Land for a future anticipated accommodation activity exposed to noise from a state-controlled road or type 1 multi-modal corridor meets the following external noise criteria at the building envelope or if the building envelope is unknown, the deemed-to-comply setback distance for buildings stipulated by the local planning instrument or relevant building regulations#:</p>	<p><b>PO1 Not Applicable</b></p> <p>The proposal does not involve Reconfiguration of a Lot.</p>



Performance Outcomes	Acceptable Outcomes	Response
	<ol style="list-style-type: none"> <li>1. ≤57 dB(A) L10 (18 hour) free field (measured L90 (18 hour) free field between 6 am and 12 midnight ≤45 dB(A))</li> <li>2. ≤60 dB(A) L10 (18 hour) free field (measured L90 (18 hour) free field between 6 am and 12 midnight &gt;45 dB(A))</li> </ol>	
<b>Future anticipated accommodation activity near a railway (with 15 or more passing trains per day) or a type 2 multi-modal corridor</b>		
<b>PO2</b> Development involving land where a future anticipated accommodation activity is made exempt or self-assessable development under a local planning instrument is to achieve acceptable noise levels for residents and visitors by mitigating adverse impacts on the development site from noise generated by a railway with 15 or more passing trains per day or a type 2 multi-modal corridor	<b>AO2.1</b> Land for a future anticipated accommodation activity exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meets the following external noise criteria at the building envelope or if the building envelope is unknown, the deemed-to-comply setback distance for buildings stipulated by the local planning instrument or relevant building regulations#: <ol style="list-style-type: none"> <li>1. ≤62 dB(A) L<sub>eq</sub> (24 hour) free field</li> <li>2. ≤84 dB(A) (single event maximum sound pressure level) free field</li> </ol>	<b>PO2 Not Applicable</b>  The proposal does not include accommodation activity.
<b>Future anticipated accommodation activity near a busway or light rail</b>		
<b>PO3</b> Development involving land where a future anticipated accommodation activity is made exempt or self-assessable development under a local planning instrument is to achieve acceptable noise levels by mitigating adverse impacts on the development site from noise generated by a busway or light rail	<b>AO3.1</b> Land for a future anticipated accommodation activity exposed to noise from a busway or light rail meets the following external noise criteria at the building envelope or if the building envelope is unknown, the deemed-to-comply setback distance for buildings stipulated by the local government planning instrument or building regulations#:	<b>PO3 Not Applicable</b>  The proposal does not include accommodation activity.

Performance Outcomes	Acceptable Outcomes	Response
	<ol style="list-style-type: none"> <li>1. <math>\leq 52</math> dB(A) <math>L_{eq}</math> (1 hour) free field (maximum hour between 6 am and 10 pm)</li> <li>2. <math>\leq 47</math> dB(A) <math>L_{eq}</math> (1 hour) free field (maximum hour between 10 pm and 6 am)</li> <li>3. <math>\leq 66</math> dB(A) <math>L_{max}</math> free field</li> </ol>	
<b>Noise barriers or earth mounds</b>		
<b>PO4</b> Noise barriers or earth mounds erected to mitigate noise from transport operations and infrastructure are designed, sited and constructed to: <ol style="list-style-type: none"> <li>1. Maintain safe operation and maintenance of state transport infrastructure</li> <li>2. Minimise impacts on surrounding properties</li> <li>3. Complement the surrounding local environment</li> <li>4. Maintain fauna movement corridors where appropriate</li> </ol>	<b>AO4.1</b> Where adjacent to a state-controlled road or a type 1 multi-modal corridor, noise barriers and earth mounds are designed, sited and constructed in accordance with Chapter 7 Integrated Noise Barrier Design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013  <b>Or</b>  <b>AO4.2</b> Where adjacent to a railway or a type 2 multi-modal corridor, noise barriers and earth mounds are designed, sited and constructed in accordance with the Civil Engineering Technical Requirement — CIVIL-SR-014 Design of noise barriers adjacent to railways, Queensland Rail, 2011  <b>Or</b>  <b>AO4.3</b> No acceptable outcome is prescribed for noise barriers and earth mounds adjacent to a busway or light rail	<b>PO4 Not Applicable</b>  The proposal does not include earth mounds or noise mitigation devices.

Performance Outcomes	Acceptable Outcomes	Response
<b>1.2 Managing air and lighting impacts from transport corridors state code</b>		
<b>Table 1.2.1: Building work, material change of use and reconfiguring a lot</b>		
<b>Air Quality</b>		
<b>PO1</b> Development involving <u>sensitive development</u> achieves acceptable levels of air quality for occupiers or users of the development by mitigating adverse impacts on the development from air emissions generated by <u>state transport infrastructure</u>	<b>AO1.1</b> Every private open space and passive recreation area of an accommodation activity meets the air quality objectives in the Environmental Protection (Air) Policy 2008 for the following indicators: <ol style="list-style-type: none"> <li>1. Carbon monoxide</li> <li>2. Nitrogen dioxide</li> <li>3. Sulphur dioxide</li> <li>4. Photochemical oxidants</li> <li>5. Respirable particulate matter (PM10)</li> <li>6. Fine particulate matter (PM2.5)\</li> <li>7. Lead</li> <li>8. Toluene</li> <li>9. Formaldehyde</li> <li>10. Xylenes</li> </ol> <p><b>And</b></p>	<b>PO1 Not Applicable</b> The proposal does not include sensitive development and does not involve air emissions.

Performance Outcomes	Acceptable Outcomes	Response
	<p><b>AO1.2</b> Every outdoor education area and passive recreation area of an educational establishment, childcare centre and hospital meets the air quality objectives in the <i>Environmental Protection (Air) Policy 2008</i> for the following indicators:</p> <ol style="list-style-type: none"> <li>1. Carbon monoxide</li> <li>2. Nitrogen dioxide</li> <li>3. Sulphur dioxide</li> <li>4. Photochemical oxidants</li> <li>5. Respirable particulate matter (PM10)</li> <li>6. Fine particulate matter (PM2.5)</li> <li>7. Lead</li> <li>8. Toluene</li> <li>9. Formaldehyde</li> <li>10. Xylenes</li> </ol>	
<b>Lighting Impacts</b>		
<p><b>PO2</b> Development involving an <u>accommodation activity</u> or <u>hospital</u> achieves acceptable levels of amenity for residents and patients by mitigating lighting impacts from <u>state transport infrastructure</u></p>	<p><b>AO2.1</b> Buildings for an accommodation activity or hospital are designed, sited and constructed to incorporate treatments to attenuate ingress of artificial lighting from state transport infrastructure during the hours of 10 pm – 6 am</p>	<p><b>PO2 Not Applicable</b> The proposal does not include accommodation activity or hospital uses.</p>

## MODULE 18: STATE TRANSPORT INFRASTRUCTURE PROTECTION

### 18.1 Filing, Excavation and Structures State Code

Performance Outcomes	Acceptable Outcomes	Response
<b>All Development</b>		
<p><b>PO1</b> Buildings, services, structures and utilities do not adversely impact on the safety or operation of:</p> <p>(1) State transport corridors</p> <p>(2) Future state transport corridors</p> <p>(3) State transport infrastructure</p> <p>Editor's note: For a railway, Section 2.3 – Structures, setbacks, utilities and maintenance of the Guide for Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome</p>	<p><b>AO1.1</b> Buildings, structures, services and utilities are not located in a railway, future railway land or public passenger transport corridor</p> <p><b>And</b></p> <p><b>AO1.2</b> Buildings and structures are set back horizontally a minimum of three metres from overhead line equipment</p> <p><b>And</b></p> <p><b>AO1.3</b> Construction activities do not encroach into a railway or public passenger transport corridor</p> <p><b>And</b></p> <p><b>AO1.4</b> The lowest part of development in or over a railway or future railway land is to be a minimum of:</p> <p>(1) 7.9 metres above the railway track where the proposed development extends along the railway for a distance of less than 40 metres, or</p> <p>(2) 9.0 metres above the railway track where the development extends along the railway for a distance of between 40 and 80 metres</p> <p><b>And</b></p> <p><b>AO1.5</b> Existing authorised access points and access routes to state transport corridors for maintenance and emergency works are maintained, allowing for uninterrupted access at all times</p>	<p><b>Not Applicable (AO1.1-9)</b></p> <p>The site does not contain, nor is in close proximity to, railway or future railway land.</p> <p>It is noted the site includes an easement for a defunct tourist railway line. No implications are anticipated from the proximity of the disused rail line.</p>

Performance Outcomes	Acceptable Outcomes	Response
	<p><b>And</b></p> <p><b>AO1.6</b> Pipe work, services and utilities can be maintained without requiring access to the state transport corridor</p> <p><b>And</b></p> <p><b>AO1.7</b> Pipe work, services and utilities are not attached to rail transport infrastructure:</p> <p>(1) Are not attached to rail transport infrastructure or other rail infrastructure, and</p> <p>(2) Do not penetrate through the side of any proposed building element or structure where built to boundary in, over or abutting a railway</p> <p><b>And</b></p> <p><b>AO1.8</b> Buildings and structures are set back a minimum of three metres from a railway bridge</p> <p><b>And</b></p> <p><b>AO1.9</b> Development below or abutting a railway bridge is to be clear of permanent structures or any other activity that may impede emergency access or works and maintenance of rail transport infrastructure</p> <p>Editor's note: Temporary activities below or abutting a railway bridge could include, for example, car parking or outdoor storage</p> <p><b>AO1.10</b> Development above a railway is designed to facilitate ventilation as follows:</p> <p>(1) For development extending above a railway for a distance of less than 80 metres, gaps</p>	

Performance Outcomes	Acceptable Outcomes	Response
	<p>are provided to ensure natural ventilation, or</p> <p>(2) For development extending above a railway for a distance of more than 80 metres, ventilation shafts are provided</p> <p>Editor's note: For development extending above a railway for a distance of more than 80 metres, it is recommended that modelling of smoke dispersion should be undertaken by a RPEQ to predict the spread of combustion products and inform the ventilation design. Section 5.1 – Development over a railway of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome</p>	
<p><b>PO2</b> Development prevents unauthorised access to:</p> <p>(1) State transport corridors,</p> <p>(2) Future state transport corridors,</p> <p>(3) State transport infrastructure,</p> <p>By people, vehicles and projectiles</p> <p>Editor's note: For a railway, Section 2.4 – Preventing unauthorised access of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome</p>	<p><b>AO2.1</b> Fencing is provided along the property boundary with the railway</p> <p>Editor's note: Where fencing is provided it is to be in accordance with the railway manager's standards</p> <p><b>And</b></p> <p><b>AO2.2</b> Accommodation activities with a publicly accessible area located within 10 metres from the boundary of a railway or 20 metres from the centreline of the nearest railway track (whichever is the shorter distance), include throw protection screens for the publicly accessible area as follows:</p> <p>(1) Openings of no greater than 25 mm x 25 mm</p> <p>(2) Height of 2.4 metres vertically above the highest toe hold if</p>	<p><b>Not Applicable (AO2.1-2.5)</b></p> <p>The site does not contain, nor is in close proximity to, railway or future railway land.</p> <p>It is noted the site includes an access easement for a defunct tourist railway line. No implications are anticipated from the proximity of the disused rail line.</p>



Performance Outcomes	Acceptable Outcomes	Response
	<p>see-through, or 2 metres if non see-through</p> <p>Editor's note: Expanded metal is considered see-through</p> <p><b>And</b></p> <p><b>AO2.3</b> Development in or over a railway or future railway land includes throw protection screens.</p> <p>Editor's note: Throw protection screens in a railway or future railway land designed in accordance with the relevant provisions of the Civil Engineering Technical Requirement CIVIL-SR-005 Design of buildings over or near railways, Queensland Rail, 2011, and the Civil Engineering Technical Requirement CIVIL-SR-008 Protection screens, Queensland Rail, 2011, comply with this acceptable outcome</p> <p><b>And</b></p> <p><b>AO2.4</b> Road barriers are installed along any proposed roads abutting a railway.</p> <p>Editor's note: Road barriers designed in accordance with Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-007 Design and selection criteria for road/rail interface barriers comply with this acceptable outcome</p> <p><b>And</b></p> <p><b>AO2.5</b> Proposed vehicle manoeuvring areas, driveways, loading areas or carparks abutting a railway include rail interface barriers</p> <p>Editor's note: A Registered Professional Engineer of Queensland (RPEQ) certified</p>	

Performance Outcomes	Acceptable Outcomes	Response
	barrier design complies with this acceptable outcome	
<p><b>PO3</b> Buildings and structures in, over or below a railway or future railway land are able to sustain impacts to their structural integrity in the event of an impact from a derailed train</p>	<p><b>AO3.1</b> Buildings and structures, including piers or supporting elements, located in, over or below a railway or future railway land are designed and constructed in accordance with AS5100 Bridge design, AS 1170 Structural design actions and Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways, Queensland Rail, 2011.</p>	<p><b>Not Applicable PO3</b></p> <p>The site does not contain, nor is in close proximity to, railway or future railway land.</p> <p>It is noted the site includes an access easement for a defunct tourist railway line. No implications are anticipated from the proximity of the disused rail line.</p>
<p><b>PO4</b> Buildings and structures in, over, below or within 50 metres of a state-controlled transport tunnel or a future state-controlled transport tunnel have no adverse impact on the structural integrity of the state-controlled transport tunnel</p> <p>Editor's note: For a railway, Section 2.5 – Tunnels of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome</p>	<p><b>AO4.1</b> Development in, over, below or within 50 metres of a state-controlled transport tunnel or future state-controlled transport tunnel ensures that the tunnel is:</p> <ol style="list-style-type: none"> <li>(1) Not vertically overloaded or affected by the addition or removal of lateral loading</li> <li>(2) Not adversely affected as a result of directly or indirectly disturbing groundwater or soil</li> </ol> <p>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified geotechnical investigation, earthworks drawings and supporting technical details, and structural engineering drawings and supporting technical details be prepared and submitted with the application</p>	<p><b>Not Applicable PO4</b></p> <p>The site does not contain, nor is in close proximity to a state-controlled transport tunnel or a future state-controlled transport tunnel.</p>
<p><b>PO5</b> Development involving dangerous goods adjacent to a railway or future railway land does not adversely impact on the safety of a railway</p> <p>Editor's note: Section 2.6 – Dangerous goods and fire safety</p>	<p><b>AO5.1</b> Development involving dangerous goods, other than hazardous chemicals below the threshold quantities listed in table 5.2 of the State Planning Policy guideline: State interest – emissions and hazardous activities, Guidance on</p>	<p><b>Not Applicable PO5</b></p> <p>The site does not contain, nor is in close proximity to, railway or future railway land.</p> <p>It is noted the site includes an access easement for a defunct tourist railway</p>

Performance Outcomes	Acceptable Outcomes	Response
of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome	<p>development involving hazardous chemicals, Department of State Development, Infrastructure and Planning, 2013, ensures that impacts on a railway from a fire, explosion, spill, gas emission or dangerous goods incident can be appropriately mitigated</p> <p>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a risk assessment be undertaken in accordance with Attachment 1: Risk assessment guide of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015.</p>	line. No implications are anticipated from the proximity of the disused rail line.
<b>PO6</b> Any part of the development located within 25 metres of a state-controlled road or future state-controlled road minimises the potential to distract drivers and cause a safety hazard	<b>AO6.1</b> Advertising devices proposed to be located within 25 metres of a state-controlled road or future state-controlled road are designed to meet the relevant standards for advertising outside the boundaries of, but visible from, a state-controlled road, outlined within the Roadside advertising guide, Department of Transport and Main Roads, 2013	<b>AO6.1 Not Applicable</b>  The proposal provides for a co-telecommunications facility. No advertising devices are proposed.
<p><b>PO7</b> Filling, excavation and construction does not adversely impact on or compromise the safety or operation of:</p> <p>(1) State transport corridors,</p> <p>(2) Future state transport corridors,</p> <p>(3) State transport infrastructure</p> <p>Editor's note: For a railway, Section 2.7 – Filling, excavation and ground disturbance of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main</p>	<p><b>AO7.1</b> Filling and excavation does not undermine, cause subsidence of, or groundwater seepage onto a state transport corridor or future state transport corridor</p> <p>Editor's note: To demonstrate compliance with this acceptable outcome for a state-controlled road, it is recommended that a filling and excavation report assessing the proposed filling and excavation be prepared in accordance with the requirements of the Road planning and design manual, Department of Transport and Main Roads, 2013</p>	<b>AO7.1 -7.2 Complies</b>  Minimal filling and excavation is proposed and will not impact upon the state transport corridor or future state transport corridor.

Performance Outcomes	Acceptable Outcomes	Response
Roads, 2015, provides guidance on how to comply with this performance outcome	<p>Editor's note: To demonstrate compliance with this acceptable outcome for a state transport corridor, excluding a state-controlled road, it is recommended that the following be submitted with the application:</p> <ul style="list-style-type: none"> <li>(1) A RPEQ certified geotechnical investigation</li> <li>(2) RPEQ certified earthworks drawings and supporting technical details</li> <li>(3) RPEQ certified structural engineering drawings and supporting technical details</li> </ul> <p>Editor's note: If a development involves filling and excavation within a state-controlled road, an approval issued by the Department of Transport and Main Roads under section 33 of the <i>Transport Infrastructure Act 1994</i> may be required</p> <p><b>And</b></p> <p><b>AO7.2</b> Development involving excavation, boring, piling or blasting does not result in vibration impacts during construction or blasting which would compromise the safety and operational integrity of a state transport corridor</p> <p>Editor's note: To demonstrate compliance with this acceptable outcome it is recommended that an RPEQ certified geotechnical report be prepared and submitted with the application</p> <p><b>And</b></p> <p><b>AO7.3</b> Development does not store fill, spoil or any other material in a railway</p>	<p><b>AO7.3 Not Applicable</b></p> <p>The proposal is not located within 25m of an existing or future railway corridor</p>

Performance Outcomes	Acceptable Outcomes	Response
<p><b>PO8</b> Filling and excavation does not interfere with or impact on existing or future planned services or public utilities on a state-controlled road</p>	<p><b>AO8.1</b> Any alternative service and public utility alignment must satisfy the standards and design specifications of the service or public utility provider, and any costs of relocation are borne by the developer</p> <p>Editor's note: An approval issued by the Department of Transport and Main Roads under section 33 of the <i>Transport Infrastructure Act 1994</i> may be required</p>	<p><b>AO8.1 Not Applicable</b></p> <p>The proposed development does not include alternative services and public utility.</p>
<p><b>PO9</b> Retaining or reinforced soil structures required to contain fill and excavation:</p> <ol style="list-style-type: none"> <li>(1) Do not encroach on a state transport corridor,</li> <li>(2) Are capable of being constructed and maintained without adversely impacting a state transport corridor,</li> <li>(3) Do not adversely impact on a state transport corridor through the addition or removal of lateral loads or surcharge loads,</li> <li>(4) Are constructed of durable materials which maximise the life of the structure</li> </ol> <p>Editor's note: For a railway, Section 2.7 – Filling, excavation and ground disturbance of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome</p>	<p><b>AO9.1</b> Retaining or reinforced soil structures (including footings, rock anchors and soil nails) are not located in a state transport corridor or future state transport corridor</p> <p><b>And</b></p> <p><b>AO9.2</b> Retaining or reinforced soil structures in excess of an overall height of one metre abutting a state transport corridor are to be designed and certified by a structural RPEQ</p> <p>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that the following be submitted with the application:</p> <ol style="list-style-type: none"> <li>(1) A RPEQ certified geotechnical investigation</li> <li>(2) RPEQ certified earthworks drawings and supporting technical details</li> <li>(3) RPEQ certified structural engineering drawings and supporting technical details</li> </ol> <p><b>And</b></p> <p><b>AO9.3</b> Retaining or reinforced soil structures that are set back less than 750 millimetres from a</p>	<p><b>PO9 Not Applicable</b></p> <p>The proposal does not include retained or reinforced soil structures required to contain fill and excavation.</p>

Performance Outcomes	Acceptable Outcomes	Response
	<p>common boundary with a state-controlled road are certified by a structural RPEQ and designed to achieve a low maintenance external finish</p> <p><b>And</b></p> <p><b>AO9.4</b> Retaining or reinforced soil structures adjacent to a state-controlled road, and in excess of an overall height of two metres, incorporate design treatments (such as terracing or planting) to reduce the overall height impact</p> <p><b>And</b></p> <p><b>AO9.5</b> Construction materials of all retaining or reinforced soil structures have a design life exceeding 40 years, and comply with the specifications approved by a RPEQ</p> <p><b>And</b></p> <p><b>AO9.6</b> Temporary structures and batters do not encroach into a railway</p> <p><b>And</b></p> <p><b>AO9.7</b> Surcharge loading from vehicles or the stockpiling of materials or soil on retaining or reinforced soil structures adjacent to a state transport corridor or future state transport corridor meet the requirements of AS5100.2 Bridge design—Design loads or a minimum of 10 kPa (whichever is greater)</p> <p><b>And</b></p> <p><b>AO9.8</b> Excavation or any other works do not remove the lateral load of retaining structures associated with, or adjacent to, a state transport corridor</p>	

Performance Outcomes	Acceptable Outcomes	Response
	Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a RPEQ certified geotechnical and structural assessment be prepared and submitted with the application	
<b>PO10</b> Filling and excavation does not cause siltation and erosion run-off from the property, or wind blown dust nuisance onto a state-controlled road	<b>AO10.1</b> Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes	<b>AO10.1 Will Comply</b>  Minimal filling and excavation is proposed and will comply with the requirements of AS 1289.0 2000.
<b>PO11</b> Where the quantity of fill or excavated spoil material being imported or exported for a development exceeds 10 000 tonnes, and haulage will be on a state-controlled road, any impact on the infrastructure is identified and mitigation measures implemented	<b>AO11.1</b> The impacts on the state-controlled road network are identified, and measures are implemented to avoid, reduce or compensate the effects on the asset life of the state-controlled road  Editor's note: It is recommended that a pavement impact assessment report be prepared to address this acceptable outcome. Guidance for preparing a pavement impact assessment is set out in Guidelines for assessment of road impacts of development (GARID), Department of Main Roads, 2006.	<b>AO11.1 Complies</b>  Minimal filling and excavation is proposed and will not impact upon the state transport corridor or future state transport corridor.
<b>PO12</b> Filling and excavation associated with providing a driveway crossover to a state-controlled road does not compromise the operation or capacity of existing drainage infrastructure	<b>AO12.1</b> Filling and excavation associated with the design of driveway crossovers complies with the relevant Institute of Public Works Engineering Australia Queensland (IPWEAQ) standards  Editor's note: The construction of any crossover requires the applicant to obtain a permit to work in the state-controlled road corridor under section 33 of the <i>Transport Infrastructure Act 1994</i> and a section 62 approval under the <i>Transport Infrastructure Act 1994</i> for the siting of the access and associated works	<b>PO12 Not Applicable</b>  No changes to the existing driveway crossover are proposed. Access will be provided via an informal access path from Escape Street. No access from the State Controlled Road is proposed.



Performance Outcomes	Acceptable Outcomes	Response
<b>PO13</b> Fill material does not cause contamination from the development site onto a state-controlled road	<b>AO13.1</b> Fill material is free of contaminants including acid sulphate content, and achieves compliance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes	<b>AO13.1 Will Comply</b>  Minimal filling and excavation is proposed and will comply with the requirements of AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes.
<b>PO14</b> Vibration generated through fill compaction does not result in damage or nuisance to a state-controlled road	<b>AO14.1</b> Fill compaction does not result in any vibrations beyond the site boundary, and is in accordance with AS 2436–2010 – Guide to noise and vibration control on construction, demolition and maintenance sites	<b>AO14.1 Will Comply</b>  Minimal filling and excavation is proposed and will comply with the requirements of AS 2436–2010 – Guide to noise and vibration control on construction, demolition and maintenance sites.

## 18.2 Stormwater and Drainage Impacts on State Transport Infrastructure State Code

Performance Outcomes	Acceptable Outcomes	Response
<b>All Development</b>		
<b>PO1</b> Stormwater management for the development must ensure there is no worsening of, and no actionable nuisance in relation to peak discharges, flood levels, frequency or duration of flooding, flow velocities, water quality, ponding, sedimentation and scour effects on an existing or future state transport corridor for all flood and stormwater events that exist prior to development, and up to a 1 per cent annual exceedance probability	<p><b>AO1.1</b> The development does not result in stormwater or drainage impacts or actionable nuisance within an existing or future state transport corridor</p> <p>Editor's note: It is recommended that basic stormwater information is to be prepared to demonstrate compliance with AO1.1</p> <p><b>Or</b></p> <p><b>AO1.2</b> A stormwater management statement certified by an RPEQ demonstrates that the development will achieve a no worsening impact or actionable nuisance on an existing or future state transport corridor</p> <p><b>Or</b></p> <p><b>AO1.3</b> A stormwater management plan certified by an RPEQ</p>	<p><b>PO1 Not Applicable</b></p> <p>Impervious land resulting from the proposal is negligible. The lease area will provide gravel which is permeable to stormwater. No significant impact to stormwater drainage will result from the proposed development and will not impact upon state transport and infrastructure.</p> <p>Furthermore, the proposal location is significantly setback from the State-Controlled road.</p>

Performance Outcomes	Acceptable Outcomes	Response
	<p>demonstrates that the development will achieve a no worsening impact or actionable nuisance on an existing future state transport corridor</p> <p><b>Or</b></p> <p><b>AO1.4</b> For development on premises within 25 metres of a railway, a stormwater management plan certified by an RPEQ demonstrates that:</p> <ul style="list-style-type: none"> <li>(1) The development will achieve a no worsening impact or actionable nuisance on the railway</li> <li>(2) The development does not cause stormwater, roofwater, ponding, floodwater or any other drainage to be directed to, increased or concentrated on the railway</li> <li>(3) The development does not impede any drainage, stormwater or floodwater flows from the railway</li> <li>(4) Stormwater or floodwater flows have been designed to: <ul style="list-style-type: none"> <li>(a) Maintain the structural integrity of the light rail transport infrastructure</li> <li>(b) Avoid scour or deposition</li> </ul> </li> <li>(5) Additional railway formation drainage necessitated by the development is located within the premises where the development is carried out</li> <li>(6) Retaining structures for excavations abutting the railway corridor provide for drainage</li> </ul>	

Performance Outcomes	Acceptable Outcomes	Response
<b>Lawful Point of Discharge</b>		
<b>PO2</b> Stormwater run-off and drainage are directed to a lawful point of discharge to avoid adverse impacts on a future or existing state transport corridor	<b>AO2.1</b> Where stormwater run-off is discharged to a state transport corridor, the discharge is to a lawful point of discharge in accordance with section 3.4 of Queensland urban drainage manual, Department of Energy and Water Supply, 2013	<b>PO2 Not Applicable</b>  Impervious land resulting from the proposal is negligible. The lease area will provide gravel which is permeable to stormwater. No significant impact to stormwater drainage will result from the proposed development and will not impact upon state transport and infrastructure corridors.  Furthermore, the proposal location is significantly setback from the State-Controlled road.
	<b>Or</b>	
	<b>AO2.2</b> For development on premises within 25 metres of a railway, approval from the relevant railway manager for the railway, as defined in the Transport Infrastructure Act 1994, schedule 6 has been gained to verify the lawful point of discharge for stormwater onto the railway	
	<b>And</b>	
	<b>AO2.3</b> Development does not cause a net increase in or concentration of stormwater or floodwater flows discharging onto the state transport corridor during construction or thereafter	
<b>Sediment and erosion management</b>	<b>And</b>	<b>PO3 Not Applicable</b>  Impervious land resulting from the proposal is negligible. The lease area will provide gravel which is permeable to stormwater. No significant impact to erosion or sedimentation will result from the proposed development and will
	<b>AO2.4</b> Development does not create any additional points of discharge or changes to the condition of an existing lawful point of discharge to the state transport corridor	
<b>PO3</b> Run-off from upstream development is managed to ensure that sedimentation and erosion do not cause siltation of stormwater infrastructure in the state transport corridor	<b>AO3.1</b> Development with a high risk of erosion incorporates erosion and sediment control measures	

Performance Outcomes	Acceptable Outcomes	Response
		not impact upon state transport and infrastructure corridors. Furthermore, the proposal location is significantly setback from the State-Controlled road.
<p>Editor's note: For a state-controlled road where a development has a high risk of erosion, an erosion and sedimentation control plan should be provided to support a stormwater management statement or stormwater management plan. Section 1 of the Stormwater guideline for environmentally relevant activities, Department of Environment and Heritage Protection, 2014, defines development considered to have a high risk of erosion</p>		

## MODULE 19: STATE TRANSPORT NETWORK FUNCTIONALITY

### 19.1 Access to State-Controlled Roads State Code

Performance Outcomes	Acceptable Outcomes	Response
<b>Table 19.1.1: All development</b>		
<b>Location of the direct vehicular access to the state-controlled road</b>		
<b>PO1</b> Any road access location to the state-controlled road from adjacent land does not compromise the safety and efficiency of the state-controlled road	<b>AO1.1</b> Any road access location to the state-controlled road complies with a decision under section 62 of the TIA	<b>AO1.1 – 1.5 Not Applicable</b>  No new, temporary or changed road access to a state-controlled road or limited access road is proposed.
	<b>Or</b>	
	<b>AO1.2</b> Development does not propose a new or temporary road access location, or a change to the use or operation of an existing permitted road access location to a state-controlled road	
	<b>Or</b>	
	<b>AO1.3</b> Any proposed road access location for the development is provided from a lower order road where an alternative to the state-controlled road exists	
	Or all of the following acceptable outcomes apply	
	<b>AO1.4</b> Any new or temporary road access location, or a change to the use or operation of an existing permitted road access location,	

Performance Outcomes	Acceptable Outcomes	Response
	<p>demonstrates that the development:</p> <ol style="list-style-type: none"> <li>5. Does not exceed the acceptable level of service of a state-controlled road</li> <li>6. Meets the sight distance requirements outlined in Volume 3, parts 3, 4, 4A, 4B and 4C of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2013</li> <li>7. Does not exceed the acceptable operation of an intersection with a state-controlled road, including the degree of saturation, delay, queuing lengths and intersection layout</li> <li>8. Is not located within and/or adjacent to an existing or planned intersection in accordance with Volume 3, parts 4, 4A, 4B and 4C of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2013</li> <li>9. Does not conflict with another property's road access location and operation</li> </ol> <p>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended a traffic impact assessment be developed in accordance with Chapters 1, 4, 6, 7, 8 and 9 of the Guidelines for assessment of road impacts of development (GARID), Department of Main Roads, 2006, and the requirements of Volume 3, parts 4, 4A, 4B and 4C of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2013, SIDRA analysis or traffic modelling</p>	

Performance Outcomes	Acceptable Outcomes	Response
	<b>And</b>	
	<b>AO1.5</b> Development does not propose a new road access location to a limited access road  Editor’s note: Limited access roads are declared by the chief executive under section 54 of the TIA. Details can be accessed by contacting the appropriate DTMR regional office	
<b>Number of road accesses to the state-controlled road</b>		
<b>PO2</b> The number of road accesses to the state-controlled road maintains the safety and efficiency of the state-controlled road	<b>AO2.1</b> Development does not increase the number of And accesses to the state-controlled road  <b>And</b>	<b>A02.1-2.3 Complies</b>  The use does not increase the type, number or frequency of access to a state-controlled road.  Access will be gained via Escape Street, a lower-order road.
	<b>AO2.2</b> Where multiple road accesses to the premises exist, access is rationalised to reduce the overall number of road accesses to the state-controlled road  <b>And</b>	
	<b>AO2.3</b> Shared or combined road accesses are provided for adjoining land having similar uses to rationalise the overall number of direct accesses to the state-controlled road  Editor’s note: Shared road accesses may require easements to provide a legal point of access for adjacent lots. If this is required, then the applicant must register reciprocal access easements on the titles of any lots for the shared access	
<b>Design vehicle and traffic volume</b>		
<b>PO3</b> The design of any road access maintains the safety and	<b>AO3.1</b> Any road access meets the minimum standards associated with the design vehicle	<b>A03.1-3.5 Not Applicable</b>

Performance Outcomes	Acceptable Outcomes	Response
efficiency of the state-controlled road	<p>Editor's note: The design vehicle to be considered is the same as the design vehicle set under the relevant local government planning scheme</p> <p><b>And</b></p> <p><b>AO3.2</b> Any road access is designed to accommodate the forecast volume of vehicle movements in the peak periods of operation or conducting the proposed use of the premises</p> <p><b>And</b></p> <p><b>AO3.3</b> Any road access is designed to accommodate 10 year traffic growth past completion of the final stage of development in accordance with GARID</p> <p><b>And</b></p> <p><b>AO3.4</b> Any road access in an urban location is designed in accordance with the relevant local government standards or IPWEAQ R-050, R-051, R-052 and R-053 drawings</p> <p><b>And</b></p> <p><b>AO3.5</b> Any road access not in an urban location is designed in accordance with Volume 3, parts 3, 4 and 4A of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2013</p>	<p>No access to a state-controlled road is proposed.</p> <p>Access will be gained via Escape Street, a lower-order road.</p>
<b>Internal and external manoeuvring associated with direct vehicular access to the state-controlled road</b>		
<b>PO4</b> Turning movements for vehicles entering and exiting the premises via the road access maintain the safety and efficiency of the state-controlled road	<p><b>AO4.1</b> The road access provides for left in and left out turning movements only</p> <p><b>And</b></p> <p><b>AO4.2</b> Internal manoeuvring areas on the premises are designed so</p>	<p><b>PO4.1-4.2 Complies</b></p> <p>Site access is provided via a lower-order road on Escape Street. Vehicles can enter and exit in a forward gear. No direct</p>



Performance Outcomes	Acceptable Outcomes	Response
	<p>the design vehicle can enter and leave the premises in a forward gear at all times</p> <p>Editor's note: The design vehicle to be considered is the same as the design vehicle set under the relevant local government planning scheme</p>	access to a state-controlled road is proposed.
<b>PO5</b> On-site circulation is suitably designed to accommodate the design vehicle associated with the proposed land use, in order to ensure that there is no impact on the safety and efficiency of the state-controlled road	<p><b>AO5.1</b> Provision of on-site vehicular manoeuvring space is provided to ensure the flow of traffic on the state-controlled road is not compromised by an overflow of traffic queuing to access the site in accordance with AS2890 – Parking facilities</p> <p><b>And</b></p> <p><b>AO5.2</b> Mitigation measures are provided to ensure that the flow of traffic on the state-controlled road is not disturbed by traffic queuing to access the site.</p>	<p><b>PO5 Complies</b></p> <p>Site access is provided via a lower-order road on Escape Street. Vehicles can safely manoeuvre on site. No direct access to a state-controlled road is proposed.</p>
<b>Vehicular access to local roads within 100 metres of an intersection with a state-controlled road</b>		
<b>PO6</b> Development having road access to a local road within 100 metres of an intersection with a state-controlled road maintains the safety and efficiency of the state-controlled road	<p><b>AO6.1</b> The road access location to the local road is located as far as possible from where the road intersects with the state-controlled road and accommodates existing operations and planned upgrades to the intersection or state-controlled road</p> <p><b>And</b></p> <p><b>AO6.2</b> The road access to the local road network is in accordance with Volume 3, parts 3, 4 and 4A of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2013, and is based on the volume of traffic and speed design of both the local road and intersecting state-controlled road for a period of 10 years past</p>	<p><b>PO6 Complies</b></p> <p>Site access is provided via a lower-order road on Escape Street which does not intersect the State-controlled road.</p>

Performance Outcomes	Acceptable Outcomes	Response
	completion of the final stage of development	
	<b>And</b>	
	<b>AO6.3</b> Vehicular access to the local road and internal vehicle circulation is designed to remove or minimise the potential for vehicles entering the site to queue in the intersection with the state-controlled road or along the state-controlled road itself	

## 19.2 Transport Infrastructure and Network Design State Code

Performance Outcomes	Acceptable Outcomes	Response
<b>Table 19.2.1: All development</b>		
<b>All state transport infrastructure – except state-controlled roads</b>		
<p><b>PO1</b> Development does not compromise the safe and efficient management or operation of state transport infrastructure or transport networks</p> <p>Editor's note: To demonstrate compliance with this performance outcome, it is recommended that a traffic impact assessment be prepared. A traffic impact assessment should identify any upgrade works required to mitigate impacts on the safety and operational integrity of the state transport corridor</p>	No acceptable outcome is prescribed	<p><b>PO1 Complies</b></p> <p>Site access is provided via a lower-order road on Escape Street which does not intersect the State-controlled road.</p>
<p><b>PO2</b> Development does not compromise planned upgrades to state transport infrastructure or the development of future state transport infrastructure in future state transport corridors</p> <p>Editor's note: Written advice from DTMR advising that there are no planned upgrades of state transport infrastructure or future state transport corridors that will</p>	<p><b>AO2.1</b> The layout and design of the proposed development accommodates planned upgrades to state transport infrastructure</p> <p><b>And</b></p> <p><b>AO2.2</b> The layout and design of the development accommodates the delivery of state transport</p>	<p><b>PO2 Complies</b></p> <p>Site access is provided via a lower-order road on Escape Street which does not intersect the State-controlled road. No changes to this access point or state controlled road are proposed and will not impact upon planned upgrades in the future.</p>

Performance Outcomes	Acceptable Outcomes	Response
be compromised by the development will assist in addressing this performance outcome	infrastructure in future state transport corridors  Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a traffic impact assessment be prepared	
<b>P03</b> Development does not adversely impact on the safety of a railway crossing	<p><b>AO3.1</b> Development does not require a new railway crossing</p> <p><b>Or</b></p> <p><b>AO3.2</b> A new railway crossing is grade separated</p> <p><b>Or</b></p> <p><b>AO3.3</b> Impacts to level crossing safety are mitigated</p> <p>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a traffic impact assessment be prepared. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome</p> <p><b>And</b></p> <p><b>AO3.4</b> Upgrades to a level crossing are designed and constructed in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings and applicable rail manager standard drawings</p> <p><b>And</b></p> <p><b>AO3.5</b> Access points achieve sufficient clearance from a level</p>	<p><b>AO3.1-3.6 Not Applicable</b></p> <p>The proposal is not located near or involve a railway crossing.</p>

Performance Outcomes	Acceptable Outcomes	Response
	<p>crossing in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings by providing a minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site</p> <p><b>And</b></p> <p><b>AO3.6</b> On-site vehicle circulation is designed to give priority to entering vehicles at all times</p>	
<b>State-controlled roads</b>		
<p><b>PO4</b> Development does not compromise the safe and efficient management or operation of state-controlled roads</p> <p>Editor's note: A traffic impact assessment will assist in addressing this performance outcome</p>	No acceptable outcome is prescribed	<p><b>PO4 Complies</b></p> <p>Site access is provided via a lower-order road on Escape Street which does not intersect the State-controlled road. No changes to this access point or state controlled road are proposed and will not impact upon planned upgrades in the future.</p>
<p><b>PO5</b> Development does not compromise planned upgrades of the state-controlled road network or delivery of future state-controlled roads</p> <p>Editor's note: Written advice from DTMR that there are no planned upgrades of state-controlled roads or future state-controlled roads which will be compromised by the development will assist in addressing this performance outcome</p>	<p><b>AO5.1</b> The layout and design of the development accommodates planned upgrades of the state-controlled road.</p> <p><b>And</b></p> <p><b>AO5.2</b> The layout and design of the development accommodates the delivery of future state-controlled roads.</p> <p>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a traffic impact assessment be prepared</p>	<p><b>PO5 Complies</b></p> <p>Site access is provided via a lower-order road on Escape Street which does not intersect the State-controlled road. No changes to this access point or state controlled road are proposed and will not impact upon planned upgrades in the future.</p>
<p><b>PO6</b> Upgrade works on, or associated with, the state-controlled road network are undertaken in accordance with applicable standards</p>	<p><b>AO6.1</b> Upgrade works for the development are consistent with the requirements of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2013</p>	<p><b>PO6 Not Applicable</b></p> <p>Site access is provided via a lower-order road on Escape Street which does not intersect the State-controlled road. No changes to this access point or state</p>

Performance Outcomes	Acceptable Outcomes	Response
<b>P07</b> Development does not impose traffic loadings on the state-controlled road network which could be accommodated on the local road network	<b>And</b>	controlled road are proposed and will not impact upon planned upgrades in the future.
	<b>AO6.2</b> The design and staging of upgrade works on or associated with the state-controlled road network are consistent with planned upgrades	
	<b>AO7.1</b> New lower order roads do not connect directly to a state-controlled road And	<b>AO7.1-2 Not Applicable</b> No new roads or connections to state-controlled roads are proposed.
	<b>AO7.2</b> The layout and design of the development directs traffic generated by the development to use lower order roads	<b>AO7.2 Complies</b> The proposal utilises the existing access point on Escape Street, a lower order road.

# APPENDIX F PLANNING SCHEME CODE ASSESSMENT

## F.1 PORT DOUGLAS LOCALITY CODE

Performance outcome	Acceptable outcome	Response
<b>General requirements</b>		
<p><b>P1.</b></p> <p>Buildings and structures complement the Height of surrounding development,</p> <p>AND</p> <p>The height of buildings in the Port Douglas Waterfront transitions from single storey in the Community and Recreation Facilities Planning Area through to three storeys in the Port Douglas Waterfront North Planning Area.</p> <p>AND</p> <p>Buildings are limited to two Storeys outside the Port Douglas Waterfront, except; in the High Scale locations depicted on the Locality Plan, where development of three Storeys is appropriate.</p>	<p><b>A1.1</b></p> <p>In the Planning Areas (and parts thereof) contained in the Port Douglas Waterfront listed below, the maximum Height of Buildings/structures is 3.0 metres. In addition, the roof (including any ancillary roof features) does not exceed a maximum Height of 3.5 metres above the intersection of the pitching part of the roof and the wall of the Building:</p> <ul style="list-style-type: none"> <li>Community and Recreation Facilities</li> </ul> <p>AND</p> <p>In the Planning Areas (and parts thereof) listed below the maximum Height of Buildings/structures is 6.5 metres. In addition, the roof (including any ancillary roof features) does not exceed a maximum Height of 3.5 metres above the intersection of the pitching part of the roof and the wall of the Building:</p> <ul style="list-style-type: none"> <li>Residential 1;</li> <li>Industry;</li> <li>Conservation;</li> <li>Community and Recreational Facilities (except in the Port Douglas Waterfront);</li> <li>Residential 2;</li> <li>Tourist and Residential (Medium Scale);</li> <li>Commercial – (Medium Scale, outside the Tourist Centre);</li> <li>Commercial – (High Scale, outside the Tourist Centre);</li> <li>Commercial – (High Scale, within the Tourist Centre and on the high side of Macrossan</li> </ul>	<p><b>P1 Complies</b></p> <p>The height of the proposed telecommunications tower is designed to meet the radio frequency requirements of the facility.</p> <p>While the height of the structure itself is taller than the nearest buildings, it is of a slimline design and sensitive colour scheme (grey/green), which assist it to integrate into the vegetated surrounds. Further, the equipment shelter and lower portions will be screened by vegetation.</p> <p>Whilst the proposal will be partially visible in the local context, it is considered that it will not be visually obtrusive. The slim facility does not have any of the adverse visual impacts associated with tall buildings such as shadowing and wind effects etc.</p>

Performance outcome	Acceptable outcome	Response
	<p>Street) – in this instance there is no specified number of Storeys, however the maximum Height prevails.</p> <ul style="list-style-type: none"> <li>• Port Douglas Waterfront North (where depicted within Figure 1 of the Port Douglas Waterfront North Planning Area Code); and</li> <li>• Port Douglas Waterfront South.</li> </ul> <p>AND</p> <p>In the Planning Areas (parts thereof) listed below the maximum Height of Buildings/structures is 10 metres and 3 Storeys. In addition, the roof (including any ancillary roof features) does not exceed a maximum Height of 3.5 metres above the intersection of the pitching part of the roof and the wall of the Building:</p> <ul style="list-style-type: none"> <li>• Tourist and Residential – (High Scale); and</li> <li>• Commercial – (High Scale, within the Tourist Centre and on the low side of Macrossan Street, through to Warner Street); and</li> <li>• Port Douglas Waterfront North (where depicted within Figure 1 of the Port Douglas Waterfront North Planning Area Code).</li> </ul>	
<p><b>P2.</b></p> <p>P2 Development is connected to available urban services.</p>	<p><b>A 2.1</b></p> <p>Development is connected to available urban services by underground connections, wherever possible.</p> <p>AND/OR</p> <p>Contributions are paid when applicable in accordance with the requirements of Planning Scheme Policy No 11 – Water Supply and Sewerage</p>	<p><b>P2 Complies</b></p> <p>New underground connection to power is proposed and will utilise existing urban services in the area.</p>

Performance outcome	Acceptable outcome	Response
	Headworks and Works External Contributions.	
<b>P3.</b> Landscaping of development Sites complements the existing tropical seaside resort town character of Port Douglas and creates a dominant tropical vegetated streetscape.	<b>A 3.1</b> Landscaping of a development Site complies with Planning Scheme Policy No 7 – Landscaping, with particular emphasis on appropriate species for Port Douglas.	<b>P3 Complies</b> While the proposal does not include landscaping or new plantings, the location enables the retention of existing vegetation which will limit any visual impact of the proposal. The vegetation within the parkland dominates the streetscape and will continue to do so.
<b>P4</b> Development Sites are provided with efficient and safe vehicle Access and manoeuvring areas on Site and to the Site, to an acceptable standard for the Locality.	<b>A 4.1</b> All Roads, driveways and manoeuvring areas on Site and adjacent to the Site are designed and maintained to comply with the specifications set out in the Planning Scheme Policy No 6 – FNQROC Development Manual.	<b>P4 Complies</b> The proposal is equipped with adequate access for the purpose of the proposal. As an unmanned facility, operated remotely, access for operation is not required. Occasional access for maintenance is possible and will be provided by an informal track off Escape Street.
<b>Tourist centre</b>		
<b>P5</b> Development in the Tourist Centre enhances the distinct tropical resort town character and identity of Port Douglas and encourages pedestrian activity at street level including shade protection across the entire footpath for the length of the building	<b>P 5.1</b> Development is built up to the street Frontage/s at Ground Level and incorporates a light frame awning a minimum of 3 metres wide for the length of the street Frontage/s. OR If a development includes an outdoor dining area at ground/footpath level, the dining area has a maximum Setback of 6 metres and the required awning is still maintained along the length of the street Frontage/s.	<b>P5 Not applicable</b> The proposal is not in the Tourist Centre.
<b>P 6</b> Development in the Tourist Centre is predominantly commercial in nature with any tourist	<b>A 6.1</b> Commercial development establishes at Ground Level and a maximum of one level above ground with any residential tourist development establishing on levels above ground or on	<b>P6 Not applicable</b> The proposal is not in the Tourist Centre.



Performance outcome	Acceptable outcome	Response
accommodation having a secondary focus and not located on the street-level Frontage.	Ground Level but not on the street Frontage, in any mixed use development.	
<p>P7</p> <p>Development in the Tourist Centre is of a height and scale which complements the village character of the town and remains subservient to the natural environment and the backdrop of Flagstaff Hill, in particular.</p>	<p>A 7.1</p> <p>The achievement of the maximum Building/structure Height specified above in A1.1, relies on compliance with Acceptable Solutions A7.2, A7.3, A7.4 and A8.1 below.</p>	<p><b>P7 Not applicable</b></p> <p>The proposal is not in the Tourist Centre.</p>
	<p>A 7.2</p> <p>Development has a maximum length of unbroken building facade of 20 metres and a maximum extent of overall development in the same style/design along the street Frontage/s of 40 metres.</p>	<p><b>P7 Not applicable</b></p> <p>The proposal is not in the Tourist Centre.</p>
	<p>A 7.3</p> <p>Any break in the building facade varies the alignment by a 1 metre minimum deviation.</p>	<p><b>P7 Not applicable</b></p> <p>The proposal is not in the Tourist Centre.</p>
	<p>A 7.4</p> <p>A minimum of three of the following building design features and architectural elements detailed below are incorporated to break the extended facade of a development:</p> <ul style="list-style-type: none"> <li>• a change in roof profile;</li> <li>• a change in parapet coping;</li> <li>• a change in awning design;</li> <li>• a horizontal or vertical change in the wall plane; or</li> <li>• a change in the exterior finishes and exterior colours of the development.</li> </ul> <p>Planning Scheme Policy No 2 – Building Design and</p>	<p><b>P7 Not applicable</b></p> <p>The proposal is not in the Tourist Centre.</p>

Performance outcome	Acceptable outcome	Response
	Architectural Elements should be referred to for demonstrating compliance with elements listed above.	
	<p><b>A 7.5</b></p> <p>Any Building which does not comply with A7.2, A7.3 and A7.4 above, is limited to 1 storey and/or 4.5 metres in height.</p>	<p><b>P7 Not applicable</b></p> <p>The proposal is not in the Tourist Centre.</p>
<p><b>P 8</b></p> <p>Development in the Tourist Centre is climate-responsive, contributes positively to the character of the Locality, is complementary in scale to surrounding development and does not exceed a base Plot Ratio of 0.5:1 and a maximum Plot Ratio of 1:1.</p> <p>AND</p> <p>Will not achieve the maximum Plot Ratio specified above unless the development incorporates building design features and architectural elements detailed in Planning Scheme Policy No 2 – Building Design and Architectural Elements (and referred to in the Acceptable Solution).</p>	<p><b>A 8.1</b></p> <p>Development incorporates the following design features and corresponding plot ratio bonuses [in brackets]:</p> <ul style="list-style-type: none"> <li>a) appropriate roof form and roofing material [10% Plot Ratio Bonus]; and</li> <li>b) appropriate fenestration in combination with roof form [5% Plot Ratio Bonus]; and</li> <li>c) appropriate window openings with window awnings, screens or eaves shading 80% of the window opening – refer Planning Scheme Policy No. 2 – Building Design and Architectural Elements [15% Plot Ratio Bonus]; and</li> <li>d) minimum of 700mm eaves [15% Plot Ratio Bonus]; and</li> <li>e) orientation of the Building to address the street/s [5% Plot Ratio Bonus];</li> <li>f) <b>sheltered</b> pedestrian Access by unenclosed covered common area walkway of 1.5 metres in width from the car parking area/s to the development [5% Plot Ratio Bonus]; and</li> <li>g) inclusion of windows and balconies to the street façade of the Building [10% Plot Ratio Bonus]; and</li> <li>h) provision of lattice, battens or privacy screens [5% Plot Ratio Bonus]; and</li> <li>i) the overall length of a Building does not exceed 30 metres and the overall length of any continuous wall does not exceed 15 metres [10% Plot Ratio Bonus].</li> </ul>	<p><b>P8 Not applicable</b></p> <p>The proposal is not in the Tourist Centre.</p>

Performance outcome	Acceptable outcome	Response
<b>P 9</b>  Car parking generated by:  a) the commercial component of development is fully or partly accommodated on the Site of the development, depending on the availability of alternative public car parking nearby with any balance to be paid in lieu of providing on-site car parking for commercial development in accordance with Planning Scheme Policy No 3 – Car Parking Contributions; and b) the residential component of any mixed use development is provided on the Site for the full allocation for units and visitor parking and is held in a common pool for common use.	<b>P 9.1</b>  In respect to P9 (a), a minimum of 30% of the car parking requirements for the commercial component of development is provided on the Site of a development fronting Grant, Macrossan, Owen or Wharf Street, with 100% on-site provision applying for a commercial component along other streets in the Tourist Centre. AND  Any balance is paid in lieu of providing on-site car parking for commercial development in accordance with Planning Scheme Policy No. 3 – Car Parking Contributions.	<b>P9 Not applicable</b>  The proposal is not in the Tourist Centre.
<b>P 10</b>  The use of on Site public car parking in the Tourist Centre is maximised.	<b>A 10.1</b>  On Site car parking available for public use in the Tourist Centre is clearly sign-posted at the Site Frontage.	<b>P10 Not applicable</b>  The proposal is not in the Tourist Centre.
	<b>A 10.2</b>  Signage for car parking for public use is to be of a standard blue and white sign with a directional arrow unless otherwise specified.	<b>P10 Not applicable</b>  The proposal is not in the Tourist Centre.
	<b>A 10.3</b>  Boom gates, pay machines or other regulatory devices to control Access to public car parking areas are not constructed/erected.	<b>P10 Not applicable</b>  The proposal is not in the Tourist Centre.

Performance outcome	Acceptable outcome	Response
<b>P 11</b>  Car parking and access in the Tourist Centre:  a) does not dominate street Frontages, especially along streets with high pedestrian traffic and pedestrian-oriented development; and b) facilitates pedestrian connectivity; and c) is safe and convenient.	<b>A 11.1</b>  In respect to P11 (a), along Grant, Macrossan, Owen and Wharf Streets, on-site car parking and Access is minimised, and where possible, shared access driveways and Access easements are to be provided to limit the number of vehicles crossings.	<b>P11 Not applicable</b>  The proposal is not in the Tourist Centre.
<b>P 12</b>  Residents in residential accommodation located within the Tourist Centre are protected from noise intrusion associated with night time activities, such as outdoor dining, bars and nightclubs.	No acceptable solution	<b>P12 Not applicable</b>  The proposal is not in the Tourist Centre.
<b>P 13</b>  Safe and convenient pedestrian linkages are promoted in the Tourist Centre.	<b>A 13.1</b>  One centrally located pedestrian Access is provided via a sheltered walkway/arcade from Macrossan Street to Warner Street between Grant Street and Owen Street.	<b>P13 Not applicable</b>  The proposal is not in the Tourist Centre.
<b>Local Centres</b>		
<b>P 14</b>  Local Centres outside the Tourist Centre service the surrounding residential area and do not adversely impact on the viability of the Tourist Centre.	<b>A 14.1</b>  The Net Lettable Area of each of the existing Local Centres does not exceed 300 m2 and is apportioned equally between the total number of lots which comprise the Local Centre.	<b>P14 Not applicable</b>  The proposal is not in the Local Centre.
	<b>A 14.2</b>  Any proposed new Local Centre with a maximum Net Lettable	<b>P14 Not applicable</b>

Performance outcome	Acceptable outcome	Response
	Area of 500 m2, only establishes when an identifiable population of 1000 persons is located more than 2 km from any existing Local Centre or the Tourist Centre.	The proposal is not in the Local Centre.
	<b>A 14.3</b> Any new Local Centre is located at a “gateway” location to a residential area, which best serves the surrounding residential area.	<b>P14 Not applicable</b>  The proposal is not in the Local Centre.
<b>P 15</b>  Existing residential housing estates are protected from incursion by higher density residential uses.	<b>A 15.1</b> Multi-Unit Housing does not establish in the residential estate of Solander and the areas in Reef Park estate included in the Residential 1 Planning Area.	<b>P15 Not applicable</b>  The proposal is not in the Local Centre, nor is it residential use.
<b>P 16</b>  Residential development, other than a House, is climate-responsive, contributes positively to the character of the Locality, is complementary in scale to surrounding development and does not exceed the identified Plot Ratio designation on the Locality Map/s (that is): <ul style="list-style-type: none"> <li>land designated High Scale has a base Plot Ratio of 0.5:1 and a maximum Plot Ratio of 0.8:1;</li> <li>land designated Medium Scale has a base Plot Ratio of 0.3:1 and a maximum Plot Ratio of 0.45:1;</li> </ul>	<b>A 16.1</b>  Development incorporates the following design features and corresponding plot ratio bonuses [in brackets]: a) appropriate roof form and roofing material [10% Plot Ratio Bonus]; and b) appropriate fenestration in combination with roof form [5% Plot Ratio Bonus]; and c) appropriate window openings with window awnings, screens or eaves shading 80% of the window opening – refer Planning Scheme Policy No. 2 – Building Design and Architectural Elements [15% Plot Ratio Bonus]; and d) minimum of 700mm eaves [15% Plot Ratio Bonus]; and e) orientation of the Building to address the street/s [5% Plot Ratio Bonus]; f) sheltered pedestrian Access by unenclosed covered common area walkway of 1.2 metres in width from the car parking area/s to the development [5% Plot Ratio Bonus]; and g) inclusion of windows and balconies to the street façade of	<b>P16 Not applicable</b>  The proposal is not in the Local Centre, nor is it residential use.

Performance outcome	Acceptable outcome	Response
<p>OR</p> <ul style="list-style-type: none"> <li>land designated Low Scale has a base Plot Ratio of 0.25:1 and a maximum Plot Ratio of 0.35:1.</li> </ul> <p>AND</p> <p>Will not achieve the maximum Plot Ratio specified above unless the development incorporates building design features and architectural elements detailed in Planning Scheme Policy No 2 – Building Design and Architectural Elements (and referred to in the Acceptable Solution).</p>	<p>the Building [10% Plot Ratio Bonus]; and</p> <p>h) provision of lattice, battens or privacy screens [5% Plot Ratio Bonus]; and</p> <p>i) the overall length of a Building does not exceed 30 metres and the overall length of any continuous wall does not exceed 15 metres [10% Plot Ratio Bonus].</p>	
<p><b>P 17</b></p> <p>The Site Coverage of any residential or tourist development does not result in a built form that is bulky or visually obtrusive.</p>	<p><b>A 17.1</b></p> <p>The Site Coverage of any residential or tourist development, other than a House, is limited to:</p> <ul style="list-style-type: none"> <li>45% at Ground Level;</li> <li>40% at first floor level; and</li> <li>35% at second floor level, if applicable.</li> </ul>	<p><b>P17 Not applicable</b></p> <p>The proposal is not in the Local Centre, nor is it residential use.</p>
<p><b>P 18</b></p> <p>Tourist development provides a range of services and facilities for the recreational convenience of in-house guests.</p>	<p><b>A 18.1</b></p> <p>Tourist development provides a range of recreational facilities and small scale commercial services such as Restaurant/bars, shop/boutique, and tour booking office, for the enjoyment and convenience of in-house guests.</p>	<p><b>P18 Not applicable</b></p> <p>The proposal is not in the Local Centre, nor is it tourist development.</p>
<b>Other development</b>		
<p><b>P 19</b></p> <p>Industrial development is limited to Service Industry and is located in existing or identified</p>	<p><b>A 19.1</b></p> <p>Service Industry development is located in the identified Industrial areas of:</p>	<p><b>P19 Not applicable</b></p> <p>The proposal is not for industrial or service industry development.</p>

Performance outcome	Acceptable outcome	Response
Industrial areas and is of a scale and intensity of development which is acceptable in the Locality.	<ul style="list-style-type: none"> <li>Special Management Area 3 - Service Industry Precincts (Craiglie); and</li> <li>Special Management Area 4 - Service Industry Precincts (Mahogany Street)</li> </ul>	
<b>Community Facilities</b>		
<b>P 20</b>  Community facilities are provided to service the local community and visitors in convenient and accessible locations.	<b>A 20.1</b>  Community facilities are conveniently located within or near the Tourist Centre and in close proximity to existing community facilities to service the needs of local residents and visitors.	<b>P20 Not applicable</b>  The proposal is for an unmanned telecommunications facility which is not defined as a community facility within The Scheme.
	<b>A 20.2</b>  Public car parking areas are provided within or in close proximity to the Tourist Centre, existing community facilities, sporting/recreation grounds and Four Mile Beach.	
<b>P 21</b>  The views and vistas of Four Mile Beach from the intersection of Davidson Street and Macrossan Street to the beach front are maintained.	<b>A 21.1</b>  Any development in Macrossan Street between Davidson Street and the beach front, outside the Tourist Centre, is designed with Macrossan Street as the Main Street Frontage and the Buildings are Setback 6 metres from the Main Street Frontage.	<b>P20 Not applicable</b>  The proposal is not at Macrossan or Davidson Streets.
<b>P 22</b>  Development does not adversely impact on areas of sensitive natural vegetation, foreshore areas, Watercourses and areas of tidal inundation which contribute the Scenic Amenity and natural	No acceptable solution	<b>P 22 Complies</b>  The proposal is designed to minimise visual impact and has characteristics able to complement surrounding development. Any trimming of vegetation will comply with the Local Law- Vegetation Management. The site is not mapped as being the site of

Performance outcome	Acceptable outcome	Response
values of the locality 17,18.		any Regulated Vegetation under the Vegetation Management Act.
<b>Port Douglas waterfront</b>		
<b>P 23</b>  The Port Douglas Waterfront is protected from any new incompatible land uses and activities or intensification of existing incompatible uses, to allow for the future planned spatial arrangements of the waterfront.	<b>A 23.1</b>  Development in the Port Douglas Waterfront North Planning Area and the Port Douglas Waterfront South Planning Area complies with the respective Codes for each Planning Area; and	<b>P23 Not applicable</b>  The proposal is not in the Port Douglas waterfront North or South Planning Area.
	<b>A 23.2</b>  Development in the Commercial Planning Area on premises that has road frontages on both Warner Street and the unnamed laneway at the rear, use Warner Street as the Primary Road frontage for pedestrian access and business frontage ensuring centralised parking on Lot 12 on SR787 for the Port Douglas Waterfront and Tourist Centre is unimpeded.	<b>P23 Not applicable</b>  The proposal is not in the Port Douglas waterfront North or South Planning Area.
<b>Special Management Area 1- Flagstaff Hill</b>		
<b>P 24</b>  Flagstaff Hill is protected from inappropriate development to protect the Hill as an important natural landmark feature of Port Douglas and as a vegetated backdrop to the Tourist Centre.	<b>A 24.1</b>  Only Houses on large allotments are developed in Special Management Area 1 - Flagstaff Hill.	<b>P24 Not applicable</b>  The proposal is not on the Flagstaff Hill.
<b>P 25</b>  All development on Flagstaff Hill is designed to minimise the visibility of the development and to ensure development is subservient to the natural landscape and topography of the Site, including through:	No acceptable solution	<b>P25 Not applicable</b>  The proposal is not on the Flagstaff Hill.



Performance outcome	Acceptable outcome	Response
<p>a) building design which minimises excavation and filling; and</p> <p>b) buildings being designed to step down the Site and incorporate foundations and footings on piers or poles; and</p> <p>c) buildings being visually unobtrusive and incorporating exterior finishes and muted colours which are non reflective and complement the colours of the surrounding vegetation and viewshed; and</p> <p>d) protection of the views from public viewing points.</p>		
<p><b>P 26</b></p> <p>The Residential Growth Area is developed taking account of the opportunities and constraints and existing topographic and man made features of the whole of the Site, and in particular, that part of the Site identified as Investigation Zone (vegetation and flooding).</p>	No acceptable solution	<p><b>P26 Not applicable</b></p> <p>The proposal is not on the Flagstaff Hill.</p>
<p><b>P27</b></p> <p>Any reconfiguration layout ensures that Access to the State-Controlled Road is minimised.</p>	<p><b>A 27.1</b></p> <p>Vehicular Access to the Captain Cook Highway is limited to one Access point via Andreasson Road with internal vehicular connectivity provided throughout the Residential Growth Area, if development occurs in stages.</p>	<p><b>P27 Not applicable</b></p> <p>The proposal is not on the Flagstaff Hill nor is it for reconfiguration of a lot.</p>
<p><b>P 28</b></p> <p>Residential development near Mowbray River does not detrimentally impact on</p>	<p><b>A 28.1</b></p> <p>Any residential development on land adjacent to Mowbray River:</p> <p>a) does not involve the construction of a canal estate or similar form of development; and</p>	<p><b>P28 Not applicable</b></p> <p>The proposal is not on land adjacent to Mowbray River.</p>

Performance outcome	Acceptable outcome	Response
the natural values of the river system, or of coastal waters.	b) is separated from the river by a road and substantial public open space.	
<b>Special Management Area 3 – Service Industry Precincts (Craiglie)</b>		
<b>P 29</b>  Development within the Craiglie Service Industry Precinct supports the tourism and marine industries within Port Douglas.	<b>P 29.1</b> Only Service Industry uses are located in the Service Industry Precincts (Craiglie). AND The proponent of the proposed Service Industry use provides written evidence to Council that it supports/services the tourism or marine industry in Port Douglas.	<b>P29 Not applicable</b>  The proposal is not in the Craiglie service industry precinct.
<b>P 30</b>  Development on lots adjacent to the Captain Cook Highway is sited, designed and landscaped to provide an attractive visual approach to Port Douglas with all buildings, structures and carparking areas setback a sufficient distance from the Frontage to enable landscaping to screen or soften the appearance of the development.	<b>A30.1</b> Buildings and structures are setback 8 metres from the Captain Cook Highway Frontage, or no closer to the Captain Cook Highway Frontage than buildings and structures on adjoining Sites (averaged), which ever is the greater.	<b>P30 Not applicable</b>  The proposal is not in the Craiglie service industry precinct.
	<b>A 30.2</b> The Setback area to the Captain Cook Highway Frontage is landscaped with advanced Dense Planting including trees species (100 litre bag stock), which will, at maturity, exceed the Height of the Building on Site.	<b>P30 Not applicable</b>  The proposal is not in the Craiglie service industry precinct.
	<b>A 30.3</b> Advertising signs are discreet in appearance with no large advertising signs including tenancy signs located on or near the Captain Cook Highway Frontage, or within any landscaped setback area adjacent to the highway.	<b>P30 Not applicable</b>  The proposal is not in the Craiglie service industry precinct.
	<b>A 30.4</b>	<b>P30 Not applicable</b>

<b>Performance outcome</b>	<b>Acceptable outcome</b>	<b>Response</b>
	Car parking areas, loading and other service areas are designed to be screened from the Captain Cook Highway and are located so as not to be visually prominent from the Captain Cook Highway.	The proposal is not in the Craiglie service industry precinct.
<b>P31</b>  The reconfiguration of Lot 83 on SR 724 for Industrial development proceeds in line with a demonstrated demand for industrial land at Craiglie	<b>A31.1</b> Council will only support the staged reconfiguration of that part of Lot 83 on SR 724 designated in the Industry Planning Area, in association with a Needs Analysis, prepared in accordance with Planning Scheme Policy No 10 – Reports and Information the Council May Request, which demonstrates a clear demand for additional industrial land at Craiglie.	<b>P31 Not applicable</b>  The proposal is not in the Craiglie service industry precinct. It is not at Lot 83 SR724.
	<b>A31.2</b> The Needs Analysis incorporates a methodology to be approved by Council for the staged development of any reconfiguration of the land for industrial purposes, in line with a specified future demand scenario.	<b>P31 Not applicable</b>  The proposal is not in the Craiglie service industry precinct. It is not at Lot 83 SR724.
	<b>A31.3</b> The reconfiguration and/or redesignation for industrial development of that part of Lot 83 on SR 724 included in the Rural Planning Area does not occur in the life of this Planning Scheme, unless supported by another Needs Analysis prepared in accordance with A29.1 and A29.2 above.	<b>P31 Not applicable</b>  The proposal is not in the Craiglie service industry precinct. It is not at Lot 83 SR724.
<b>P32</b>  The parkland contribution associated with the reconfiguration of Lot 83 on SR 724 provides for the expansion of Teamster Park.	<b>A 32.1</b> Provision shall be made for a park contribution associated with the reconfiguration of Lot 83 on SR 724. Should the park contribution be provided in stages, the total contribution of land must be identified in one area in association with Stage 1 of any reconfiguration application.	<b>P32 Not applicable</b>  The proposal is not in the Craiglie service industry precinct. It is not at Lot 83 SR724.

<b>Performance outcome</b>	<b>Acceptable outcome</b>	<b>Response</b>
<b>P 33</b>  Development on the western side of Owen Street provides for a range of Service Industry uses, which may incorporate a minor, ancillary and necessarily associated retail component.	<b>A 33.1</b>  Service Industry development on the western side of Owen Street can be designed to designate up to a maximum of 30% of the total Gross Floor Area of any Building/s on the Site for a retail component to be located at the front of the development, provided the retail component is allied to the primary Service Industry activity carried out on the Site.	<b>P33 Not applicable</b>  The proposal is not in the Craiglie service industry precinct.
<b>P 34</b>  The potential for conflict between Industrial development and any residential development is minimised.	<b>A 34.1</b>  Any residential development occurring immediately adjacent to Special Management Area 3 does not occur until Road closures and Road openings have been undertaken to provide physical separation between residential land and industrial land. AND  New Road alignments are generally sited in accordance with the Access points identified on the relevant Locality Plan.	<b>P34 Not applicable</b>  The proposal is not in the Craiglie service industry precinct.
<b>Special Management Area 4 – Service Industry Precinct (Mahogany Street)</b>		
<b>P 35</b>  Development on Lot 147 on SR 866 supports the marine industries within Port Douglas.	<b>A 35.1</b>  Only Service Industry uses are located on that part of Lot 147 on SR 866 included in the Industry Planning Area. AND Only once lease arrangements on the land facilitate Service Industry uses. AND  The proponent of the proposed Service Industry use provides written evidence to Council that it supports/services the marine industries in Port Douglas.	<b>P35 Not applicable</b>  The proposal is not in the Mahogany St service industry precinct. It is not at Lot 147 SR866.
<b>P 36</b>	<b>A 36.1</b>  Development is limited to that part of the Site that is currently cleared	<b>P36 Not applicable</b>

Performance outcome	Acceptable outcome	Response
Development on Lot 147 on SR 866 provides for the protection of vegetation on the Site.	in accordance with a vegetation assessment to determine the exact vegetation line along the boundaries of the Conservation and Industry Planning Areas.	The proposal is not in the Mahogany St service industry precinct. It is not at Lot 147 SR866.
	<b>A 36.2</b> Buildings and structures are Setback 4 metres from the vegetation line and 6 metres from the front boundary of the Site.	<b>P36 Not applicable</b>  The proposal is not in the Mahogany St service industry precinct. It is not at Lot 147 SR866.
<b>P 37</b>  Development on Lot 147 on SR 866 is provided with appropriate Access.	<b>A 37.1</b> Access to the Site will be limited to existing Access points (maximum of 2) outside the Conservation Planning Area and constructed to a standard suitable for Service Industry uses.	<b>P37 Not applicable</b>  The proposal is not in the Mahogany St service industry precinct. It is not at Lot 147 SR866.

## F.2 COMMUNITY AND RECREATIONAL FACILITIES PLANNING AREA CODE

Performance outcome	Acceptable outcome	Response
<b>Consistent and inconsistent uses</b>		
<b>P1</b>  The establishment of uses is consistent with the outcomes sought for the Community and Recreational Facilities Planning Area.	<b>A 1.1</b>  Uses identified as inconsistent uses in the Assessment Table are not established in the Community and Recreational Facilities Planning Area.	<b>A 1.1 Complies</b>  The proposal is not identified as an inconsistent use in the Assessment Table.
<b>Building/Structure siting</b>		
<b>P2</b>  Buildings/structures are Setback to ensure that they are compatible with the character of the area and do not adversely	<b>A 2.1</b> Buildings are Setback not less than: <ul style="list-style-type: none"> <li>a minimum of 8 metres from a State-Controlled Road; or</li> </ul>	<b>A 2.1 Complies</b>  The proposal facility, equipment shelter and lease area are setback over 6m from all nearby roads.

Performance outcome	Acceptable outcome	Response
affect other uses, particularly residential uses.	<ul style="list-style-type: none"> <li>• in other cases, a minimum of 6 metres from the Main Street Frontage;</li> <li>• 4 metres from any secondary Road Frontage; and</li> <li>• 3 metres from side and rear boundaries.</li> </ul>	
<b>Site Access and Car Parking</b>		
<b>P3</b>  Car parking areas are Setback from the boundaries of the Site to ensure a high standard of amenity and to ensure that the amenity of adjacent residential land, residential uses or other sensitive Sites is protected.	<b>A 3.1</b>  Car parking areas are Setback; <ul style="list-style-type: none"> <li>• 6 metres from the Road Frontage/s of the Site; and</li> <li>• 3 metres from any other Site boundary.</li> </ul>	<b>A 3.1 Complies</b>  The proposal monopole, equipment shelter and lease area are setback over 6m from all nearby roads. The proposal is unmanned, and operated remotely. Maintenance will occur on a sporadic basis no more than 3-4 times per year, and as such formal parking spaces are not included in the proposal.
<b>P 4</b>  The Setbacks to car parking areas are landscaped to enhance the amenity of the Site and to provide a buffer to adjacent residential land, residential uses and other sensitive Sites.	<b>A 4.1</b>  The Setback between the Road Frontage/s and the car parking area is landscaped with Dense Planting.	<b>A 4.1 Complies</b>  The proposal monopole, equipment shelter and lease area are setback over 6m from all nearby roads. The proposal is unmanned, and operated remotely. Maintenance will occur on a sporadic basis no more than 3-4 times per year, and as such formal parking spaces are not included in the proposal.  Nonetheless, the proposal is located among existing vegetation within Council parkland which will be retained.
<b>Night lighting</b>		
<b>P 5</b>  Night lighting of playing fields and club facilities do not adversely affect the amenity of adjacent areas or uses.	<b>A 5.1</b>  Where the Site adjoins land included in a Residential 1, Residential 2 or Tourist and Residential Planning Area or land developed partially or wholly for residential purposes, illumination	<b>P 5 Not applicable</b>  Night lighting is not included in the proposal. The site is not a playing field/sport facility.

Performance outcome	Acceptable outcome	Response
	<p>levels parallel to and at a distance of 1.5 metres outside the Site for a Height of 10 metres do not exceed 8 lux in either the vertical or horizontal plane.</p> <p>OR</p> <p>Where regional standard facilities require a lux level of 100 – 200 lux shielding mechanisms and the correct design and positioning of the lights ensure minimal spillage to adjacent land.</p>	
<b>Landscaping</b>		
<p><b>P 6</b></p> <p>Landscaping is functional, provides visual interest and form, incorporates native vegetation, provides screening and enhances the visual appearance of the development and provides for useable public recreation/congregation areas, where appropriate.</p>	<p><b>P 6.1</b></p> <p>All Site boundary Setback areas are provided with Dense Planting for a minimum distance of 2 metres or as specified above in A3.1.</p> <p>OR</p> <p>A greater distance specified in a Land Use Code.</p>	<p><b>P 6 Complies</b></p> <p>The proposal includes retention of existing vegetation on site. This vegetation is integral to offsetting the visual impact of the facility and associated structures.</p>
<b>Sloping sites</b>		
<p><b>P 7</b></p> <p>Building/structures are designed and sited to be responsive to the constraints of sloping Sites.</p>	<p><b>A 7.1</b></p> <p>Building/structures are Erected on land with a maximum slope not exceeding 15%.</p> <p>OR</p> <p>Development proposed to be Erected on land with a maximum slope between 15% and 33% is accompanied by a Geotechnical Report prepared by a qualified engineer at development application stage.</p> <p>OR</p> <p>Development proposed to be Erected on land with a maximum slope above 33% is accompanied by a Specialist Geotechnical Report prepared by a qualified engineer at development</p>	<p><b>A 7.1 Complies</b></p> <p>The site slope does not exceed 15% in the area of the proposal.</p>

Performance outcome	Acceptable outcome	Response
	<p>application stage which includes sign-off that the Site can be stabilised.</p> <p>AND</p> <p>Any Building/structures proposed to be Erected on land with a maximum slope above 15% are accompanied by an additional Geotechnical Report prepared by a qualified engineer at building application stage.</p> <p>(Information that the Council may request as part of the Geotechnical Report are outlined in Planning Scheme Policy No 10 – Reports and Information the Council May Request, for code and impact assessable development.)</p>	
<p><b>P 8</b></p> <p>The building style and construction methods used for development on sloping Sites are responsive to the Site constraints.</p>	<p><b>A 8.1</b></p> <p>A split level building form is utilised.</p>	<p><b>P8 Not applicable</b></p> <p>The site is not a sloping site, and thus does not require a design which responds to slope.</p>
	<p><b>A 8.2</b></p> <p>A single plane concrete slab is not utilised.</p>	<p><b>P8 Not applicable</b></p> <p>The site is not a sloping site, and thus does not require a design which responds to slope.</p>
	<p><b>A 8.3</b></p> <p>Any voids between the floor of the Building and Ground Level, or between outdoor decks and Ground Level, are screened from view by using lattice/batten screening and/or Landscaping.</p>	<p><b>P8 Not applicable</b></p> <p>The site is not a sloping site, and thus does not require a design which responds to slope.</p>
<p><b>P 9</b></p> <p>Development on sloping land minimises any impact on the landscape character of the surrounding area.</p>	<p><b>A 9.1</b></p> <p>Buildings/structures are sited below any ridgelines and are sited to avoid protruding above the surrounding tree level.</p>	<p><b>P9 Not applicable</b></p> <p>The site is not a sloping site, and thus does not require a design which responds to slope.</p>
<p><b>P 10</b></p>	<p><b>A 10.1</b></p> <p>All stormwater drainage discharges to a lawful point of</p>	<p><b>P10 Not applicable</b></p>



<b>Performance outcome</b>	<b>Acceptable outcome</b>	<b>Response</b>
Development on sloping land ensures that the quality and quantity of stormwater traversing the Site does not cause any detrimental impact to the natural environment or to any other Sites.	discharge and does not adversely affect downstream, upstream, underground stream or adjacent properties.	The site is not a sloping site. Further, the proposal is surrounded by vegetation and contributes negligible increase to permeable surface to affect flow of water. The lease area is proposed to be gravel, rather than concrete or similar.

### F.3 TELECOMMUNICATIONS FACILITY CODE

<b>Performance outcome</b>	<b>Acceptable outcome</b>	<b>Response</b>
<b>Siting and design</b>		
<b>P 1</b>  Telecommunication Facilities are located so as to minimise their impact on the landscape or townscape.	<b>A 1.1</b>  Telecommunication Facilities are located underground. OR Telecommunication Facilities are co-located with other Telecommunication Facilities. OR Telecommunication Facilities are located in or on an existing structure. AND Telecommunication Facilities are not located on the exterior of any Building identified on any relevant Cultural Heritage/Valuable Site Overlay on any relevant Locality Map.	<b>P1 Complies</b>  The proposal is located on Council parkland where considerable vegetation is able to screen the lower parts of the tower and equipment shelter from nearest uses, including roads. The nearest residential use is approximately 144m to the east.
<b>P 2</b>  Telecommunication Facilities are sited and designed such that they are visually integrated, as much as possible, with the landscape or townscape so as not to be visually obtrusive.	<b>A 2.1</b>  The Height of any Telecommunication Facility does not protrude more than 1 metre above the level of the existing tree canopy or ridgelines or the Building rooftops in the townscape.	<b>P2 Complies</b>  The height of the proposed telecommunications tower is designed to meet the radio frequency requirements of the facility.  While the height of the structure itself is taller than the nearest buildings and tree line, it is of a slimline design and colour scheme (grey/green) which assist it to integrate into the vegetated surrounds. Further, the equipment

Performance outcome	Acceptable outcome	Response
<b>P 3</b>  Telecommunication Facilities are sited and		<p>shelter and lower portions will be screened by vegetation.</p> <p>The proposal is unlikely to represent a significant cumulative impact given the location within the broader vegetated area.</p> <p>Furthermore, the proposal represents the lowest impact option available to clear the tree line and meet the minimum coverage requirements.</p>
	<b>A 2.2</b>  Telecommunication Facilities are painted a colour which blends in with the surrounding landscape/townscape.	<b>A2.2 Complies</b>  The proposed colour scheme (grey/green) assists the facility to integrate into the vegetated surrounds.
	<b>A 2.3</b>  Telecommunication Facilities are sited to minimise the potential of over shadowing on adjoining and nearby land uses.	<b>A 2.3 Complies</b>  The proposed slim line monopole and setback distances from surrounding land uses minimises the shadowing impact of the facility.
	<b>A 2.4</b>  Telecommunication Facilities are located predominantly in industrial, commercial or rural areas.	<b>P2 Complies</b>  The slimline design and colour scheme (grey/green) assist it to integrate into the vegetated surrounds. Further, the equipment shelter and lower portions will be screened by vegetation.  The proposal is unlikely to represent a significant cumulative impact given the location within the broader vegetated area.  The proposed facility is located within a Community and Recreation Facilities Planning Area. Telecommunication Facilities are supported land uses in this zone.
	<b>A 3.1</b>  Telecommunication Facilities are sited and designed in accordance with any relevant requirements	<b>A 3.1 Complies.</b>  As noted in section 6 of the Planning Report, the site was selected using a

Performance outcome	Acceptable outcome	Response
designed having taken into account contemporary standards relevant to the mobile telecommunications industry.	detailed in the: Industry Code for the Deployment of Radiocommunications Infrastructure, ACIF C564:2002.	precautionary approach, as outlined in the ' <i>Industry Code - Mobile Phone Base Station Deployment</i> '. Further, opportunities for co-location were sought with none available meeting the required performance.
<b>Community Safety</b>		
<b>P 4</b>  Telecommunication Facilities are constructed, operated and managed so as public health and safety are maintained.	<b>A 4.1</b>  Emission of light, vibration, smell or radiation beyond the Site meets the State and National standards including Australian Standard Radio Frequency Radiation – Maximum Exposure Levels.	<b>A 4.1 Complies</b>  As noted at Section 7 of the Planning Report and <b>Appendix C</b> , the EME report, the proposal meets applicable EME standards.
<b>P 5</b>  Any stand alone Telecommunication Facilities are securely fenced and adequately sign posted.	<b>A 5.1</b>  To discourage public Access, the Site of any stand alone facility is enclosed by 1.8 metre high mesh security fence painted the same or similar colour as the facility.	<b>A 5.1 Complies</b>  The proposal is surrounded by a 1.8m mesh fence, together with warning and instructional signage to mitigate public access.
	<b>A 5.2</b>  The Site of any stand alone facility is appropriately signed with warning signs.	<b>A 5.2 Complies</b>  The proposal is surrounded by a 1.8m mesh fence, together with warning and instructional signage to discourage public access.
<b>Access and Car Parking</b>		
<b>P 6</b>  The Site of a stand alone Telecommunication Facility is provided with adequate Access and vehicle standing area to facilitate the required level of servicing and maintenance.	<b>A 6.1</b>  Any stand alone facility is provided with a vehicular driveway, of a maximum width of 4 metres, and vehicle standing area which are constructed to an all weather surface and to accommodate stormwater drainage, where required. AND  A vehicle standing area is provided within the fenced Site of any stand alone facility.	<b>P 6 Complies</b>  This unmanned facility is accessible for maintenance when required, with space for parking available. Maintenance only occurs sporadically 3 to 4 times per year.

## F.4 DESIGN AND SITING OF ADVERTISING DEVICES CODE

Performance outcome	Acceptable outcome	Response
<b>Signage Type</b>		
<b>P 1</b>  Advertising Devices are subservient in scale to the primary use of the Site and relate to the use/s carried out on the Site.	<b>A 1.1</b> Where a Balloon, Blimp, Kite, Bunting, Flag, Banner or similar: <ul style="list-style-type: none"> <li>• safely tethered to the ground, Building or structure;</li> <li>• maximum one per business;</li> <li>• displayed for one calendar month;</li> <li>• not located over or attached to the ground of a Council controlled Road or a State-Controlled Road (SCR).</li> </ul>	<b>A1.1-1.12 Not Applicable</b>  No advertising devices are proposed. The proposal is only to include signage which is instructional/safety related. Any signage is to be subservient in scale to the primary use of the site. Signage will be attached to fencing and buildings and are not likely to be visible from a significant distance.
	<b>A 1.2</b> <ul style="list-style-type: none"> <li>• Where a Below Awning Sign:</li> <li>• maximum one per business, or one per Frontage;</li> <li>• maximum Height of 0.6 metres</li> <li>• ground clearance not less than 2.6 metres</li> <li>• maximum width of 0.3 metres;</li> <li>• maximum length of 2.5 metres and does not project beyond the awning.</li> <li>•</li> </ul>	
	<b>A 1.3</b> Where a Chalk Board or A Frame Sign: <ul style="list-style-type: none"> <li>• maximum of one Chalk Board or A Frame Sign per business, or Frontage;</li> <li>• maximum Height of 1 metre;</li> <li>• maximum width of 0.6 metre;</li> <li>• able to be readily relocatable on a daily basis, if located within a Road reserve;</li> </ul>	

Performance outcome	Acceptable outcome	Response
	<ul style="list-style-type: none"> <li>do not rotate or spin in the wind;</li> <li>only allowable within a State-controlled Road reserve where the speed limit is 60 km/hr or less;</li> <li>if located within the Road reserve, located a minimum of 1 metre from the kerb;</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>where no kerb, a minimum of 10 metres from the edge of the Road carriageway.</li> </ul> <p><b>A 1.4</b> Where a Directional Sign:</p> <ul style="list-style-type: none"> <li>if attached to a street sign, has the same dimensions as the street sign, unilluminated and advertising the name and distance/direction to the business;</li> <li>maximum of one directional sign per business attached to any street sign;</li> <li>if attached to a property boundary fence or gate, maximum area of 0.3 m<sup>2</sup>, unilluminated and advertising only the name and distance/direction to the business which is carried out on the property;</li> <li>maximum of one directional sign to any property boundary fence or gate for each Road Frontage.</li> </ul> <p><b>A 1.5</b> Where a Fascia Sign located on the fascia of an awning:</p> <ul style="list-style-type: none"> <li>maximum of one fascia sign per business or one per Frontage;</li> <li>maximum Height above Ground Level of 2.5 metres;</li> <li>does not project above or below the fascia of the Building;</li> </ul>	

Performance outcome	Acceptable outcome	Response
	<ul style="list-style-type: none"> <li>does not project within 0.45 metre Setback from the face of the kerb or where no kerb exists, 0.30 metre from the fascia.</li> </ul>	
	<p><b>A1.6</b> Where a Home Activity or Home Based Business Sign:</p> <ul style="list-style-type: none"> <li>maximum of one sign per business;</li> <li>maximum area of 0.3 m<sup>2</sup>;</li> <li>located on the same premises as the Home Activity/ Home Based Business;</li> <li>not illuminated;</li> <li>advertises only the name and occupation of the operator of the business.</li> </ul>	
	<p><b>A1.7</b> Where a Projecting Wall Sign:</p> <ul style="list-style-type: none"> <li>maximum of one projecting wall sign on any building facade or boundary wall;</li> <li>does not project further than 0.75 metres from the building line;</li> <li>minimum vertical clearance of 2.6 metres from the ground;</li> <li>not located above any awning and located at ground floor level;</li> <li>maximum surface area of 1 m<sup>2</sup>;</li> <li>maximum depth of 0.3 metres;</li> <li>does not project above the roof, parapet, or Building or wall line.</li> </ul>	
	<p><b>A1.8</b> Where a Symbol, being any ornamental design or device not otherwise described, whether or not a message is included in the design or device: maximum area of 1 m<sup>2</sup>.</p>	
	<p><b>A1.9</b> Where a Tenancy Sign:</p>	

Performance outcome	Acceptable outcome	Response
	<ul style="list-style-type: none"> <li>• maximum of one tenancy sign per Site or development;</li> <li>• maximum Height of 5 metres;</li> <li>• maximum width of 1.5 metres;</li> <li>• maximum depth of 0.3 metres;</li> <li>• limited to one double sided sign with one advertising panel on each side of the sign, each advertising panel with a maximum area of 4 m2;</li> <li>• located on the boundary of a Site or fixed to a wall on the boundary of a Site to a Road Frontage.</li> </ul>	
	<p><b>A1.10</b> Where a Wall Sign:</p> <ul style="list-style-type: none"> <li>• maximum of one wall sign on any building facade or boundary wall;</li> <li>• maximum area of 4 m2;</li> <li>• maximum length of 3 metres;</li> <li>• maximum Height of 2 metres and sited at ground floor level of a Building or boundary wall;</li> <li>• does not project further than 0.10 metres from the face of the wall.</li> </ul>	
	<p><b>A1.11</b> Where a Window Sign:</p> <ul style="list-style-type: none"> <li>• limited to windows on ground floor level only of any Building, or ground floor level and one level above if the Building is of a commercial nature;</li> <li>• maximum area of 1.2 m2;</li> <li>• maximum Height of 1 metre;</li> <li>• maximum length of 2.4 metres.</li> </ul>	
	<p><b>A1.12</b> Where an Indirectly Illuminated Sign:</p>	

Performance outcome	Acceptable outcome	Response
	<ul style="list-style-type: none"> <li>• artificial light limited to illuminating the face of the sign;</li> <li>• does not cause light spillage from the source of external illumination;</li> <li>• complies with other relevant requirements for the particular type of Advertising Device, which are specified in this Code;</li> <li>• not located within a State-Controlled Road or on a Council Road.</li> </ul>	
<p><b>P 2</b></p> <p>Advertising Devices are located in appropriate areas, relative to the land uses in the area and the amenity and character of the area<sup>46</sup></p>	<p><b>A 2.1</b></p> <p>Particular types of Advertising Devices are considered appropriate in the following locations:</p> <ul style="list-style-type: none"> <li>• Residential, Rural and Rural Settlement Areas: <ul style="list-style-type: none"> <li>- Home Activity/Home Based Business Sign; and</li> <li>- Directional Sign</li> </ul> </li> <li>• Tourist and Residential Areas: <ul style="list-style-type: none"> <li>- Directional Sign;</li> <li>- Projecting Wall Sign;</li> <li>- Symbol;</li> <li>- Wall Sign; and</li> <li>- Indirectly Illuminated Sign.</li> </ul> </li> <li>• Commercial and Tourist Commercial Areas: <ul style="list-style-type: none"> <li>- Balloon, Blimp, Kite, Bunting, Flag, Banner or similar (temporary);</li> <li>- Below Awning Sign;</li> <li>- Chalk Board or A Frame Sign;</li> <li>- Directional Sign;</li> <li>- Fascia Sign;</li> <li>- Projecting Wall Sign;</li> <li>- Symbol;</li> <li>- Tenancy Sign;</li> <li>- Wall Sign;</li> </ul> </li> </ul>	<p><b>A2 Not Applicable</b></p> <p>No advertising devices are proposed. The proposal is only to include signage which is instructional/safety related. Any signage is to be subservient in scale to the primary use of the site. Signage will be attached to fencing and buildings and are not likely to be visible from a significant distance.</p>



Performance outcome	Acceptable outcome	Response
	<ul style="list-style-type: none"> <li>- - Window Sign; and</li> <li>- - Indirectly Illuminated Sign.</li> <li>• Industrial Areas: <ul style="list-style-type: none"> <li>- - Balloon, Blimp, Kite, Bunting, Flag, Banner or similar (temporary);</li> <li>- - Tenancy Sign;</li> <li>- - Wall Sign;</li> <li>- - Window Sign; and</li> <li>- - Indirectly Illuminated Sign.</li> </ul> </li> </ul>	

## F.5 FILLING AND EXCAVATION CODE

Performance outcome	Acceptable outcome	Response
<b>Filling and excavation – General</b>		
<p><b>P1</b></p> <p>All filling and excavation work does not create a detrimental impact on the slope stability, erosion potential or visual amenity of the Site or the surrounding area.</p>	<p><b>A 1.1</b></p> <p>The height of cut and/or fill, whether retained or not, does not exceed 2 metres in height. AND</p> <p>Cuts in excess of those stated in A1.1 above are separated by benches/terraces with a minimum width of 1.2 metres that incorporate drainage provisions and screen planting.</p> <p><b>A 1.2</b></p> <p>Cuts are supported by batters, retaining or rock walls and associated benches/terraces are capable of supporting mature vegetation.</p> <p><b>A 1.3</b></p> <p>Cuts are screened from view by the siting of the Building/structure, wherever possible.</p>	<p><b>P1 Complies</b></p> <p>The proposed site area comprises negligible slope. It is not proposed to include filling and excavation work likely to impact slope stability. The only excavation is likely to be for pier type footings (approximately 10 m<sup>2</sup>).</p>

Performance outcome	Acceptable outcome	Response
	<p><b>A 1.4</b></p> <p>Topsoil from the Site is retained from cuttings and reused on benches/terraces.</p> <p><b>A 1.5</b></p> <p>No crest of any cut or toe of any fill, or any part of any retaining wall or structure, is located closer than 600 mm to any boundary of the property, unless the prior written approval of the adjoining landowner and the Council, has been obtained.</p> <p><b>A 1.6</b></p> <p>Non-retained cut and/or fill on slopes are stabilised and protected against scour and erosion by suitable measures, such as grassing, Landscaping or other protective/aesthetic measures.</p>	
<b>Visual Impact and Site stability</b>		
<p><b>P 2</b></p> <p>Filling and excavation are carried out in such a manner that the visual/scenic amenity of the area and the privacy and stability of adjoining properties is not compromised.</p>	<p><b>A 2.1</b></p> <p>The extent of filling or excavation does not exceed 40% of the Site area or 500 m2 whichever is the lesser. EXCEPT THAT A2.1 does not apply to reconfiguration of 5 lots or more.</p>	<p><b>A2.1 Complies</b></p> <p>The proposed site area comprises negligible slope. It is not proposed to include filling and excavation work likely to impact slope stability. The only excavation is likely to be for pier type footings (approximately 10 m<sup>2</sup>).</p>
	<p><b>A 2.2</b></p> <p>Filling and excavation does not occur within 2 metres of the Site boundary.</p>	<p><b>A 2.2 Complies</b></p> <p>The proposal is set back more than 2m from any boundary.</p>
<b>Flooding and Drainage</b>		

<b>Performance outcome</b>	<b>Acceptable outcome</b>	<b>Response</b>
<b>P 3</b>  Filling and excavation does not result in a change to the run off characteristics of a Site which then have a detrimental impact upon the Site or nearby land or adjacent Road reserves.	<b>A 3.1</b>  Filling and excavation does not result in the ponding of water on a Site or adjacent land or Road reserves.	<b>A3.1 Complies</b>  The proposal occurs on a site with negligible slope. It is not proposed to include filling and excavation work intended to vary levels. The only excavation is likely to be for pier type footings. Ponding is not likely to occur.
	<b>A 3.2</b>  Filling and excavation does not result in an increase in the flow of water across a Site or any other land or Road reserves.	<b>A3.2 – 3.3 Complies</b>  The proposal occurs on a site with negligible slope. It is not proposed to include filling and excavation work intended to vary levels. The only excavation is likely to be for pier type footings. Ponding is not likely to occur. Further, the proposal's impervious surface area is negligible. The lease area is to be gravel, rather than hard surface such as concrete.
	<b>A 3.3</b>  Filling and excavation does not result in an increase in the volume of water or concentration of water in a Watercourse and overland flow paths.	
	<b>A 3.4</b>  Filling and excavation complies with the specifications set out in the Planning Scheme Policy No 6 – FNQROC Development Manual.	<b>A3.2 Complies</b>  The proposal occurs on a site with negligible slope. It is not proposed to include filling and excavation work intended to vary levels. The only excavation is likely to be for pier type footings. Specifications in the Planning Scheme Policy No 6 – FNQROC Development Manual will be followed as applicable and can be conditioned as part of development approval.
<b>Water Quality</b>		
<b>P 4</b>  Filling and excavation does not result in a reduction of the water quality of receiving waters.	<b>A 4.1</b>  Water quality is maintained to comply with the specifications set out in the Planning Scheme Policy No 6 – FNQROC Development Manual.	<b>A3.2 Complies</b>  The proposal occurs on a site with negligible slope. It is not proposed to include filling and excavation work intended to vary levels. The only excavation is likely to be for pier type

Performance outcome	Acceptable outcome	Response
		footings. As such, the proposal is not likely to contribute to sediment pollution in runoff.

## F.6 LANDSCAPING CODE

Performance outcome	Acceptable outcome	Response
<b>Landscape design</b>		
<b>P1</b>  Landscape design satisfies the purpose and the detailed requirements of this Code.	<b>A 1.1</b>  Landscaping is undertaken in accordance with a Landscape Plan drawn to scale which complies with and illustrates all the relevant requirements of this Code and Planning Scheme Policy No 7 – Landscaping. AND Landscaping is maintained in accordance with the requirements specified in this Code and Planning Scheme Policy No 7 – Landscaping.	<b>P 1 Complies</b>  No New landscaping is proposed, however additional landscaping can be provided at Council's request. The site is located within Council parkland, comprising significant mature vegetation which will be retained. This provides screening to the proposal from the time of installation.  This vegetation will be retained to ensure visual impact is minimised for the proposal to ensure the facility does not dominate the streetscape.  The proposal can be conditioned to comply with <i>Code and Planning Scheme Policy No 7 – Landscaping</i> .
<b>Landscape- Character and Planting</b>		
<b>P2</b>  Landscaping contributes to a sense of place, is functional to the surroundings and provides dominant visual interest and form.	<b>A 2.1</b>  A minimum of 80% of the proposed landscape area is open to the sky for sunlight and ventilation.	<b>A2.1 Complies</b>  No New landscaping is proposed, however additional landscaping can be provided at Council's request. The site is located within Council parkland, comprising significant mature vegetation which will be retained.  This parkland is 100% open to the sky and provides screening to the proposal from the time of installation.
	<b>A 2.2</b>	<b>A 2.2 – 2.3 Not applicable</b>

Performance outcome	Acceptable outcome	Response
	<p>The percentage of native or endemic species utilised in the Landscaping is as specified in the Locality Code.</p> <p>OR</p> <p>Where not specified in the Locality Code, in accordance with Planning Scheme Policy No. 7 – Landscaping.</p>	<p>No New landscaping is proposed, however additional landscaping can be provided at Council's request. The site is located within Council parkland, comprising significant mature vegetation which will be retained.</p> <p>The proposal can be conditioned to comply with <i>Code and Planning Scheme Policy No 7 – Landscaping</i> where required.</p>
<p><b>P 3</b></p> <p>Landscaping is consistent with the existing landscape character of the area and native vegetation existing on the Site is to be retained wherever possible and integrated with new Landscaping<sup>47</sup>.</p>	<p><b>A 2.3</b></p> <p>Landscaping includes planting layers comprised of canopy, middle storey, screening and groundcovers, with palm trees used as accent plants only.</p>	
	<p><b>A 3.1</b></p> <p>Existing native vegetation on Site is retained and incorporated into the Site design, wherever possible.</p>	<p><b>PA3.1-3.3 Complies</b></p> <p>No New landscaping is proposed, however additional landscaping can be provided at Council's request. The site is located within Council parkland, comprising significant mature vegetation which will be retained.</p>
	<p><b>A 3.2</b></p> <p>Any mature vegetation on the Site which is removed or damaged during development of the Site is replaced with advanced native species.</p>	
	<p><b>A 3.3</b></p> <p>Where there is an existing landscape character in a street or locality which results from existing vegetation, similar species are planted on Site or on the street.</p>	
	<p><b>A 3.4</b></p> <p>Street trees are 100% native species which enhance the landscape character of the streetscape, with species chosen from the Plant Species Schedule in Planning Scheme Policy No 7 – Landscaping.</p>	<p><b>A 3.4 Not applicable</b></p> <p>No New landscaping is proposed, however additional landscaping can be provided at Council's request. The site is located within Council parkland, comprising significant mature vegetation which will be retained.</p>

Performance outcome	Acceptable outcome	Response
		The proposal can be conditioned to comply with <i>Code and Planning Scheme Policy No 7 – Landscaping</i> where required.
<b>P 4</b>  Plant species are selected with consideration to the scale and form of development, screening, buffering, streetscape, shading and the locality of the area.	<b>A 4.1</b>  Species are selected in accordance with the Plant Species Schedule in Planning Scheme Policy No 7 – Landscaping.	<b>A4.1 Not Applicable</b>  No New landscaping is proposed, however additional landscaping can be provided at Council's request. The site is located within Council parkland, comprising significant mature vegetation which will be retained.  The proposal can be conditioned to comply with <i>Code and Planning Scheme Policy No 7 – Landscaping</i> where required.
<b>P 5</b>  Shade planting is provided in car parking areas where uncovered or open, and adjacent to driveways and internal Roadways.	<b>A 5.1</b>  Where car parking areas are uncovered or open, shade trees are planted at regular intervals (a minimum of 1 shade tree is provided for every 5 car parks) throughout the car parking areas, and adjacent to driveways and internal Roadways.	<b>A5.1 -5.4 Not applicable</b>  The proposal is for an unmanned telecommunications facility. No formal parking is proposed on site.
	<b>A 5.2</b>  A minimum of 1 shade tree is provided for every 10 metres along a driveway or internal Roadway.	
	<b>A 5.3</b>  Landscape beds and trees are protected by garden edging, bollards or wheel stops.	
	<b>A 5.4</b>  Trees within car parking areas have a minimum planting area the equivalent of 1 car parking bay, with a minimum topsoil depth of 0.8 metre.	

Performance outcome	Acceptable outcome	Response
Screening		
<b>P 6</b>  Fences along street Frontages are articulated with appropriate Landscaping.	<b>A 6.1</b>  Perimeter fencing to any street Frontage complies with the relevant Planning Area Code.	<b>A 6.1 Not Applicable</b>  No perimeter fencing along street frontages is proposed. Fencing surrounding the proposed lease area on site is adequately setback from the property boundary, screened by existing vegetation.
	<b>A 6.2</b>  Trees, shrubs and groundcovers are planted within any recessed areas along the fence line.	<b>A 6.2. Not applicable</b>  No new plantings are proposed. The proposal retains existing screening vegetation on site.
<b>P 7</b>  Landscaping within Recreation Areas of residential development are functional, well designed and enhance the residential amenity.	<b>A 7.1</b>  One shade tree is provided for each private open space or private Recreation Area.	<b>A7.1-7.4 Not applicable</b>  The proposal is not for residential development.
	<b>A 7.2</b>  Tree species provide 30% shade over the area within 5 years.	
	<b>A 7.3</b>  A minimum of 50% of the Landscaping and Recreational Area is landscaped, with trees, shrubs, groundcovers, minimising large expanses of hardstand areas and structures.	
	<b>A 7.4</b>  Plants are located to provide shelter and shade to Habitable Rooms and outdoor Recreation Areas from the hot summer sun.	
<b>P 8</b>  Undesirable features are screened with Landscaping.	<b>A 8.1</b>  Landscaping of Dense Planting is planted along and near retaining walls, long blank walls of Buildings, mechanical and air-	<b>A8.1 Not Applicable</b>  No new landscaping is proposed. Existing vegetation will be retained to provide significant screening of the

Performance outcome	Acceptable outcome	Response
	conditioning units, clothes drying areas, bin enclosures and other utility structures with appropriate trees, shrubs and groundcovers.	lower parts of the tower and equipment shelter, assisting to offset visual impact.
<p><b>P 9</b></p> <p>The environmental values of the Site and adjacent land are enhanced.</p>	<p><b>A 9.1</b></p> <p>Landscaping using similar endemic or native species, is planted on-Site on land adjoining an area of natural environmental value.</p>	<p><b>A9.1 Complies</b></p> <p>No New landscaping is proposed, however additional landscaping can be provided at Council's request. The site is located within Council parkland, comprising significant mature vegetation which will be retained.</p> <p>The proposal can be conditioned to comply with <i>Code and Planning Scheme Policy No 7 – Landscaping</i> where required.</p>
<b>Streetscape and Site Amenity</b>		
<p><b>P 10</b></p> <p>Landscaping for residential development enhances the streetscape and the visual appearance of the development.</p>	<p><b>A 10.1</b></p> <p>Dense Planting along the front of the Site incorporates:</p> <ul style="list-style-type: none"> <li>• shade canopy trees to provide shade to the Frontage of the Site within 5 years of planting;</li> <li>• landscape screening of blank walls;</li> <li>• low shrubs, groundcovers and mulch to completely cover unsealed ground.</li> </ul> <p><b>A 10.2</b></p> <p>Dense Planting to the rear of the Site incorporates:</p> <ul style="list-style-type: none"> <li>• 1 shade tree for an average of every 75 m2, growing to the Building eave Height within 5 years of planting;</li> <li>• screening shrubs to grow to 3 metres in Height within 2 years of planting;</li> <li>• low shrubs, groundcovers and mulch to completely cover unsealed ground.</li> </ul>	<p><b>A10.1- 10.3 Not applicable</b></p> <p>The proposal is not for residential development.</p>



Performance outcome	Acceptable outcome	Response
	<p><b>A 10.3</b></p> <p>Dense Planting to the side boundaries incorporates:</p> <ul style="list-style-type: none"> <li>• trees planted for an average of every 10 metres where adjacent to a Building;</li> <li>• low shrubs, groundcovers and mulch to completely cover unsealed ground.</li> </ul>	
<p><b>P 11</b></p> <p>Landscaping for non-residential development enhances the streetscape and the visual appearance of the development.</p>	<p><b>A 11.1</b></p> <p>Dense Planting along the front boundary of the Site where a Building is Setback from the front alignment, incorporates:</p> <ul style="list-style-type: none"> <li>• shade canopy trees to provide shade to the Frontage of the Site within 5 years of planting here appropriate;</li> <li>• landscape screening of blank</li> </ul> <p><b>A 11.2</b></p> <p>Dense Planting to the rear of the Site where a Building is Setback from the rear alignment, incorporates:</p> <ul style="list-style-type: none"> <li>• 1 shade tree for an average of every 75 m2 growing to the Building eave Height within 5 years of planting;</li> <li>• screening shrubs to grow to 3 metres in Height within 2 years of planting;</li> <li>• low shrubs, groundcovers and mulch to completely cover unsealed ground.</li> </ul> <p><b>A 11.3</b></p> <p>Dense Planting to the side boundaries where visible from the street or adjoining a boundary to a different Planning Area, and</p>	<p><b>P 11.1-11.3 Not Applicable</b></p> <p>No New landscaping is proposed, however additional landscaping can be provided at Council's request. The site is located within Council parkland, comprising significant mature vegetation which will be retained.</p> <p>The facility is located well away from frontages and permits the considerable screening effect of existing vegetation to continue at frontages.</p>

Performance outcome	Acceptable outcome	Response
<b>P 12</b>  Landscaped areas are designed in order to be maintained in an efficient manner.	where a Building is Setback from the side boundary, incorporates: <ul style="list-style-type: none"> <li>• trees planted for an average of every 10 metres where adjacent to a Building;</li> <li>• screening shrubs, low shrubs and groundcover appropriate for the amount of space, light and ventilation of the area;</li> <li>• low shrubs, groundcovers and mulch to completely cover unsealed ground.</li> </ul>	
	<b>A 11.4</b>  A minimum of 20% of shade trees and shrubs is incorporated in all areas of Landscaping growing to the Building eave Height within 5 years.	
	<b>A12.1</b>  A maintenance program is undertaken in accordance with the Maintenance Schedule in Planning Scheme Policy No 7 – Landscaping.	
	<b>A 12.2</b>  A reticulated irrigation system is provided to common Landscaping and Recreation Areas and planter boxes in accordance with Australian Standards, with 1 hose cock within each area.	
	<b>A 12.3</b>  Turf areas are accessible by standard lawn maintenance equipment.	
		<b>P12 Complies</b>  While the proposal does not include landscaped areas, the lease area along with the facility itself are to be maintained at intervals for safe and effective operation of the unmanned facility. The lease area is to be kept free of weeds and debris.
		<b>A 12.2 Not applicable</b>  No irrigation system is proposed.
		<b>A 12.3 Not applicable</b>  The lease area will comprise gravel ground. No turf areas are proposed.

Performance outcome	Acceptable outcome	Response
	<b>A 12.4</b>  Plant species are selected with long life expectancy and minimal maintenance requirements where on-Site management will be limited.	<b>A 12.4 Not applicable</b>  No New landscaping is proposed, however additional landscaping can be provided at Council's request. The lease area will comprise gravel ground. The site is located within Council parkland, comprising significant mature vegetation which will be retained.
	<b>A12.5</b>  Mulching is provided to all garden beds to reduce weed growth and to retain water, and is to be replenished every year in the ongoing maintenance program.	<b>A 12.5 Not applicable</b>  No New landscaping is proposed, however additional landscaping can be provided at Council's request. The lease area will comprise gravel ground. The site is located within Council parkland, comprising significant mature vegetation which will be retained.
	<b>A 13.1</b>  Adequate drainage is provided to all paving, turf and garden beds, including the use of swales, spoon drains, subsurface drainage, field gullies, rock or pebble lined Watercourses and stormwater connections.	<b>A13.1-13.3</b>  The lease area is to be of gravel, allowing infiltration of water to soil, rather than increasing runoff.  No overland flow path is identified on site.
<b>P 13</b>  Stormwater runoff is minimised and re-used in Landscaping through water infiltration, where appropriate.	<b>A13.2</b>  Overland flow paths are not to be restricted by Landscaping works.	
	<b>A13.3</b>  Water runoff is re-used through draining of hard surface areas towards permeable surfaces, turf, garden beds and by minimising impervious surfaces on the Site.	
<b>P 14</b>	<b>A 14.1</b>	<b>A14.1 Not Applicable</b>

Performance outcome	Acceptable outcome	Response
Tree species and their location accommodate vehicle and pedestrian sight lines.	Trees located near pathways, driveways, Access points, parking areas and street corners have a minimum 3.0 metres of clear trunk.	The proposal does not include any new plantings, including to areas for access.
<b>P 15</b>  The landscape design enhances personal safety and reduces the potential for crime and vandalism.	<b>A 15.1</b>  Security and foot lighting is provided to all common areas, including car parks, entries, driveways and pathways.  <b>A 15.2</b>  Hard surfaces are stable, non-slippery and useable in all weathers.  <b>A 15.3</b>  Bushfire hazard is minimised with planting of bushfire resistant species near bushfire prone areas, (refer to the Bushfire Risk Overlay on the relevant Locality Map).  <b>A 15.4</b>  Lighting for bicycle paths is provided in accordance with the relevant Australian Standards	<b>A15.1 Not applicable</b>  No security and foot lighting is proposed. Public access to the lease area is restricted by a fence. The facility's distance from other buildings or developments means it is not likely to affect vandalism potential elsewhere.  The design of the facility will comply with relevant standards for workplace health and safety and will only be frequented occasionally by qualified technicians.  <b>A 15.3 Not applicable</b>  No new plantings are proposed.  <b>A 15.3 Not applicable</b>  No bicycle lighting is proposed.
<b>Utilities and services</b>		
<b>P 16</b>  The location and type of plant species does not adversely affect the function and accessibility of services and facilities and service areas.	<b>A 16.1</b>  Plant species are selected and sited with consideration to the location of overhead and underground services.  <b>A 16.2</b>	<b>P 16 Complies.</b>  The design of service access (i.e- electricity conduits) takes into consideration existing tree species and locations. The proposal does not include new plantings.

Performance outcome	Acceptable outcome	Response
	All underground services are to be located under pathways and below the eaves of the Building.	
	<b>A 16.3</b> Irrigation control devices are located in the common Landscaping and Recreation Area.	
	<b>A 16.4</b> Landscaping is located to enable trade persons to Access and view meters and other mechanical equipment within the Site.	
	<b>A 16.5</b> Landscaping does not limit Access for service vehicles or rubbish trucks to utility areas, bin enclosures or docking areas.	
	<b>A 16.6</b> Landscaping near electric lines or substations is designed and developed so that any vegetation at maturity or Landscaping structures or works do not exceed 40 metres in Height on land: <ul style="list-style-type: none"> <li>• in an electric line shadow; or</li> <li>• within 5.0 metres of an electric line shadow; or within 5.0 metres of a substation boundary.</li> </ul>	
	<b>A 16.7</b> Elsewhere, vegetation is planted at a distance that is further from the nearest edge of an electric line shadow or substation boundary than the expected maximum Height at maturity of the vegetation.	

Performance outcome	Acceptable outcome	Response
	<p><b>A 16.8</b></p> <p>On a Site adjoining an electricity substation boundary, the vegetation foliage at maturity is not within 3.0 metres of the substation boundary. However, where a substation has a solid wall along any part of its boundary, foliage may extend to, but not above or beyond, that solid wall.</p>	

## F.7 VEHICLE PARKING AND ACCESS CODE

Performance outcome	Acceptable outcome	Response
<b>Vehicle parking numbers</b>		
<p><b>P 1</b></p> <p>Sufficient parking spaces are provided on the Site to accommodate the amount and type of vehicle traffic expected to be generated by the use or uses of the Site, having particular regard to:</p> <ul style="list-style-type: none"> <li>the desired character of the area in which the Site is located;</li> <li>the nature of the particular use and its specific characteristics and scale;</li> <li>the number of employees and the likely number of visitors to the Site;</li> <li>the level of local accessibility;</li> </ul>	<p><b>A 1.1</b></p> <p>The minimum number of vehicle parking spaces provided on the Site is not less than the number prescribed in Schedule 1 of this Code for the particular use or uses. Where the number of spaces calculated from the Schedule is not a whole number, the number of spaces provided is the next highest whole number.</p>	<p><b>P1 Complies</b></p> <p>The proposal is for an unmanned telecommunication facility, with attendance expected to occur infrequently for maintenance. Technicians attending by vehicle have space available for parking and it is not a facility intended for public access. Schedule 1 stipulates a number of spaces for each staff member. The facility will not have permanent staff members.</p>

Performance outcome	Acceptable outcome	Response
<ul style="list-style-type: none"> <li>the nature and frequency of any public transport serving the area;</li> <li>whether or not the use involves the retention of an existing Building and the previous requirements for car parking for the Building;</li> <li>whether or not the use involves an identified Valuable Conservation Feature and Valuable Site; and</li> <li>whether or not the use involves the retention of significant vegetation.</li> </ul>		
<b>Parking for People with Disabilities</b>		
<b>P 2</b>  Parking spaces are provided to meet the needs of vehicle occupants with disabilities <sup>49</sup> .	<b>A 2.1</b>  For parking areas with a total number of ordinary vehicle spaces less than 50, wheelchair accessible spaces are provided as follows: <ul style="list-style-type: none"> <li>Medical, higher education, entertainment facilities and shopping centres – 2 spaces;</li> <li>All other uses – 1 space.</li> </ul>	<b>P 2 Not applicable</b>  Given that the facility is only to be visited by technicians with the ability to ascend a ladder and access sometimes physically demanding spaces, it is not expected that people with a disability are required to access the site.
	<b>A 2.2</b>  For parking areas with 50 or more ordinary vehicle spaces, wheelchair accessible spaces are provided as follows:	<b>P 2 Not applicable</b>  Given that the facility is only to be visited by technicians with the ability to ascend a ladder and access sometimes physically demanding

Performance outcome	Acceptable outcome	Response
	<ul style="list-style-type: none"> <li>Medical, higher education, entertainment facilities and shopping centres – 3% (to the closest whole number) of the total number of spaces required;</li> <li>All other uses – 2% (to the closest whole number) of the total number of spaces required.</li> </ul>	spaces, it is not expected that people with a disability are required to access the site.
<b>Motor cycles</b>		
<p><b>P 3</b></p> <p>In recognition that motorcycles are low Road-space transport, a proportion of the parking spaces provided may be for motorcycles. The proportion provided for motor cycles is selected so that:</p> <ul style="list-style-type: none"> <li>ordinary vehicles do not demand parking in the spaces reserved for motor cycles due to capacity constraints; and,</li> <li>it is a reflection of the make-up of the likely vehicle fleet that uses the parking; and,</li> <li>it is not a reflection of the lower cost of providing motorcycle parking</li> </ul>	<p><b>A 3.1</b></p> <p>Parking for motorcycles is substituted for ordinary vehicle parking to a maximum level of 2% per cent of total ordinary parking. AND</p> <p>The motorcycle parking complies with other elements of this Code.</p>	<p><b>P 3 Not applicable</b></p> <p>The site is only to be visited by technicians for maintenance. It is expected these infrequent visits would require various tools and equipment, making a motor cycle an unlikely vehicle choice.</p>
<b>Compact vehicles</b>		



Performance outcome	Acceptable outcome	Response
<p><b>P 4</b></p> <p>A proportion of the parking spaces provided may be for compact vehicles. The proportion of total parking provided for compact vehicles is selected considering:</p> <ul style="list-style-type: none"> <li>compact vehicles spaces are not available to non-compact vehicles; and,</li> <li>it is a reflection of the proportion of the likely vehicle fleet that uses the parking; and,</li> <li>compact vehicle spaces are located so as to be proximate to pedestrian destinations such that they present significant inclination for use by users of compact vehicles; and,</li> <li>the scale of parking spaces, likely users and the likely degree of familiarity with the availability of such spaces.</li> </ul>	<p><b>A 4.1</b></p> <p>For parking areas exceeding 100 spaces for short term users or 50 spaces for long-term users, parking is provided for compact vehicles as a substitute for ordinary vehicle parking so that:</p> <ul style="list-style-type: none"> <li>compact vehicle parking does not exceed 10% of total vehicle parking required; and,</li> <li>the parking location is proximate to the entry locations for parking users; and,</li> <li>the parking provided complies with other elements of this Code.</li> </ul>	<p><b>P 4 Not applicable</b></p> <p>The site is not expected to be accessed by compact vehicles, nor is the application seeking to allocate spaces for them.</p>
<b>Bicycles parking</b>		
<p><b>P 5</b></p> <p>Sufficient bicycle parking spaces with appropriate security and end of trip facilities are</p>	<p><b>A 5.1</b></p> <p>The minimum number of bicycle parking spaces provided on Site is not less than the number prescribed in Schedule 1 of this</p>	<p><b>P 5 Not applicable</b></p> <p>The site is only to be visited by technicians for maintenance. It is expected these infrequent visits would require various tools and equipment,</p>

Performance outcome	Acceptable outcome	Response
provided on-Site to accommodate the amount of bicycles expected to be generated by the use or uses.	Code, for the particular use or uses.	making a bicycle an impractical vehicle choice.
<b>Vehicular access to site</b>		
<p><b>P 6</b></p> <p>The location of Access points minimises conflicts and is designed to operate efficiently and safely taking into account:</p> <ul style="list-style-type: none"> <li>the amount and type of vehicular traffic;</li> <li>the type of use (eg long-stay, short-stay, regular, casual);</li> <li>Frontage Road traffic conditions;</li> <li>the nature and extent of future street or intersection improvements;</li> <li>current and future on-street parking arrangements;</li> <li>the capacity of the adjacent street system; and</li> <li>the available sight distance.</li> </ul>	<p><b>A 6.1</b></p> <p>The location of the Access points is in accordance with the provisions of the relevant Australian Standards.</p> <p>AND</p> <p>Where the Site has Frontage to more than one street, the Access is from the lowest order street.</p> <p><b>A 6.2</b></p> <p>All redundant Accesses must be removed and a suitable barrier Erected to prevent further use of the Access.</p> <p><b>A 6.3</b></p> <p>Only one Access point is to be provided to each Site unless stated otherwise in another Code.</p>	<p><b>P 6 Complies</b></p> <p>The site is to be access via Escape Street. The site will be accessed infrequently and is not expected to generate traffic volume able to create conflict or demand for on street parking.</p> <p>Escape Street, offers good visibility for from expected site access point.</p>
<b>Accessibility and amenity for users</b>		
<p><b>P 7</b></p> <p>On-Site vehicle parking is provided where it is convenient, attractive</p>	<p><b>A 7.1</b></p> <p>Short term visitor parking is provided at the front or on the main approach side of the Site, with easy Access to the Building</p>	<p><b>P 7 Complies</b></p> <p>On-site parking is informal and will be used infrequently, as the site is unmanned. As such, it is integrated</p>

Performance outcome	Acceptable outcome	Response
and safe to use, and does not detract from an attractive or existing streetscape character.	entry, where such provision is in keeping with the desired character of the area in which the Site is located. AND In mixed use premises that include residential or accommodation uses (excluding, Port Douglas – Tourist Centre), at least 50% of the required number of parking spaces for the non-residential use/s on the Site is provided in an easily accessible location on the premises, so as to be convenient to use for customers and other visitors.	into the existing open space. Vehicles, when present, are expected to be largely obscured from view behind vegetation from most directions.
<b>P 8</b>  The layout of parking areas provides a high degree of amenity and accessibility for different users.	<b>A 8.1</b>  The layout of the parking area provides for the accessibility and amenity of the following: <ul style="list-style-type: none"> <li>• People with Disabilities</li> <li>• Cyclists</li> <li>• Motorcyclists</li> <li>• Compact Vehicles</li> <li>• Ordinary Vehicles</li> <li>• Service Delivery Vehicles.</li> </ul>	<b>P 7 Complies</b>  On –site parking is relatively informal and will be used infrequently, as the site is unmanned. The site is not likely to be visited by a wide range of vehicles or users, as it will be visited only infrequently by technicians in commercial vehicles.
	<b>A 8.2</b>  Where covered parking areas are required in accordance with Schedule 1 of this Code, sails or other secure structural forms of covering provide shade and weather protection for vehicles and passengers.	<b>A 8.2 Not applicable</b>  Covered parking is not required.
<b>Access Driveways</b>		
<b>P 9</b>  The dimensions of Access driveways cater for all vehicles likely to enter the Site and minimises the disruption	<b>A 9.1</b>  Access driveways are designed in accordance with the provisions of the relevant Australian Standards.	<b>P 9 Complies</b>  The access point to the site is the existing access path off Escape Street and can be easily negotiated by expected commercial vehicles.

Performance outcome	Acceptable outcome	Response
of vehicular, cyclist and pedestrian traffic.		
<b>P 10</b>  The surface construction materials of Access driveways within the Road reserve contribute to the streetscape and alerts pedestrians to the location of the driveway.	<b>A 10.1</b>  Surface construction materials are consistent with the current or intended future streetscape or character of the area and contrast with the surface construction materials of any adjacent footpath.	<b>P10 Not applicable</b>  No new access driveway is proposed.
<b>Access for People with Disabilities</b>		
<b>P 11</b>  Access for people with disabilities is provided to the Building from the parking area and from the street.	<b>A 11.1</b>  Access for people with disabilities is provided in accordance with the relevant provisions of the Australian Standards.	<b>P 11 Not applicable</b>  Given that the facility is only to be visited by technicians with the ability to ascend a ladder and access physically demanding spaces, it is not expected that people with a disability are required to access the site.
<b>Access for pedestrians</b>		
<b>P 12</b>  Access for pedestrians is provided to the Building from the parking area and from the street.	<b>A 12.1</b>  Defined, safe pedestrian pathways are provided to the Building entry from the parking area and from the street.	<b>P 12 Not applicable</b>  Given the site is to be accessed only by technicians, using a range of equipment requiring transport, it is not expected pedestrians will access the site.
<b>Access for cyclists</b>		
<b>P 13</b>  Access for cyclists is provided to the Building or to bicycle parking area from the street.	<b>A 13.1</b>  Access pathways for cyclists are provided in accordance with the relevant provisions of the Australian Standards. AND Where Access for cyclists is shared with Access for pedestrians and vehicles, the	<b>P 13 Not applicable</b>  Given the site is to be accessed only by technicians, using a range of equipment requiring transport, it is not expected cyclists will access the site.

Performance outcome	Acceptable outcome	Response
	shared use is identified by signage and linemarking.	
Dimension of parking spaces		
<p><b>P 14</b></p> <p>Parking spaces have adequate areas and dimensions to meet user requirements.</p>	<p><b>A 14.1</b></p> <p>Car parking for the disabled, ordinary car parking spaces and motorcycle parking spaces meet the requirements of the relevant Australian Standards.</p> <p>AND</p> <p>Parking spaces for special vehicles that are classified in accordance with the relevant Australian Standards meet the requirements of that Standard.</p> <p>AND</p> <p>Parking spaces for standard sized buses have the following minimum dimensions:</p> <ul style="list-style-type: none"> <li>• width: 4 metres</li> <li>• length: 20 metres</li> <li>• clear Height: 4 metres.</li> </ul> <p>AND</p> <p>Parking spaces for compact vehicles have the following minimum dimensions:</p> <ul style="list-style-type: none"> <li>• 15 per cent less in width measurements than required by Australian Standards for any ordinary vehicle; and,</li> <li>• 20 per cent less in length measurements than required by Australian Standards for any ordinary vehicle.</li> </ul> <p>AND</p> <p>Parking spaces for special vehicles meet the requirements dictated by the vehicle dimensions and manoeuvring characteristics and provide sufficient clearance to obstructions and adjacent vehicles to achieve a level of service to users equivalent to that specified by the relevant Australian Standards.</p>	<p><b>P 14 Complies</b></p> <p>On-site parking is relatively informal and will be used infrequently, as the site is unmanned. The site is not likely to be visited by a wide range of vehicles or users, as it will be visited only infrequently by technicians in commercial vehicles. The area for parking is able to accommodate the expected commercial vehicle.</p>

Performance outcome	Acceptable outcome	Response
	<b>A 14.2</b> Parking spaces for bicycles meet the requirement of the relevant Australian Standard.	<b>A 14.2 Not applicable</b> The site is not expected to be visited by bicycle users.
<b>On-site driveways, Manoeuvring Areas and Parking/Standing Areas</b>		
<b>P 15</b> On-Site driveways, manoeuvring areas and vehicle parking/standing areas are designed, constructed and maintained such that they: <ul style="list-style-type: none"> <li>are at gradients suitable for intended vehicle use;</li> <li>consider the shared movements of pedestrians and cyclists;</li> <li>are effectively drained and surfaced; and</li> <li>are available at all times they are required.</li> </ul>	<b>A 15.1</b> On-Site driveways, vehicle manoeuvring and loading/unloading areas: <ul style="list-style-type: none"> <li>are sealed in urban areas:</li> </ul> AND upgraded to minimise noise, dust and runoff in other areas of the Shire in accordance with the relevant Locality Code; <ul style="list-style-type: none"> <li>have gradients and other design features in accordance with the provisions of the relevant Australian Standards; and</li> <li>drain adequately and in such a way that adjoining and downstream land is not adversely affected.</li> </ul>	<b>P 15 Complies</b> The site is flat and requires no earthworks to attain a suitable gradient for driveway, manoeuvring and parking areas.
	<b>A 15.2</b> Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking.	<b>A 15.2 Not applicable</b> The proposal complies with P15. However, it is noted the area to be used for parking is not expected to be under demand for another use, as the site is in existing open space. It will be maintained as necessary for the occasional maintenance visits.
<b>Vehicle circulation, Queuing and set down areas</b>		
<b>P 16</b> Sufficient area or appropriate circulation arrangements are provided to enable all	<b>A 16.1</b> Circulation and turning areas comply with the provisions of the relevant Australian Standards.	<b>P 16 Complies</b> Vehicles will easily be able to manoeuvre on the large site so as to

Performance outcome	Acceptable outcome	Response
vehicles expected to use the Site to drive on and off the Site in forward gear.		leave the site to Mowbray Street in a forward gear.
<b>P 17</b>  An on-Site circulation system provides safe and practical Access to all parking, loading/unloading and manoeuvring areas.	<b>A 17.1</b>  Circulation driveways comply with the provisions of the relevant Australian Standards.	<b>P 17 Complies</b>  It is not expected that multiple vehicles will be traversing the site, however there is ample opportunity for the occasional visiting technician's vehicle to access the parking area.
<b>P 18</b>  Where vehicle queuing, set down or special vehicle parking is expected, sufficient queuing or parking area is provided to enable vehicles to stand without obstructing the free flow of moving traffic or pedestrian movement.	<b>A 18.1</b>  Queuing and set down areas comply with the relevant Australian Standard and any relevant AUSTROAD Guidelines.	<b>P 18 Not applicable</b>  Vehicle queuing or special parking is not expected to occur as a result of occasional maintenance visits.



### **BRISBANE**

Level 7, 123 Albert Street  
Brisbane QLD 4000  
Australia  
T +61 7 3007 3800

### **GOLD COAST**

45 Nerang Street,  
Southport QLD 4215  
Australia  
T +61 7 5600 4900

### **MELBOURNE**

Level 12, 120 Collins Street  
Melbourne VIC 3000  
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T +61 3 8663 4888

### **PERTH**

Level 14, The Quadrant  
1 William Street  
Perth WA 6000  
Australia  
T +61 8 9346 0500

### **SYDNEY**

Tower 2, Level 23, Darling Park  
201 Sussex Street  
Sydney NSW 2000  
Australia  
T +61 2 8233 9900

### **CISTRI – SINGAPORE**

*An Urbis Australia company*  
#12 Marina View  
21 Asia Square, Tower 2  
Singapore 018961  
T +65 6653 3424  
W [cistri.com](http://cistri.com)



CURRENT TITLE SEARCH

DEPT OF NATURAL RESOURCES AND MINES, QUEENSLAND

Request No: 22383859

Search Date: 04/12/2015 14:08

Title Reference: 21382085

Date Created: 30/11/1988

Previous Title: 21355182

REGISTERED OWNER

Dealing No: 716386009 24/03/2015

DOUGLAS SHIRE COUNCIL

ESTATE AND LAND

Estate in Fee Simple

LOT 48 REGISTERED PLAN 747344

County of SOLANDER

Parish of SALISBURY

Local Government: DOUGLAS

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by  
Deed of Grant No. 21114061 (POR 105)
2. EASEMENT No 601415045 (T371315W) 26/09/1988  
BURDENING THE LAND  
TO LOT 2 ON RP734513  
OVER EASEMENT A ON RP746139

ADMINISTRATIVE ADVICES - NIL

UNREGISTERED DEALINGS - NIL

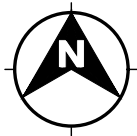
CERTIFICATE OF TITLE ISSUED - No

Caution - Charges do not necessarily appear in order of priority

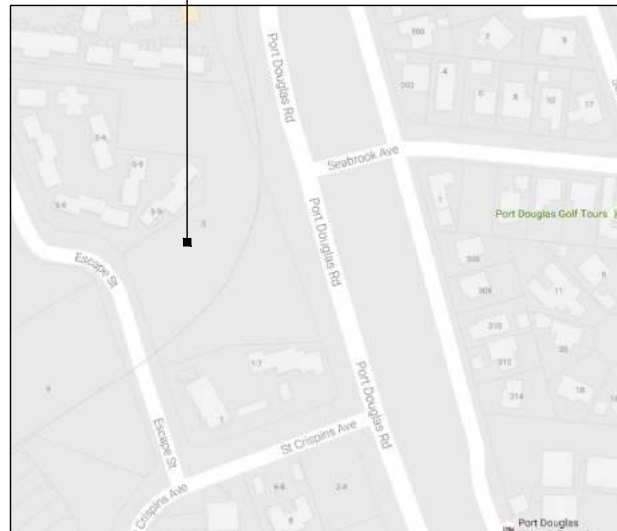
\*\* End of Current Title Search \*\*

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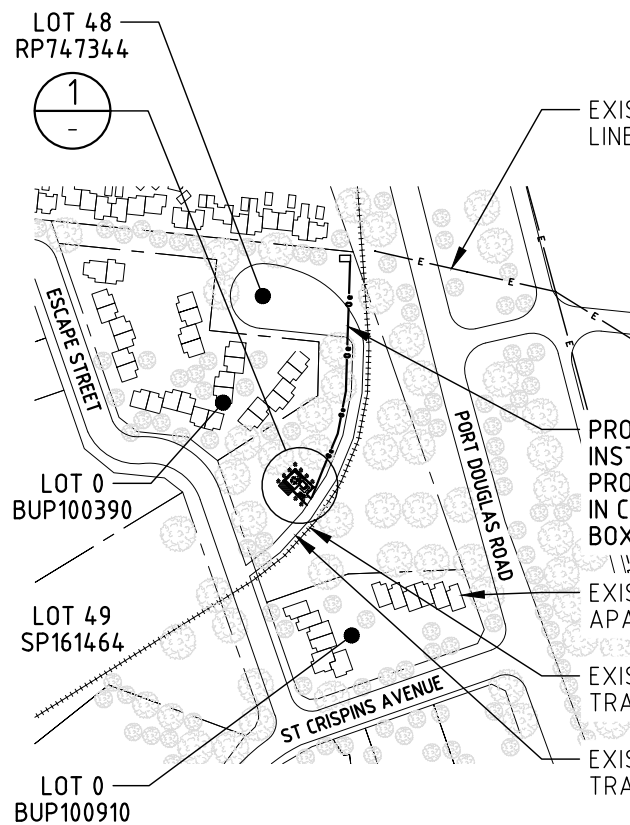
Requested By: D-ENQ SAI GLOBAL



PROPOSED OPTUS  
BASE STATION



LOCALITY MAP  
COPYRIGHT © GOOGLE MAPS

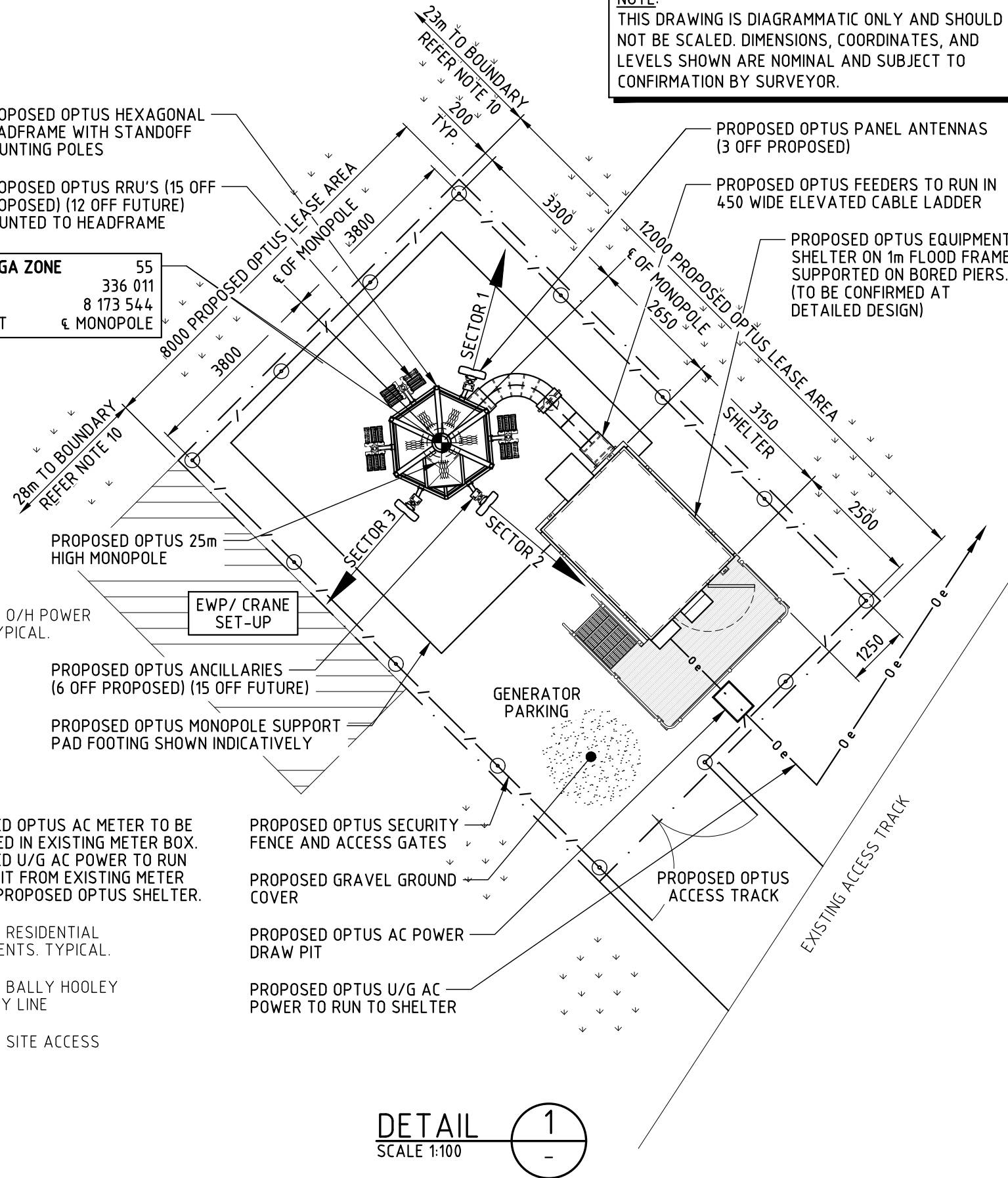


OVERALL SITE PLAN  
N.T.S.

PROPOSED OPTUS HEXAGONAL  
HEADFRAME WITH STANDOFF  
MOUNTING POLES

PROPOSED OPTUS RRU'S (15 OFF  
PROPOSED) (12 OFF FUTURE)  
MOUNTED TO HEADFRAME

MGA ZONE 55  
E 336 011  
N 8 173 544  
AT 1 OF MONOPOLE



NOTE:  
THIS DRAWING IS DIAGRAMMATIC ONLY AND SHOULD  
NOT BE SCALED. DIMENSIONS, COORDINATES, AND  
LEVELS SHOWN ARE NOMINAL AND SUBJECT TO  
CONFIRMATION BY SURVEYOR.

SITE ADDRESS:  
3 ESCAPE STREET,  
PORT DOUGLAS, QLD, 4877

NOTES:

- BASIS OF DESIGN**
  - SITE INSPECTION 05/02/2016
- PANEL ANTENNAS**
  - 1-OFF PROPOSED HUAWEI ASI4517R1 12 PORT ANTENNA PER SECTOR (EACH 2.8m MAX. LONG) AT EL 26.00m.
  - SECTOR 1 - 15°, SECTOR 2 - 130°, SECTOR 3 - 220°
  - MOUNTED ON A HEXAGONAL HEADFRAME.
- TRANSMISSION**
  - Ø600 PARABOLIC ANTENNA AT EL 15.00m (1 OFF PROPOSED)
  - LINK SITE - B0093 PORT DOUGLAS (TO BE CONFIRMED VIA L.O.S. AT DETAILED DESIGN)
  - Ø1200 PARABOLIC ANTENNA AT EL 22.00m (1 OFF FUTURE)
- EQUIPMENT SHELTER**
  - PROPOSED VOS 1.3 (3.15m x 2.38m) SANDWICH PANEL. CYCLONIC RATED SHELTER.
  - PROVIDED WITH A 1m FLOOD FRAME SUPPORTED ON BORED PIERS (TO BE CONFIRMED AT DETAILED DESIGN).
- OPTUS MONOPOLE**
  - 25m HIGH MONOPOLE WITH HEXAGONAL HEADFRAME.
  - FOUNDATION TYPE TO BE CONFIRMED AT DETAILED DESIGN.
  - MONOPOLE MAY REQUIRE ADJUSTMENT. ADJUSTING EXPECTED <2m TO BE CONFIRMED AT DETAILED DESIGN.
- FEEDER CABLES**
  - SIZE: 3 OFF 9/18 TRUNK CABLES
  - LENGTH: 35m ALL SECTORS
  - FEEDERS TO RUN FROM SHELTER IN 450 WIDE ELEVATED HORIZONTAL CABLE LADDER THEN RUN INTERNALLY UP MONOPOLE.
- SITE ACCESS**
  - SITE ACCESS OFF ESCAPE STREET VIA EXISTING ACCESS TRACK. PROPOSED OPTUS ACCESS TRACK OFF EXISTING ACCESS TRACK.
  - 5m PROPOSED OPTUS ACCESS TRACK LENGTH.
- ANTENNA ACCESS**
  - STEP PEGS & 'LAD-SAF' PROVIDED ON MONOPOLE.
- POWER SUPPLY**
  - PROPOSED 3-PHASE AC POWER TO BE PROVIDED FROM PROPOSED OPTUS METER INSTALLED IN EXISTING METER BOX FIXED TO EXISTING PROPERTY POLE.
  - PROPOSED AC POWER SUBMAINS TO RUN FROM EXISTING METER BOX TO PROPOSED OPTUS SHELTER IN U/G PVC CONDUIT.
  - PROPOSED U/G OPTUS AC POWER RUN >120m
  - DETAILS TO BE CONFIRMED AT DETAILED DESIGN.
- OTHER (PAINTING, LANDSCAPING, SCREENING)**
  - EWP HARDSTAND AREA TO BE DESIGNED, INSPECTED, AND MAINTAINED BY CONTRACTOR PRIOR TO EACH USE.
  - SETOUT OF COMPOUND TO BE AGREED ON SITE WITH SURVEYOR PRIOR TO LEASE PEGGING.
  - SURROUNDING TREES TO BE TRIMMED/CLEARED AS REQUIRED. TRIMMING/CLEARING TO BE KEPT TO A MINIMUM.

DETAIL 1  
SCALE 1:100



HUAWEI TECHNOLOGIES (AU) PTY LTD  
ABN 49 103 793 380  
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MELBOURNE  
LEVEL 24 488 COLLINS STREET  
MELBOURNE VIC 3000  
TEL: +61 3 8610 0600 FAX: +61 3 9621 1575

Client:

OPTUS 4es

Project:

MOBILE NETWORK  
AUSTRALIA  
SITE No. B1232 - F  
PORT DOUGLAS RAMADA  
3 ESCAPE STREET, PORT DOUGLAS

Drawing Title:

DRAFT SITE LAYOUT

Drawing Status:

FOR APPROVAL

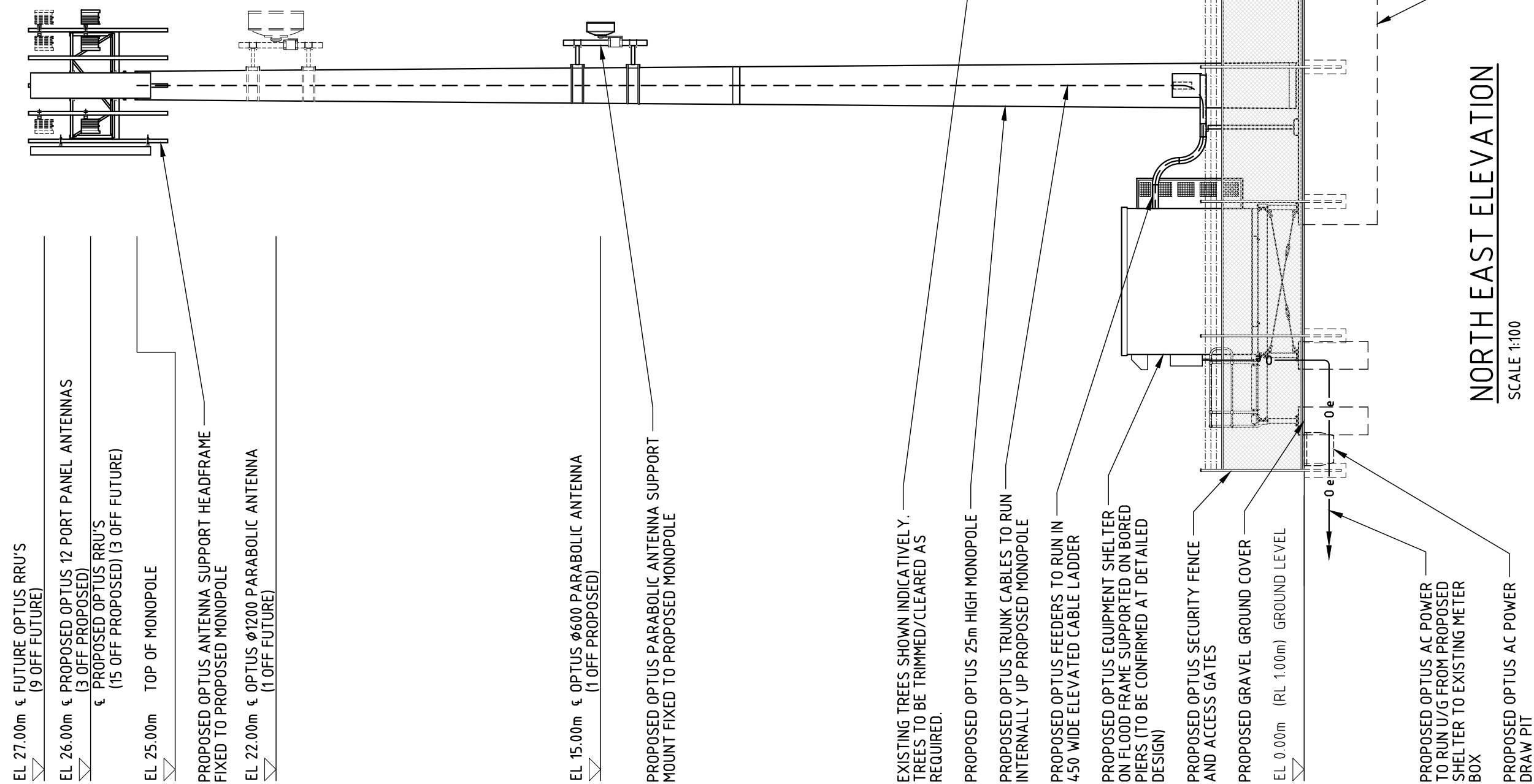
Drawing No.

B1232-P1

Revision

01

**NOTE:**  
THIS DRAWING IS DIAGRAMMATIC ONLY  
AND SHOULD NOT BE SCALED.



01	27.09.16	ISSUED FOR APPROVAL		URBIS	AW	AP	BC	JH
Rev	Date	Revision Details		Consultant	CAD	Designer	Verifier	Approver



**HUAWEI TECHNOLOGIES (AU) PTY LTD**  
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**MELBOURNE**  
LEVEL 24 459 COLLINS STREET  
MELBOURNE VIC 3000  
TEL: +61 3 8610 0600 FAX: +61 3 9621 1575

Client:



Project:

Project: **MOBILE NETWORK  
AUSTRALIA  
SITE No. B1232 - F  
PORT DOUGLAS RAMADA  
3 ESCAPE STREET, PORT DOUGLAS**

Drawing Title:

# DRAFT SITE ELEVATION

Drawing Status:  
**FOR APPROVAL**

Drawing No.  
**B1232-P2**

Revision  
01

## Environmental EME Report

### 3 Escape Street, PORT DOUGLAS QLD 4877

This report provides a summary of Calculated RF EME Levels around the wireless base station

Date 28/10/2016

RFNSA Site No. 4877007

## Introduction

The purpose of this report is to provide calculations of EME levels from the existing facilities at the site and any proposed additional facilities.

This report provides a summary of levels of radiofrequency (RF) electromagnetic energy (EME) around the wireless base station at 3 Escape Street PORT DOUGLAS QLD 4877. These levels have been calculated by Huawei using methodology developed by the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA).

The maximum EME level calculated for the proposed systems at this site is 0.94% of the public exposure limit.

## The ARPANSA Standard

ARPANSA, an Australian Government agency in the Health and Ageing portfolio, has established a Radiation Protection Standard specifying limits for general public exposure to RF transmissions at frequencies used by wireless base stations. The Australian Communications and Media Authority (ACMA) mandates the exposure limits of the ARPANSA Standard.

## How the EME is calculated in this report

The procedure used for these calculations is documented in the ARPANSA Technical Report "Radio Frequency EME Exposure Levels - Prediction Methodologies" which is available at <http://www.arpansa.gov.au>.

RF EME values are calculated at 1.5m above ground at various distances from the base station, assuming level ground.

The estimate is based on worst-case scenario, including:

- wireless base station transmitters for mobile and broadband data operating at maximum power
- simultaneous telephone calls and data transmission
- an unobstructed line of sight view to the antennas.

In practice, exposures are usually lower because:

- the presence of buildings, trees and other features of the environment reduces signal strength
- the base station automatically adjusts transmit power to the minimum required.

Maximum EME levels are estimated in 360° circular bands out to 500m from the base station.

These levels are cumulative and take into account emissions from all wireless base station antennas at this site.

The EME levels are presented in three different units:

- volts per metre (V/m) – the electric field component of the RF wave
- milliwatts per square metre (mW/m<sup>2</sup>) – the power density (or rate of flow of RF energy per unit area)
- percentage (%) of the ARPANSA Standard public exposure limit (the public exposure limit = 100%).

## Results

The maximum EME level calculated for the proposed systems at this site is 5.048 V/m; equivalent to 67.6 mW/m<sup>2</sup> or 0.94% of the public exposure limit.

## Radio Systems at the Site

There are currently no existing radio systems for this site.

It is proposed that this base station will have equipment for transmitting the following services:

Carrier	Radio Systems
Optus	LTE700 (proposed), WCDMA900 (proposed), WCDMA2100 (proposed), LTE2600 (proposed), LTE1800 (proposed)

## Calculated EME Levels

This table provides calculations of RF EME at different distances from the base station for emissions from existing equipment alone and for emissions from existing equipment and proposed equipment combined.

Distance from the antennas at 3 Escape Street in 360° circular bands	Maximum Cumulative EME Level at 1.5m above ground – all carriers at this site					
	Existing Equipment			Proposed Equipment		
	Electric Field V/m	Power Density mW/m <sup>2</sup>	% ARPANSA exposure limits	Electric Field V/m	Power Density mW/m <sup>2</sup>	% ARPANSA exposure limits
0m to 50m				3.79	38.014	0.49%
50m to 100m				2.65	18.58	0.26%
100m to 200m				5.048	67.6	0.94%
200m to 300m				4.7	58.68	0.81%
300m to 400m				3.21	27.39	0.38%
400m to 500m				2.42	15.47	0.21%
<b>Maximum EME level</b>				5.048	67.6	0.94
				161.32 m from the antennas at 3 Escape Street		

## Calculated EME levels at other areas of interest

This table contains calculations of the maximum EME levels at selected areas of interest that have been identified through the consultation requirements of the Communications Alliance Ltd Deployment Code C564:2011 or via any other means. The calculations are performed over the indicated height range and include all existing and any proposed radio systems for this site.

Additional Locations		Height / Scan relative to location ground level	Maximum Cumulative EME Level All Carriers at this site Existing and Proposed Equipment		
			Electric Field V/m	Power Density mW/m <sup>2</sup>	% of ARPANSA exposure limits
1	No locations identified				



## RF EME Exposure Standard

The calculated EME levels in this report have been expressed as percentages of the ARPANSA RF Standard and this table shows the actual RF EME limits used for the frequency bands available. At frequencies below 2000 MHz the limits vary across the band and the limit has been determined at the Assessment Frequency indicated. The four exposure limit figures quoted are equivalent values expressed in different units – volts per metre (V/m), watts per square metre (W/m<sup>2</sup>), microwatts per square centimetre (μW/cm<sup>2</sup>) and milliwatts per square metre (mW/m<sup>2</sup>). Note: 1 W/m<sup>2</sup> = 100 μW/cm<sup>2</sup> = 1000 mW/m<sup>2</sup>.

Radio Systems	Frequency Band	Assessment Frequency	ARPANSA Exposure Limit (100% of Standard)
LTE 700	758 – 803 MHz	750 MHz	37.6 V/m = 3.75 W/m <sup>2</sup> = 375 μW/cm <sup>2</sup> = 3750 mW/m <sup>2</sup>
WCDMA850	870 – 890 MHz	900 MHz	41.1 V/m = 4.50 W/m <sup>2</sup> = 450 μW/cm <sup>2</sup> = 4500 mW/m <sup>2</sup>
GSM900, LTE900, WCDMA900	935 – 960 MHz	900 MHz	41.1 V/m = 4.50 W/m <sup>2</sup> = 450 μW/cm <sup>2</sup> = 4500 mW/m <sup>2</sup>
GSM1800, LTE1800	1805 – 1880 MHz	1800 MHz	58.1 V/m = 9.00 W/m <sup>2</sup> = 900 μW/cm <sup>2</sup> = 9000 mW/m <sup>2</sup>
LTE2100, WCDMA2100	2110 – 2170 MHz	2100 MHz	61.4 V/m = 10.00 W/m <sup>2</sup> = 1000 μW/cm <sup>2</sup> = 10000 mW/m <sup>2</sup>
LTE2300	2302 – 2400 MHz	2300 MHz	61.4 V/m = 10.00 W/m <sup>2</sup> = 1000 μW/cm <sup>2</sup> = 10000 mW/m <sup>2</sup>
LTE2600	2620 – 2690 MHz	2600 MHz	61.4 V/m = 10.00 W/m <sup>2</sup> = 1000 μW/cm <sup>2</sup> = 10000 mW/m <sup>2</sup>
LTE3500	3425 – 3575 MHz	3500 MHz	61.4 V/m = 10.00 W/m <sup>2</sup> = 1000 μW/cm <sup>2</sup> = 10000 mW/m <sup>2</sup>

## Further Information

The Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) is a Federal Government agency incorporated under the Health and Ageing portfolio. ARPANSA is charged with responsibility for protecting the health and safety of people, and the environment, from the harmful effects of radiation (ionising and non-ionising).

Information about RF EME can be accessed at the ARPANSA website, <http://www.arpansa.gov.au>, including:

- Further explanation of this report in the document “Understanding the ARPANSA Environmental EME Report”
- The procedure used for the calculations in this report is documented in the ARPANSA Technical Report; “Radio Frequency EME Exposure Levels - Prediction Methodologies”
- the current RF EME exposure standard  
Australian Radiation Protection and Nuclear Safety Agency (ARPANSA), 2002, ‘Radiation Protection Standard: Maximum Exposure Levels to Radiofrequency Fields — 3 kHz to 300 GHz’, Radiation Protection Series Publication No. 3, ARPANSA, Yallambie Australia.  
[Printed version: ISBN 0-642-79400-6 ISSN 1445-9760] [Web version: ISBN 0-642-79402-2 ISSN 1445-9760]

The Australian Communications and Media Authority (ACMA) is responsible for the regulation of broadcasting, radiocommunications, telecommunications and online content. Information on EME is available at <http://emr.acma.gov.au>

The Communications Alliance Ltd Industry Code C564:2011 ‘Mobile Phone Base Station Deployment’ is available from the Communications Alliance Ltd website, <http://commsalliance.com.au>.

Contact details for the Carriers (mobile phone companies) present at this site and the most recent version of this document are available online at the Radio Frequency National Site Archive, <http://www.rfnsa.com.au>.

Company owner's consent to the making of a development application  
under the *Sustainable Planning Act 2009*

I, LINDA KAY CARDEW, CHIEF EXECUTIVE OFFICER [insert name in full]  
Director of the below mentioned company and

I, \_\_\_\_\_ [insert name in full]

\_\_\_\_\_  
[insert position in full— i.e. another director, or a company secretary. Delete the above name and company position if not applicable, i.e. for a proprietary company that has a sole director who is also the sole company secretary, only that director needs to complete the owner's consent]

of Douglas Shire Council  
[insert name of company]

as owner of premises identified as follows:

3 Escape Street, Port Douglas, QLD, 4877 - Lot 48 RP747344

\_\_\_\_\_  
[insert street address, lot on plan description, or coordinates of the premises the subject of the application]

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

Optus Mobile Pty Ltd

\_\_\_\_\_  
[insert name of applicant]

on the premises described above for the purposes of

Telecommunications Facility

\_\_\_\_\_  
[insert details of the proposed development e.g. material change of use for three storey apartment building]

Linda Cardew [signature of Director]

signed on the 30<sup>th</sup> day of January 2017

\_\_\_\_\_  
[signature of Director/company secretary]

signed on the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_

Company seal [if used]