PLANZ
Town Planning Pty Ltd

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07 4041 0445
ABN: 83 128 085 870

CairnsSARA Ref:
Council Ref:
Our Ref 71624

13 March 2017

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

Attention: Daniel Lamond

Dear Daniel,

Application for a Development Permit Material Change of Use
Multi-Unit Housing 11 Units (Code Assessable)
Lot 25 RP747342 at 2-4 Saint Crispens Avenue, Port Douglas

I am pleased to lodge this application for Multi-Unit Housing 11 Units at 2-4 St Crispens Ave, Port Douglas

The relevant informant for the planning receipt is:

Applicant:	No. 2 St Crispins Pty Ltd
	c/- Planz Town Planning
Mailing address:	PO Box 181
	Edge Hill QLD 4870
Landowner:	No. 2 St Crispins Pty Ltd
DSC Application Fee:	$ 5,481.65
SARA Referral Fee:	$ 1,511.00

If you require any further information please do call me.

Yours faithfully,

Susie Lord
Manager

Att. IDAS Form 1
IDAS Form 5
Planning Report
Proposal Plans

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)	**NO. 2 ST CRISPINS PTY LTD**			
For companies, contact name	c/- Planz Town Planning			
	Attention: Nikki Huddy			
Postal address	PO Box 181			
	Suburb	Edge Hill		
	State	QLD	Postcode	4870
	Country			
Contact phone number	4041 0445			
Mobile number (non-mandatory requirement)	0447 323384			
Fax number (non-mandatory requirement)				

Email address (non-mandatory requirement)	plan@planztp.com
Applicant's reference number (non-mandatory requirement)	P71629

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

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

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

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

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

☐ Preliminary approval under s241 of SPA ☐ Preliminary approval under s241 and s242 of SPA ☒ Development permit

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

Multi-Unit Housing 11 Units (Code Assessable)

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)		2-4	St Crispens Ave, Port Douglas	4871	25	RP747342	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)	Residential 2	Port Douglas & Environs Locality	Acid Sulfate Soils
ii)			
iii)			

Table E—Premises coordinates (Appropriate for development in remote areas, over part of a lot or in water not adjoining or adjacent to land e.g. channel dredging in Moreton Bay.) (Attach a separate schedule if there is insufficient space in this table.)

Coordinates (Note: place each set of coordinates in a separate row)				**Zone reference**	**Datum**	**Local government area (if applicable)**
Easting	Northing	Latitude	Longitude			
					☐ GDA94 ☐ WGS84 ☐ other	

3. Total area of land on which the development is proposed (indicate square metres)

1,662m^2

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

Vacant

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

☒ No ☐ Yes—provide details below

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

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

☐ No

☒ Yes—complete either Table F, Table G or Table H as applicable

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

Table G	
Name of owner/s of the land	
☐ 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	**NO. 2 ST CRISPINS PTY LTD**
☒ 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
IDAS Form 5	Electronic
Planning Report	Electronic
Proposal Plans	Electronic
SDAP Response – State Controlled Road	Electronic

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. 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

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

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

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

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)
Development Permit for Material Change of Use Multi Unit Housing (11 Units)	Multi Unit Housing (11 Units)	11	--	--

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	☒ No	☐ Yes
New building work on the premises	☐ No	☒ Yes
The reuse of existing operational work on the premises	☒ No	☐ Yes
New operational work on the premises	☐ No	☒ Yes

Mandatory supporting information

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

Mandatory supporting information	Confirmation of lodgement	Method of lodgement
All applications		
A site plan drawn to an appropriate scale (1:100, 1:200 or 1:500 are **recommended** scales) which shows the following: • the location and site area of the land to which the application relates (*relevant land*) • the north point • the boundaries of the relevant land • any road frontages of the relevant land, including the name of the road • the location and use of any existing or proposed buildings or structures on the relevant land (note: where extensive demolition or new buildings are proposed, two separate plans [an existing site plan and proposed site plan] may be appropriate) • any existing or proposed easements on the relevant land and their function • the location and use of buildings on land adjoining the relevant land • all vehicle access points and any existing or proposed car parking areas on the relevant land. Car parking spaces for persons with disabilities and any service vehicle access and parking should be clearly marked • for any new building on the relevant land, the location of refuse storage • the location of any proposed retaining walls on the relevant land and their height • the location of any proposed landscaping on the relevant land • the location of any stormwater detention on the relevant land.	☒ Confirmed	Electronic
A statement about how the proposed development addresses the local government's planning scheme and any other planning instruments or documents relevant to the application.	☒ Confirmed	
A statement about the intensity and scale of the proposed use (e.g. number of visitors, number of seats, capacity of storage area etc.).	☒ Confirmed	
Information that states: • the existing or proposed floor area, site cover, maximum number of storeys and maximum height above natural ground level for existing or new buildings (e.g. information regarding existing buildings but not being reused) • the existing or proposed number of on-site car parking bays, type of vehicle cross-over (for non-residential uses) and vehicular servicing arrangement (for non-residential uses).	☒ Confirmed ☐ Not applicable	

A statement addressing the relevant part(s) of the State Development Assessment Provisions (SDAP).	☒ Confirmed ☐ Not applicable	
When the application involves the reuse of existing buildings		
Plans showing the size, location, existing floor area, existing site cover, existing maximum number of storeys and existing maximum height above natural ground level of the buildings to be reused.	☐ Confirmed ☒ Not applicable	
When the application involves new building work (including extensions)		
Floor plans drawn to an appropriate scale (1:50, 1:100 or 1:200 are **recommended** scales) which show the following: • the north point • the intended use of each area on the floor plan (for commercial, industrial or mixed use developments only) • the room layout (for residential development only) with all rooms clearly labelled • the existing and the proposed built form (for extensions only) • the gross floor area of each proposed floor area.	☐ Confirmed	
Elevations drawn to an appropriate scale (1:100, 1:200 or 1:500 are **recommended** scales) which show plans of all building elevations and facades, clearly labelled to identify orientation (e.g. north elevation)	☒ Confirmed	
Plans showing the size, location, proposed site cover, proposed maximum number of storeys, and proposed maximum height above natural ground level of the proposed new building work.	☒ Confirmed ☐ Not applicable	
When the application involves reuse of other existing work		
Plans showing the nature, location, number of on-site car parking bays, existing area of landscaping, existing type of vehicular cross-over (non-residential uses), and existing type of vehicular servicing arrangement (non-residential uses) of the work to be reused.	☐ Confirmed ☒ Not applicable	
When the application involves new operational work		
Plans showing the nature, location, number of new on-site car parking bays, proposed area of new landscaping, proposed type of new vehicle cross-over (non-residential uses), proposed maximum new vehicular servicing arrangement (non-residential uses) of the proposed new operational work.	☒ Confirmed ☐ 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.

Application for a Development Permit Material Change of Use Multi-Unit Housing 11 Units (Code Assessable)

Lot 25 RP747342
2-4 St Crispens Avenue, Port Douglas

Prepared for No. 2 St Crispin's Pty Ltd

PLANZ Town Planning Pty Ltd

13 March 2017

Contents

Application Summary

Applicant Details	
Proposal	Development Permit for Material Change of Use Multi Unit Housing (11 Units)
Applicant	No. 2 St Crispin's Pty Ltd C/- Planz Town Planning
Property Owner	NO. 2 ST CRISPINS PTY LTD
Address	2-4 Saint Crispens Avenue, Port Douglas
Real Property Description	Lot 25 RP747342 and Easement H RP747342
Lot Size	1,662m^2
Planning Area	Residential 2
Current Use	Vacant
Level of Assessment	Code
Applicable Codes	Port Douglas & Environs Locality Code Residential 2 Code Multi Unit Housing Code Acid Sulfate Soils Code Filling and excavation Code Landscaping Code Vehicle Parking and Access Code Advertising Devices code
Referral Trigger	SP Regulation, Schedule 7, Table 3, Item 1 Making a material change of use of premises, where any part of the land— is within 25m of a State-controlled road.

1.0 Introduction

The application is for the development of 11 Multi-Dwelling Units on Lot 25 RP747342 at 2-4 Saint Crispens Avenue, Port Douglas. The 1,662m^2 site is included in the Residential 2 Planning Area (medium plot ratio precinct) and the use is Code Assessable. The development complies with the relevant provisions of the scheme as summarised in **Table 1**. Proposal plans are provided in **Appendix 1**.

1.1 The Proposal

The proposal is really well designed functionally, as well as architecturally, and it is and is tropical and liveable. The proposal is for 11 x 2 bedroom units in a 2 storey building. Each unit has a generous main balcony of 3.4m x 4.8m (16.5m^2) and each bedroom has an ensuite and private balcony of approx. 4.5m^2.

The pool and BBQ/recreation area provides a cool communal recreation area with a high standard of amenity and flexible spaces for residents to entertain. The basement carpark contains 17 spaces and private locker storage areas for each unit and a large additional storage area.

Table 1: Development Summary

Element	Scheme requirement		Proposal	Complies
Setback	Front	6m minimum	6m	✓
	Rear	½ height of building 3m min	3.5m	✓
	Side right	½ height of building 3m min	4m	✓
	Side left	4m (secondary frontage)	4m	✓
Site coverage	Ground floor	45% (748m^2)	38% (635m^2)	✓
	First floor	40% (665m^2)	32% (526m^2)	✓
Plot ratio	0.45:1	0.45 x 1663m^2 = 748m^2	11 x 68m^2 = 748m^2	✓
Parking	1.5 per unit	17 spaces	17 spaces	✓
Height	Building	6.5m maximum	6m	✓
	Roof	3.5m maximum	1m	✓
Landscaping	Recreation area	582m^2	785m^2	✓
	Landscaping	499m^2 (30%)	31% (513m^2)	✓

1.2 Design Philosophy

The building has a high level of permeability with large glazed opening walls on the facades and blade columns and lightweight building elements infilling between the masonry sub-structures. The building is a contemporary evolution of the traditional architecture typified throughout the older part of Port Douglas.

One of the primary design considerations for this site was to maximise the area of site for landscaping and recreation. The highly positive outcome is a landscaped area of 31% and communal recreation area of 47%. This is well in excess of the areas required under the planning scheme and provides for significant amenity for residents and a softening the overall appearance of the building forms.

The units will also have the benefit of mature screen trees from day one, particularly from the mature vegetation located in the road reserve, along Davidson Street. These trees add shade, privacy and character to the units.

1.3 The Site

The site flat, and contains tropical vegetation along the side boundaries. All services are available to the site. The site has kerb and channel to both street frontages and no further works are required in this regard. The properties to the north, south and west have all been developed for units.

Figure 1: Site and surrounding land uses

2.0 Planning Considerations

2.1 State Assessment and Referral

The *Sustainable Planning Regulations* and State Mapping (**Figure 2**) set out the matters of interest to the State for development assessment. Where the State is a Referral Agency for a development application the *State Development Assessment Provisions* (SDAP) apply.

The site is mapped for the following State interests:

1. Coastal protection: coastal zone. Referral not required.
2. State-controlled roads: area within 25m of State controlled road. Referral is required. The applicable SDAP codes are addressed in (**Appendix 2**). The proposal does not access the state-controlled road and no impacts are anticipated.

Figure 2: Mapping layers for State Matters of Interest

2.2 Planning Scheme Assessment

The application is made over land included in the Residential Planning 2 Area. Multi-Unit Housing is Code Assessable in this Planning Area. The following Codes are applicable to the proposal. This Section contains a brief discussion on the main planning elements. A detailed assessment is provided in **Section 3** of this report.

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

1. Assessable development must demonstrate that the Performance Criteria can be achieved.

2. The Acceptable Solutions nominated in the Codes are just one means by which the Performance Criteria may be achieved.

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

Table 2: Summary of applicable codes

Planning Scheme Code	Complies	Comment
Port Douglas and Environs Locality	Yes	This code primarily relates to new development. This application for infill multi-unit development and the development utilises the existing infrastructure including road works.
Residential 2 Planning Area	Yes	The development complies and does not detrimentally alter the amenity existing uses in the locality.
Multi-Unit Housing / Holiday Accommodation	Yes	The development complies.
Acid Sulfate Soil	Yes	The Engineering and Geotechnical Reports will be provided as part of the Building works. This application demonstrates there is the ability to comply with this code.
Filling and Excavation	Yes	The Engineering and Geotechnical Reports will be provided as part of the Building works. This application demonstrates there is the ability to comply with this code.
Landscaping	Yes	The development meets the requirements.
Vehicle Parking and Access	Yes	The proposal complies with these provisions.
Advertising Devices		The development meets the requirements where applicable.

2.3 Excavation and Earthworks

Excavation is required to accommodate the basement parking area. As with similar developments in the area, excavation should be achievable using a conventional excavator. Engineering and Geotechnical reports will be prepared as part of the future development application for building works. The basement construction is likely to involve removal of loose to medium denser sands as well as cemented sands, coral and greywacke rock.

It is expected that PASS and ASS are will not be present at the site, within the disturbance depths of the proposed development. The fill generated by the excavation can be reused across the site or removed without restriction.

3.0 ASSESSMENT AGAINST DOUGLAS PLANNING SCHEME CODES

3.1 Port Douglas and Environs Locality Code

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

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

Comment:

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

Elements of the Code

Performance Criteria	Acceptable Solutions	Comment
Protecting Rural/Rural Settlement Amenity – General		
Buildings and structures complement the Height of surrounding development AND Buildings are limited to two Storeys; OR In the High Scale locations depicted on the Locality Plan, development of three Storeys is appropriate.	**A1.1** 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: • Residential 1; • Industry; • Conservation; • Community and Recreational Facilities; • Residential 2; • Tourist and Residential (Medium Scale); • Commercial – (Medium Scale, outside the Tourist Centre); • Commercial – (High Scale, outside the Tourist Centre); and • Commercial – (High Scale, within the Tourist Centre and on the high side of Macrossan Street) – in this instance there is no specified number of Storeys, however the maximum Height prevails. OR 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: P1 Tourist and Residential – (High Scale); and	**Complies** The building is 2 storeys and 6m in height. The roof and ancillary features is below 3m in height. **Not applicable**

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

Performance Criteria	Acceptable Solutions	Comment
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): • land designated High Scale has a base Plot Ratio of 0.5:1 and a maximum Plot Ratio of 0.8:1; • land designated Medium Scale has a base Plot Ratio of 0.3:1 and a maximum Plot Ratio of 0.45:1; OR • land designated Low Scale has a base Plot Ratio of 0.25:1 and a maximum Plot Ratio of 0.35:1. AND Will not achieve the maximum Plot Ratio specified above unless the development incorporates building design features and architectural elements detailed in Planning Scheme Policy No 2 – Building Design and Architectural Elements (and referred to in the Acceptable Solution).	Development incorporates the following design features and corresponding plot ratio bonuses [in brackets]: 1 appropriate roof form and roofing material [10% Plot Ratio Bonus]; and 2 appropriate fenestration in combination with roof form [5% Plot Ratio Bonus]; and 3 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 4 minimum of 700mm eaves [15% Plot Ratio Bonus]; and 5 orientation of the Building to address the street/s [5% Plot Ratio Bonus]; 6 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 7 inclusion of windows and balconies to the street façade of the Building [10% Plot Ratio Bonus]; and 8 provision of lattice, battens or privacy screens [5% Plot Ratio Bonus]; and 9 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].	The site is in the medium scale plot ratio precinct. The development has a plot ratio of 0.45:1. The plot ratio bonus achieved is highlighted in the Acceptable Solutions and discussed in more detail as follows: The roof has a flat profile and the design incorporates screening and fenestration that: • distinctive appearance to the building/s • assist in climate control • is of light weight construction. • articulates the building • provides visual interest • extends from the building façade to provide the additional features of an eave and screening. • creates large recesses under roof creating indoor/outdoor living spaces as a main feature of a building. • provides design features which reduce the scale and bulk of the building by a mix of articulation, use of architectural elements and exterior finishes. Balconies are: • the interface between indoor / outdoor areas, with large retractable sliding doors off the living dining areas; sliding doors onto balconies from the bedrooms and sliding doors linking an outdoor dining area to the main living area. • of a size which facilitates their use year round as outdoor living spaces and include a mix of roofed and pergola covered areas.

Performance Criteria	Acceptable Solutions	Comment
		• Windows and doors are large and functional for climate control and occupy large parts of the walls to allow flow through ventilation. Shutters and screens are: • adjustable or moveable • afford weather protection • facilitate • provide privacy. • will be predominantly timber and metal • will be perforated surfaces such as battens, lattice and mesh to provide privacy while facilitating ventilation and weather protection • in overlapping of planes to create shadow and depth The façade is articulated and the overall length of any continuous wall does not exceed 15 metres. The long wall of each unit has an approximate maximum dimension of approx. 12.5m.
The Site Coverage of any residential or tourist development does not result in a built form that is bulky or visually obtrusive.	**A17.1** The Site Coverage of any residential or tourist development, other than a House, is limited to: • 45% at Ground Level; • 40% at first floor level; and • 35% at second floor level, if applicable	**Complies** The proposal not result in a built form that is bulky or visually obtrusive. The site coverage is: • ground floor 38% • 1st floor 32% Refer to **Appendix 1**.
Tourist development provides a range of services and facilities for the recreational convenience of in-house guests.	**A18.1** Tourist development provides a range of recreational facilities and small scale commercial services such as Restaurant/bars, shop/boutique, and tour booking office, for the enjoyment and convenience of in-house guests.	**Not applicable**
Protection of Scenic Amenity and Natural Values		

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

3.2 Residential 2 Planning Area Code

The purpose of this Code is to facilitate the achievement of the following outcomes for the Residential 2 Planning Area:

- encourage residential development which provides for a wider choice of housing in terms of form, size and affordability to meet the needs of residents;
- encourage medium density housing in a range of accommodation types, particularly in areas with a high level of accessibility to public transport, shopping facilities, community facilities and employment centres;
- ensure that residential development is of an appropriate scale and achieves an attractive built form which is sympathetic to the location and enhances the character of established residential areas;
- ensure that residential development is designed to take account of the tropical climate of the Shire by incorporating architectural features and elements which are appropriate in a tropical environment;
- promote the efficient use of physical and social infrastructure;
- ensure that Landscaping of residential development enhances the visual appearance;
- provide for the establishment of facilities to service the local community.

Comment

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

Elements of the Code

Performance Criteria	Acceptable Solution	Comment
Consistent and Inconsistent Uses		
The establishment of uses is consistent with the outcomes sought for the Residential 2 Planning Area.	**A1.1** Uses identified as inconsistent uses in the Assessment Table are not established in the Residential 2 Planning Area.	**Complies** Multi Unit Dwellings are permitted uses in the Residential 2 Planning Area.

Performance Criteria	Acceptable Solution	Comment
Site Coverage – *Other than a House*		
The Site Coverage of all Buildings other than a House ,does not result in a built form that is bulky or visually obtrusive.	**A2.1** The Site Coverage of any Building, other than a House, is limited to: • 45% at Ground Level; • 40% at first floor level; and • 35% at second floor level, if applicable.	**Complies** The proposal not result in a built form that is bulky or visually obtrusive. The site coverage is: • ground floor 38% • first floor 32%
Building Setbacks – Other than a House		
Buildings, other than a House, are Setback to: • maintain the character of residential neighbourhoods; and • achieve separation from neighbouring Buildings and from Road Frontages; and • maintain a cohesive streetscape pattern; and • provide for daylight access, privacy and appropriate landscaping.	**A3.1** Buildings are Setback: • a minimum of 6 metres from the Main Street Frontage • a minimum of 4 metres from any secondary street Frontage; and • for side and rear boundary Setbacks: i. 1.5 metres; or ii. an average of half of the Height of the wall of the Building, whichever is the greater.	**Complies** The building is setback • 6m to St Crispens Ave. • 4m to secondary frontage (Davidson St). • 3.5m to the rear (southern boundary) • 4m to the side (western) boundary
Fencing		
Perimeter fencing to the Frontage of a Site is not visually obtrusive and does not detract from the residential character of the area.	**A4.1** Any fencing provided to any Street Frontage of the Site is a maximum of 1.2 metres in Height and does not present a blank facade to the street. AND Fencing at side and rear of the Site are a maximum of 1.8 metres in Height.	**Will be complied with**
Building Proportions and Scale – Other than a House		
The proportions and scale of any development, other than a House, are in character with the area and local streetscape.	**A5.1** Balconies, patios and similar spaces are not enclosed or capable of being enclosed and used as a Habitable Room. AND Balconies, patios and similar spaces are designed to be open and of light weight appearance with a maximum	**Complies** The units have 2 generous bedrooms which open onto small private patios. Each unit has a main patio that extends beyond the roofline and provides a break in the façade and access to breeze and light. The patios are designed with large doors

Performance Criteria	Acceptable Solution	Comment
	of 20% of the façade being fully enclosed. **A5.2** The development incorporates building design features and architectural elements detailed in Planning Scheme No. 2 – Building Design and Architectural Elements. **A5.3** The overall length of a Building does not exceed 30 metres and the overall length of continuous wall does not exceed 15 metres.	to make habitable rooms into an extension of the balcony or patio. The large balconies complement the North Queensland outdoor lifestyle and are enhanced by the use of louvered windows, shutters, shade devices. **Complies** This is discussed in the Port Douglas and Environs Code in response to A16.1 **Complies** The façade is articulated and the overall length of any continuous wall does not exceed 15m. The long wall of each unit has an approx.. maximum dimension of approx. 12.5m.
Landscaping – Other than a House		
A Site which is developed for any residential purpose, other than a House, is established with landscaping which is functional and provides visual interest and form, incorporates native vegetation and provides privacy to adjacent residential uses.	**A6.1** A minimum of 35% of the Site is provided as Landscaping and Recreation Area. 30% of this total area is provided as Landscaping. UNLESS A greater percentage is specified in a Land Use Code. AND • within the Site Frontage Setback area a minimum width of 2 metres of Landscaping, including 75% Dense Planting; and • within the side and rear Setback areas a minimum width of 1.5 metres of Landscaping, including 75% Dense Planting is provided in accordance with the Landscaping Code. UNLESS A greater distance is specified in a Land Use Code.	**Complies** The site will be landscaped to provide for the recreational amenity of residents/guests and also incorporates dominant tropical vegetation which enhances the streetscape and the amenity of the area. The front setback area has a minimum width of 2m of landscaped area. The side and rear setback areas will have 1.5m of landscaped area.

3.3 Multi-Unit Housing / Holiday Accommodation Code

The purpose of this Code is to ensure that

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

Comment

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

Elements of the Code

Performance Criteria	Acceptable Solution	Comment
Site Requirements		
A Site for Multi-Unit Housing / Holiday Accommodation / Retirement Facilities has sufficient area and dimensions to accommodate the Buildings / structures, open space, car parking and associated vehicular Access, Landscaping and recreation facilities for the enjoyment of guests.	**A1.1** The site has a minimum area of 1000m^2. AND The Site has a minimum Road Frontage of 25 metres.	**Complies** The site is 1,662m^2 with a 28m frontage to St Crispins Ave. When viewed from the street, the development is consistent with the existing streetscape.
Site Layout		
The building bulk is reduced through effective design and materials.	**A2.1** The overall length of any Building does not exceed 30 metres. **A2.2** The length of any continuous wall plane does not exceed 15 metres. **A2.3** Building bulk is reduced by balconies, patios, recesses and variations in	**Complies** This is discussed in the Port Douglas and Environs Code in response to A16.1. The façade is articulated and the overall length of any continuous wall does not exceed 15m. The long wall of each unit has an approx.. maximum

	exterior building materials and colours. **A2.4** Elevations provide visual interest through building elements, exterior colours, textures and materials. AND Buildings are designed in accordance with the requirements of the Planning Scheme Policy No 2 – Building Design and Architectural Elements.	dimension of approx. 12.5m. It is evident from the design, that the building includes design features and architectural elements detailed in PSP 2. The Architectural Statement in **Appendix 2** confirms this.
The development addresses the Main Street Frontage to facilitate casual surveillance and to enhance the amenity of the streetscape.	**A3.1** The Building has balconies, windows or patios that face the Main Street Frontage, and remain unenclosed. **A3.2** Perimeter fencing to any street Frontage complies with any specific fencing requirements detailed in the relevant Planning Area Code.	**Complies** **Complies**
The development does not adversely affect the privacy or liveability of adjoining development, and achieves a pleasant living environment for residents.	**A4.1** Windows and openings of Habitable Rooms do not overlook Habitable Rooms of adjoining developments. OR Where Habitable Rooms overlook Habitable Rooms of adjoining developments, privacy is protected by fixed external screens or other suitable elements to avoid overlooking. **A4.2** Screening is provided where any windows, balconies or patios overlook other windows, balconies or patios of other Dwelling Units/Private Rooms within the development.	**Complies** **Complies**
Vehicle parking areas and driveways are safe, convenient and have minimal impacts on adjoining development.	**A5.1** Vehicle parking areas are located under or behind the Building so they are not visually prominent from the street. **A5.2** The car parking area is: • illuminated at night; • well ventilated to avoid fumes	**Complies** The parking is accessed from St Crispen Ave. The parking is • capable of illumination at night • 100% covered • of sufficient area to avoid trapped fumes, and when combined with the stairwell and driveway, it is

	being trapped; • screened from adjoining development; • 60% covered. **A5.3** The driveway is a minimum of 2m from the side or rear boundary. OR A minimum of 1 metre with an average of 1.5 metre Landscaping screen is provided along the side or rear boundary adjacent to the driveway.	well ventilated • 100% covered. **Complies** The driveway is approx. 10m from the side boundaries
Development does not adversely impact on the natural environment.	A6.1 The siting of Multi-Unit Housing / Holiday Accommodation minimises cut unless required for a basement or semi-basement car park.	**Complies**
Landscaping and Open Space		
The development provides a functional and usable Landscaping and Recreation Area for the use of guests.	**A7.1** Landscaping and Recreation Areas must be provided at a minimum rate of: P1 30 m^2 for the first bedroom of each Dwelling Unit; plus P2 15 m^2 for each additional bedroom of each Dwelling Unit; or P3 15 m^2 for each Private Room. AND A minimum of 4 metres by 4 metres of Landscaping and Recreation Area is provided for each Dwelling Unit which is directly accessible from a habitable living room. OR At least 50% of the total Landscaping and Recreation Area required for all Dwelling Units/Private Rooms specified above is provided as one communal area, having a minimum dimension of 6 metres. **A7.2** Each Dwelling Unit / Private Room is provided with a private roofed	**Complies** The site coverage for the ground floor is 38%. The maximum allowable is 45%. The area of landscaping is well in excess of the minimum required. The development provides functional and usable landscaping and recreation areas for the use of residents and guests. The tropical landscaping is generous and combines soft and hard landscaping features. **Complies** The main patio is 16.49m^2 with a minimum depth of 3.4m.

	balcony, or patio with a minimum area of 6m^2 and a minimum depth of 2m. In the case of each Dwelling Unit if the private roofed balcony, or patio is directly accessible to the private open space area required in A7.1 above, the area of the balcony, or patio can be used in the calculation of the private open space area up to a maximum area of 6m^2 for each Dwelling Unit. **A7.3** Any swimming pool, including surrounding coping or paving, located within the front Setback is Setback a minimum of 3 metres from the Main Street Frontage. AND No suspended or above ground swimming pool structures are located within the 6 metre Setback to the Main Street Frontage.	**Complies** The swimming pool is setback a minimum of 4m from St Crispens Ave and approx. 2m from Davidson Street.
The development provides residents with a range of on Site services and facilities.	**A8.1** A communal clothes drying area of 30m^2 is provided in a central location. OR Each Dwelling Unit has its own clothes drying area designated in their private open space and screened from view from public vantage points and other Dwelling Units on Site or on adjacent Sites. **A8.2** A refuse bin storage area is provided and located for convenient use by all guests and is readily accessible to waste management contractors. AND The refuse bin storage area is screened from view from public Roads, is roofed and drained to sewer and has a hose and hose cock attached to provide for cleaning.	**Complies** Each bedroom has a private balcony. **Complies** Screened bin storage is provided at t eh frontage of the site.
Retirement Facility – Additional Provisions *ARE NOT INCLUDED HERE AS THEY ARE NOT RELEVANT TO THIS APPLICATION*		

3.4 Acid Sulfate Soil Code

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

Comment

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

Elements of the Code

Performance Criteria	Acceptable Solution	Comment
Disturbance of Acid Sulfate Soils		
P1 The release of acid and associated metal contaminants into the environment are avoided either by: • not disturbing Acid Sulfate Soils; or by • preventing the potential impacts of any disturbance through appropriate Site planning, treatment and ongoing management.	**A1.1** The disturbance of Acid Sulfate Soils is avoided by: • not excavating or removing more than 100 m^3 of material identified as containing or potentially containing Acid Sulfate Soils; • not permanently or temporarily extracting groundwater that results in the aeration of previously saturated Acid Sulfate Soils; and • demonstrating that any filling in excess of 500m^3 of material to depths greater than an average depth of 0.5 metres will not result in ground water extrusion from Acid Sulfate Soils and the aeration of previously saturated Acid Sulfate Soils from the compaction or movement of those soils.	**Will be complied with** Engineering and Geotechnical reports will be prepared for the building application stage.

	A1.2 Site planning, treatment and ongoing management are undertaken so that: • acid and metal contaminants are not generated and acidity is neutralised; • untreated Acid Sulfate Soils are not taken off-Site unless this is to an alternative location for treatment; and • surface and groundwater flows from areas containing Acid Sulfate Soils do not release leachate containing acid or metal contaminants into the environment.	**Will be complied with** Engineering and Geotechnical reports will be prepared for the building application stage.
Identification and Management of Acid Sulfate Soils		
P2 The location and extent of Acid Sulfate Soils are identified on the development Site and appropriately management so as to avoid the release of acid and associated metal contaminants into the environment.	**A2.1** No Acceptable Solution (Information that the Council may request to demonstrate Compliance with the Performance Criteria is outlined in Planning Scheme Policy No 9 – Reports and Information the Council May Request, for code and impact assessable development).	**Will be complied with**

3.5 Filling and Excavation Code

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

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

Comment

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

Elements of the Code

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

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

Performance Criteria	Acceptable Measure	Comment
	A3.3 Filling and excavation does not result in an increase in the volume of water or concentration of water in a Watercourse and overland flow paths. **A3.4** Filling and excavation complies with the specifications set out in the Planning Scheme Policy No 6 – FNQROC Development Manual.	**Will be complied with** As above **Will be complied with**
Water Quality		
Filling and excavation does not result in a reduction of the water quality of receiving waters.	**A4.1** Water quality is maintained to comply with the specifications set out in the Planning Scheme Policy No 6 – FNQROC Development Manual.	**Will be complied with** Excavation will not in a reduction of the water quality of receiving waters.

3.6 Landscaping Code

The purpose of this Code is to:

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

Comment:

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

Elements of the Code

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

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

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

Performance Criteria	Acceptable Measure	Comment
		amenity
	A7.3 A minimum of 50% of the Landscaping and Recreational Area is landscaped, with trees, shrubs, groundcovers, minimising large expanses of hardstand areas and structures.	**Will be complied with**
	A7.4 Plants are located to provide shelter and shade to Habitable Rooms and outdoor Recreation Areas from the hot summer sun.	**Will be complied with as applicable**
Undesirable features are screened with Landscaping.	**A8.1** Landscaping of Dense Planting is planted along and near retaining walls, long blank walls of Buildings, mechanical and air-conditioning units, clothes drying areas, bin enclosures and other utility structures with appropriate trees, shrubs and groundcovers.	**Will be complied with as applicable**
The environmental values of the Site and adjacent land are enhanced.	**A9.1** Landscaping using similar endemic or native species, is planted on-Site on land adjoining an area of natural environmental value.	**Will be complied with**
Streetscape and Site Amenity		
Landscaping for residential development enhances the streetscape and the visual appearance of the development.	**A10.1** Dense Planting along the front of the Site incorporates: • shade canopy trees to provide shade to the Frontage of the Site within 5 years of planting; • landscape screening of blank walls; • low shrubs, groundcovers and mulch to completely cover unsealed ground.	**Will be complied with**
	A10.2 Dense Planting to the rear of the Site incorporates: • 1 shade tree for an average of every 75m2, growing to the	**Will be complied with**

Performance Criteria	Acceptable Measure	Comment
	Building eave Height within 5 years of planting; • screening shrubs to grow to 3 metres in Height within 2 years of planting; • low shrubs, groundcovers and mulch to completely cover unsealed ground. **A10.3** Dense Planting to the side boundaries incorporates: • trees planted for an average of every 10 metres where adjacent to a Building; • low shrubs, groundcovers and mulch to completely cover unsealed ground	**Will be complied with**
Landscaping for non-residential development enhances the streetscape and the visual appearance of the development.	**A11.1** Dense Planting along the front boundary of the Site where a Building is Setback from the front alignment, incorporates: • shade canopy trees to provide shade to the Frontage of the Site within 5 years of planting where appropriate; • landscape screening of blank walls; • low shrubs, groundcovers and mulch to completely cover unsealed ground. **A11.2** Dense Planting to the rear of the Site where a Building is Setback from the rear alignment, incorporates: • 1 shade tree for an average of every 75m^2 growing to the Building eave Height within 5 years of planting; • screening shrubs to grow to 3 metres in Height within 2 years of planting; • low shrubs, groundcovers and mulch to completely cover	**Not applicable** The development is residential rather than 'non-residential' **Not applicable** The development is residential rather than 'non-residential'.

Performance Criteria	Acceptable Measure	Comment
	unsealed ground. **A11.3** Dense Planting to the side boundaries where visible from the street or adjoining a boundary to a different Planning Area, and where a Building is Setback from the side boundary, incorporates: • trees planted for an average of every 10 metres where adjacent to a Building; • screening shrubs, low shrubs and groundcover appropriate for the amount of space, light and ventilation of the area; • low shrubs, groundcovers and mulch to completely cover unsealed ground. **A11.4** A minimum of 20% of shade trees and shrubs is incorporated in all areas of Landscaping growing to the Building eave Height within 5 years.	**Not applicable** The development is residential rather than 'non-residential' **Not applicable** The development is residential rather than 'non-residential'
Maintenance and Drainage		
Landscaped areas are designed in order to be maintained in an efficient manner.	**A12.1** A maintenance program is undertaken in accordance with the Maintenance Schedule in Planning Scheme Policy No 7 – Landscaping. **A12.2** A reticulated irrigation system is provided to common Landscaping and Recreation Areas and planter boxes in accordance with Australian Standards, with 1 hose cock within each area. **A12.3** Turf areas are accessible by standard lawn maintenance equipment. **A12.4** Plant species are selected with long life expectancy and minimal maintenance requirements where on-Site management will be limited.	**Will be complied with** **Will be complied with** **Will be complied with** **Will be complied with**

Performance Criteria	Acceptable Measure	Comment
	A12.5 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.	**Will be complied with**
Stormwater runoff is minimised and re-used in Landscaping through water infiltration, where appropriate.	**A13.1** 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. **A13.2** Overland flow paths are not to be restricted by Landscaping works. **A13.3** 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.	**Will be complied with** **Will be complied with** **Will be complied with**
Safety		
Tree species and their location accommodate vehicle and pedestrian sight lines.	**A14.1** Trees located near pathways, driveways, Access points, parking areas and street corners have a minimum 3.0 metres of clear trunk.	**Will be complied with**
The landscape design enhances personal safety and reduces the potential for crime and vandalism.	**A15.1** Security and foot lighting is provided to all common areas, including car parks, entries, driveways and pathways. **A15.2** Hard surfaces are stable, non-slippery and useable in all weathers. **A15.3** 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). **A15.4**	**Will be complied with** **Will be complied with** **Not applicable to this scale of development** **Not applicable to this scale of**

Performance Criteria	Acceptable Measure	Comment
	Lighting for bicycle paths is provided in accordance with the relevant Australian Standards	**development**
Utilities and Services		
The location and type of plant species does not adversely affect the function and accessibility of services and facilities and service areas.	**A16.1** Plant species are selected and sited with consideration to the location of overhead and underground services.	**Will be complied with**
	A16.2 All underground services are to be located under pathways and below the eaves of the Building.	**Will be complied with**
	A16.3 Irrigation control devices are located in the common Landscaping and Recreation Area.	**Will be complied with**
	A16.4 Landscaping is located to enable trade persons to Access and view meters and other mechanical equipment within the Site.	**Will be complied with**
	A16.5 Landscaping does not limit Access for service vehicles or rubbish trucks to utility areas, bin enclosures or docking areas.	**Will be complied with**
	A16.6 Landscaping near electric lines or substations is designed and developed so that any vegetation at maturity or Landscaping structures or works do not exceed 40 metres in Height on land: - in an electric line shadow; or - within 5.0 metres of an electric line shadow; or - within 5.0 metres of a substation boundary.	**Will be complied with / not applicable**
	A16.7 Elsewhere, vegetation is planted at a distance that is further from the nearest edge of an electric line shadow or substation boundary than the expected maximum Height at	**Not applicable**

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

3.7 Vehicle Parking and Access Code

The purpose of this Code is to ensure that:

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

Comment

The proposed dwelling provides well appointed parking:

- The 3 units need 5 spaces the proposal has 6 spaces.
- The parking area is quite generous size and in terms of manoeuvrability.
- There storage areas are practical, generous and always useful but not often provided this well.
- Pedestrian access to the parking and storage is also good.

Elements of the Code

Performance Criteria	Acceptable Measure	Comment
Vehicle Parking Numbers		
Sufficient parking spaces are provided on the Site to accommodate the amount and type of vehicle traffic expected to be generated by the use or uses of the Site, having particular regard to:	**A1.1** The minimum number of vehicle parking spaces provided on the Site is not less than the number prescribed in Schedule 1* of this Code for the particular use or uses. Where the	**Complies** Parking will provide 1.5 spaces per unit which is as required.

Performance Criteria	Acceptable Measure	Comment
• the desired character of the area in which the Site is located; • the nature of the particular use and its specific characteristics and scale; • the number of employees and the likely number of visitors to the Site; • the level of local accessibility; • the nature and frequency of any public transport serving the area; • whether or not the use involves the retention of an existing Building and the previous requirements for car parking for the Building; • whether or not the use involves an identified Valuable Conservation Feature and Valuable Site; and • whether or not the use involves the retention of significant vegetation.	number of spaces calculated from the Schedule is not a whole number, the number of spaces provided is the next highest whole number.	
Parking for People with Disabilities		
Parking spaces are provided to meet the needs of vehicle occupants with disabilities	**A2.1** For parking areas with a total number of ordinary vehicle spaces less than 50, wheelchair accessible spaces are provided as follows: • Medical, higher education, entertainment facilities and shopping centres – 2 spaces; • All other uses – 1 space. **A2.2** For parking areas with 50 or more ordinary vehicle spaces, wheelchair accessible spaces are provided as follows: • Medical, higher education, entertainment facilities and shopping centres – 3% (to the closest whole number) of the total number of spaces required; • All other uses – 2% (to the closest whole number) of the total number of spaces required.	**Not applicable** **Not applicable**
Motor Cycles		
In recognition that motorcycles are	**A3.1**	**Not applicable**

Performance Criteria	Acceptable Measure	Comment
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: • ordinary vehicles do not demand parking in the spaces reserved for motor cycles due to capacity constraints; and, • it is a reflection of the make-up of the likely vehicle fleet that uses the parking; and, • it is not a reflection of the lower cost of providing motorcycle parking.	Parking for motorcycles is substituted for ordinary vehicle parking to a maximum level of 2% per cent of total ordinary parking. AND The motorcycle parking complies with other elements of this Code.	
Compact Vehicles		
A proportion of the parking spaces provided may be for compact vehicles. The proportion of total parking provided for compact vehicles is selected considering: • compact vehicles spaces are not available to non-compact vehicles; and, • it is a reflection of the proportion of the likely vehicle fleet that uses the parking; and, • compact vehicle spaces are located so as to be proximate to pedestrian destinations such that they present significant inclination for use by users of compact vehicles; and, • the scale of parking spaces, likely users and the likely degree of familiarity with the availability of such spaces.	**A4.1** 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: • compact vehicle parking does not exceed 10% of total vehicle parking required; and, • the parking location is proximate to the entry locations for parking users; and, • the parking provided complies with other elements of this Code.	**Not applicable**
Bicycles Parking		
Sufficient bicycle parking spaces with appropriate security and end of trip facilities are provided on-Site to accommodate the amount of bicycles expected to be generated by the use	**A5.1** The minimum number of bicycle parking spaces provided on Site is not less than the number prescribed in Schedule 1 of this Code, for the	**Not applicable** However there is room in the basement for bicycle parking, including in the storage areas.

Performance Criteria	Acceptable Measure	Comment
or uses.	particular use or uses.	
Vehicular Access to the Site		
The location of Access points minimises conflicts and is designed to operate efficiently and safely taking into account: • the amount and type of vehicular traffic; • the type of use (eg long-stay, short-stay, regular, casual); • Frontage Road traffic conditions; • the nature and extent of future street or intersection improvements; • current and future on-street parking arrangements; • the capacity of the adjacent street system; and • the available sight distance.	**A6.1** The location of the Access points is in accordance with the provisions of the relevant Australian Standards. AND Where the Site has Frontage to more than one street, the Access is from the lowest order street. **A6.2** All redundant Accesses must be removed and a suitable barrier Erected to prevent further use of the Access. **A6.3** Only one Access point is to be provided to each Site unless stated otherwise in another Code.	**Complies** **Complies** **Will be complied with as applicable** **Will be complied with / not applicable**
Accessibility and Amenity for Users		
On-Site vehicle parking is provided where it is convenient, attractive and safe to use, and does not detract from an attractive or existing streetscape character.	**A7.1** Short term visitor parking is provided at the front or on the main approach side of the Site, with easy Access to the Building entry, where such provision is in keeping with the desired character of the area in which the Site is located. AND In mixed use premises that include residential or accommodation uses (excluding, Port Douglas – Tourist Centre), at least 50% of the required number of parking spaces for the non-residential use/s on the Site is provided in an easily accessible location on the premises, so as to be convenient to use for customers and other visitors.	**Complies with performance criteria.** Visitor parking is available in the basement. The parking is convenient, attractive and safe to use, and does not detract from an attractive or existing streetscape character.
The layout of parking areas provides a high degree of amenity and accessibility for different users.	**A8.1** The layout of the parking area provides for the accessibility and amenity of the following:	**Complies**

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

Performance Criteria	Acceptable Measure	Comment
	AND Where Access for cyclists is shared with Access for pedestrians and vehicles, the shared use is identified by signage and linemarking.	
Dimensions of Parking Spaces		
Parking spaces must have adequate areas and dimensions to meet user requirements.	**A14.1** Car parking for the disabled, ordinary car parking spaces and motorcycle parking spaces meet the requirements of the relevant Australian Standards. AND Parking spaces for special vehicles that are classified in accordance with the relevant Australian Standards meet the requirements of that Standard. AND Parking spaces for standard sized buses have the following minimum dimensions: • width: 4 metres • length: 20 metres • clear Height: 4 metres. AND • Parking spaces for compact vehicles have the following minimum dimensions: • 15 per cent less in width measurements than required by Australian Standards for any ordinary vehicle; and, • 20 per cent less in length measurements than required by Australian Standards for any ordinary vehicle. AND • 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	**Complies as far as relevant to this scale of development** **Complies** **Not applicable** **Not applicable** **Not applicable**

Performance Criteria	Acceptable Measure	Comment
	users equivalent to that specified by the relevant Australian Standards. **A14.2** Parking spaces for bicycles meet the requirement of the relevant Australian Standard.	**Complies** There is room in the basement for bicycle parking, including in the storage areas.
On-Site Driveways, Manoeuvring Areas and Parking/Standing Areas		
On-Site driveways, manoeuvring areas and vehicle parking / standing areas are designed, constructed and maintained such that they: • are at gradients suitable for intended vehicle use; • consider the shared movements of pedestrians and cyclists; • are effectively drained and surfaced; and • are available at all times they are required.	**A15.1** On-Site driveways, vehicle manoeuvring and loading / unloading areas: • are sealed in urban areas: AND upgraded to minimise noise, dust and runoff in other areas of the Shire in accordance with the relevant Locality Code; • have gradients and other design features in accordance with the provisions of the relevant Australian Standards; and • drain adequately and in such a way that adjoining and downstream land is not adversely affected. **A15.2** Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking.	**Complies** **Will be complied with**
Vehicle Circulation, Queuing and Set Down Areas		
Sufficient area or appropriate circulation arrangements are provided to enable all vehicles expected to use the Site to drive on and off the Site in forward gear.	**A16.1** Circulation and turning areas comply with the provisions of the relevant Australian Standards.	**Complies**
An on-Site circulation system provides safe and practical Access to all parking, loading/unloading and manoeuvring areas.	**A17.1** Circulation driveways comply with the provisions of the relevant Australian Standards.	**Complies**
Where vehicle queuing, set down or special vehicle parking is expected,	**A18.1** Queuing and set down areas comply	**Not applicable to this scale of development**

Performance Criteria	Acceptable Measure	Comment
sufficient queuing or parking area is provided to enable vehicles to stand without obstructing the free flow of moving traffic or pedestrian movement.	with the relevant Australian Standard and any relevant AUSTROAD Guidelines.	

3.8 Design and Siting of Advertising Devices Code

The purpose of this Code is to:

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

Comment

Signage will be fascia, below awning and wall (parapet) signage as shown below – and is consistent with most commercial buildings on Front Street. The signage will not be 'internally illuminated'. Any illumination will be via spotlights, down-lights or similar – again consistent with other businesses.

Elements of the Code

Performance Criteria	Acceptable Measure	Comment
Signage Type		
P1 Advertising Devices are subservient in scale to the primary use of the Site and relate to the use/s carried out on the Site	**A1.2** Where a Below Awning Sign: • maximum one per business, or one per Frontage; • maximum Height of 0.6 metres • ground clearance not less than 2.6 metres • maximum width of 0.3 metres; • maximum length of 2.5 metres and does not project beyond the awning. **A1.5** Where a Fascia Sign located on the fascia of an awning:	**Will be complied with** **Will be complied with**

Performance Criteria	Acceptable Measure	Comment
	• maximum of one fascia sign per business or one per Frontage; • maximum Height above Ground Level of 2.5 metres; • does not project above or below the fascia of the Building; • does not project within 0.45 metre Setback from the face of the kerb or where no kerb exists, 0.30 metre from the fascia.	
	A1.10 Where a Wall Sign: • maximum of one wall sign on any building facade or boundary wall; • maximum area of 4 m^2; • maximum length of 3m; • maximum Height of 2m and sited at ground floor level of a Building or boundary wall; • does not project further than 0.10 metres from the face of the wall.	**Will be complied with**
	A1.12 Where an Indirectly Illuminated Sign: • artificial light limited to illuminating the face of the sign; • does not cause light spillage from the source of external illumination; • complies with other relevant requirements for the particular type of Advertising Device, which are specified in this Code; • not located within a State-Controlled Road or on a Council Road.	**Will be complied with**
Signage Location		
P2 Advertising Devices are located in appropriate areas, relative to the land uses in the area and the amenity and character of the area.	**A2.1** Particular types of Advertising Devices are considered appropriate in the following locations:	**Will be complied with**

Performance Criteria	Acceptable Measure	Comment
	Residential, Rural and Rural Settlement Areas: • Home Activity/Home Based Business Sign; and • Directional Sign Tourist and Residential Areas: • Directional Sign; • Projecting Wall Sign; • Symbol; • Wall Sign; and • Indirectly Illuminated Sign.	

APPENDIX 1 PROPOSAL PLANS

APPENDIX 2 SDAP CODES

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

1.1 Managing noise and vibration impacts from transport corridors state code

Table 1.1.1: Building work and material change of use

Performance outcomes	Acceptable outcomes	Response	Comment
Residential buildings near a state-controlled road or type 1 multi modal corridor			
PO1 Development involving an accommodation activity that is a residential building achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by a state-controlled road or a type 1 multi-modal corridor.	**AO1.1** All facades of a residential building exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following external noise criteria^#: ≤60 dB(A) L_{10} (18 hour) facade corrected (measured L_{90} (8 hour) free field between 10 pm and 6 am ≤40 dB(A)) ≤63 dB(A) L_{10} (18 hour) facade corrected (measured L_{90} (8 hour) free field between 10 pm and 6 am >40 dB(A)). AND	✓	The Façade has been designed with noise attenuation features. 
	AO1.2 Every private open space* in an accommodation activity exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following external noise criteria^#: (1) ≤57 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6 am and 12 midnight ≤45 dB(A)) ≤60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6 am and 12 midnight >45 dB(A)). AND	✓	Multiple dwellings are a form of accommodation activity. The private open space will comply with these provisions.
	AO1.3 Every passive recreation area* in an accommodation activity exposed to noise from a state-controlled road or type 1 multi-modal corridor meets the following external noise criteria^#: (1) 63 dB(A) L_{10} (12 hour) free field (between 6 am and 6 pm). AND	✓	As above
	AO1.4 Every habitable room in an accommodation activity (other than a residential building), exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following internal noise criteria^#:	✓	As above

Performance outcomes	Acceptable outcomes	Response	Comment
	(1) ≤35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours). Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise. Editor's note: Habitable rooms of residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2010. Transport noise corridors are mapped on the Department of Housing and Public Works website.		
Accommodation buildings near a railway with more than 15 passing trains per day or a type 2 multi modal corridor			
PO2 Development involving an accommodation activity that is a residential building achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by a railway with more than 15 passing trains per day or a type 2 multi-modal corridor.	**AO2.1** All facades of a residential building exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria^#: (1) ≤65 dB(A) L_{eq} (24 hour) facade corrected ≤87 dB(A) (single event maximum sound pressure level) facade corrected. AND	**N/A**	
	AO2.2 Every private open space and passive recreation area* exposed to noise from a railway with more than 15 passing trains per day or type 2 multi-modal corridor meet the following external noise criteria^#: (1) ≤62 dB(A) L_{eq} (24 hour) free field ≤84 dB(A) (single event maximum sound pressure level) free field. AND	**N/A**	
	AO2.3 Every habitable room in an accommodation activity exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria^#: (1) ≤45 dB(A) single event maximum sound pressure level (railway). Note: Noise levels from railways or type 2 multi-modal corridors are to be measured in accordance with *AS1055.1–1997 Acoustics – Description and measurement of environmental noise.*	**N/A**	
Accommodation activities or residential care facilities near a busway or light rail			
PO3 Development involving an accommodation activity or residential care facility achieves acceptable noise levels for residents and visitors by	**AO3.1** All facades of an accommodation activity or residential care facility (other than a residential building) exposed to noise from a busway or light rail meet the following external noise criteria^#:	**N/A**	

Performance outcomes	Acceptable outcomes	Response	Comment
mitigating adverse impacts on the development from noise generated by a busway or light rail.	(1) ≤55 dB(A) L_{eq} (1 hour) facade corrected (maximum hour between 6 am and 10 pm) ≤50 dB(A) L_{eq} (1 hour) facade corrected (maximum hour between 10 pm and 6 am) ≤64 dB(A) L_{max} facade corrected (between 10 pm and 6 am). AND		
	AO3.2 Every private open space and passive recreation area* in an accommodation activity or residential care facility (other than a residential building) exposed to noise from a busway or light rail meet the following external noise criteria^#: (1) ≤52 dB(A) L_{eq} (1 hour) free field (maximum hour between 6 am and 10 pm) ≤66 dB(A) L_{max} free field. AND	**N/A**	
	AO3.3 Every habitable room of an accommodation activity or residential care facility (other than a residential building) exposed to noise from a busway or light rail meet the following internal noise criteria^#: (1) ≤35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours). Note: Noise levels from a busway or light rail are to be measured in accordance with *AS1055.1–1997 Acoustics – Description and measurement of environmental noise*.	**N/A**	
Particular development near a state-controlled road or type 1 multi modal corridor			
PO4 Development involving a: (1) child care centre, or (2) educational establishment achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a state-controlled road or a type 1 multi-modal corridor.	**AO4.1** All facades of buildings for a child care centre or educational establishment exposed to noise from state-controlled roads or type 1 multi-modal corridors meet the following external noise criteria^#: (1) ≤58 dB(A) L_{10} (1 hour) facade corrected (maximum hour during normal opening hours). AND	**N/A**	
	AO4.2 Outdoor education area and outdoor play area* exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following external noise criteria^#: (1) ≤63 dB(A) L_{10} (12 hours) free field (between 6 am	**N/A**	

Performance outcomes	Acceptable outcomes	Response	Comment
	and 6 pm). AND		
	AO4.3 Indoor education areas and indoor play areas in a childcare centre, health care service, hospital, educational establishment, library and place of worship exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following internal noise criteria^#: (1) ≤35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). AND	**N/A**	
PO5 Development involving a hospital achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a state-controlled road or a type 1 multi-modal corridor.	**AO5.1** All facades of buildings for a hospital exposed to noise from state-controlled roads or type 1 multi-modal corridors meet the following external noise criteria#: (1) ≤58 dB(A) L_{10} (1 hour) facade corrected (maximum hour during normal opening hours). AND	**N/A**	
	AO5.2 Patient care areas exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following internal noise criteria#: (1) ≤35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). Note: Noise levels from state-controlled roads or type 1 multi-modal corridors are to be measured in accordance with *AS1055.1–1997 Acoustics – Description and measurement of environmental noise.*	**N/A**	
Particular development near a railway (with more than 15 passing trains per day) or a type 2 multi modal corridor			
PO6 Development involving a: (1) child care centre, or educational establishment achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a railway with more than 15 passing trains per day or a type 2 multi-modal corridor.	**AO6.1** All facades of buildings in a child care centre or educational establishment exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria^#: (1) ≤65 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours) (2) ≤87 dB(A) (single event maximum sound pressure level) facade corrected. AND	**N/A**	
	AO6.2 Outdoor education area and outdoor play area*	**N/A**	

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

Performance outcomes	Acceptable outcomes	Response	Comment
	(1) ≤45 dB(A) single event maximum sound pressure level. AND		
	AO7.3 Patient care areas (other than ward areas) exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#: (1) ≤50 dB(A) single event maximum sound pressure level. Note: Noise levels from railways or type 2 multi-modal corridors are measured in accordance with *AS1055.1–1997 Acoustics – Description and measurement of environmental noise.*	**N/A**	
Particular development near a busway or light rail			
PO8 Development involving a: (1) child care centre, or educational establishment achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a busway or light rail.	**AO8.1** All facades of buildings for a child care centre or educational establishment exposed to noise from a busway or light rail meet the following external noise criteria#: (1) ≤55 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours). AND	**N/A**	
	AO8.2 Outdoor education area and outdoor play areas* exposed to noise from a busway or light rail meet the following external noise criteria^#: (1) ≤52 dB(A) L_{eq} (1 hour) free field (maximum hour during normal opening hours) ≤66 dB(A) L_{max} free field (during normal opening hours). AND	**N/A**	
	AO8.3 Indoor education areas and indoor play areas exposed to noise from a busway or light rail meet the following internal noise criteria#: ≤35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). Note: Areas exposed to noise from a busway or light rail are measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.	**N/A**	
PO9 Development involving a hospital achieves acceptable noise levels for workers and patients by mitigating adverse impacts on the development	**AO9.1** All facades of buildings for a hospital exposed to noise from a busway or light rail meet the following external noise criteria#:	**N/A**	

Performance outcomes	Acceptable outcomes	Response	Comment
from noise generated by a busway or light rail.	(1) ≤55 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours). AND AO9.2 Patient care areas exposed to noise from a busway or light rail meet the following internal noise criteria#: (1) ≤35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). Note: Areas exposed to noise from a busway or light rail are measured in accordance with *AS1055.1–1997 Acoustics – Description and measurement of environmental noise.*		
Noise barriers or earth mounds			
PO10 Noise barriers or earth mounds erected to mitigate noise from transport operations and infrastructure are designed, sited and constructed to: (1) maintain safe operation and maintenance of state transport infrastructure (2) minimise impacts on surrounding properties (3) complement the surrounding local environment maintain fauna movement corridors where appropriate	**AO10.1** Where adjacent to a state-controlled road or type 1 multi-modal corridor, noise barriers and earth mounds are designed, sited and constructed in accordance with Chapter 7 Integrated Noise Barrier *Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise*, Department of Transport and Main Roads, 2013. Design of the. OR	**N/A**	
	AO10.2 Where adjacent to a railway or type 2 multi-modal corridor, noise barriers and earth mounds are designed, sited and constructed in accordance with *Civil Engineering Technical Requirement — CIVIL-SR-014 Design of noise barriers adjacent to railways*, Queensland Rail, 2011. OR	**N/A**	
	AO10.3 No acceptable outcome is prescribed for noise barriers and earth mounds adjacent to a busway or light rail.	**N/A**	
Vibration			
PO11 Development mitigates adverse impacts on the development from vibration generated by transport operations and infrastructure.	No acceptable outcome is prescribed.	**N/A**	

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

1.2 Managing air and lighting impacts from transport corridors state code

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

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

Filling, excavation and structures state code

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

Table 18.1.1: All development

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

Performance outcomes	Acceptable outcomes	Response	Comment
	AND		
	AO1.9 Development below or abutting a railway viaduct is to be clear of permanent structures or any other activity that may impede emergency access or works and maintenance of rail transport infrastructure. Editor's note: Temporary activities below or abutting a railway viaduct could include, for example, car parking or outdoor storage.	☑	As above
	AO1.10 Development above a railway is designed to facilitate ventilation as follows: (1) for development extending above a railway for a distance of less than 80 metres, gaps are provided to ensure natural ventilation, or (2) for development extending above a railway for a distance of more than 80 metres, ventilation shafts are provided.	☑	Development is not above a railway
PO2 Development prevents unauthorised access to: (1) state transport corridors, (2) future state transport corridors, **(3)** state transport infrastructure, by people, vehicles and projectiles.	**AO2.1** Fencing is provided along the property boundary with the railway. Editor's note: Where fencing is provided it is to be in accordance with the railway manager's standards. AND	☑	The development does not adjoin a railway.
	AO2.2 Accommodation activities with a publicly accessible area located within 10 metres from the boundary of a railway or 20 metres from the centreline of the nearest railway track (whichever is the shorter distance), include throw protection screens for the publicly accessible area as follows: (1) openings of no greater than 25 mm x 25 mm (2) height of 2.4 metres vertically above the highest toe hold if see-through, or 2 metres if non see-through. Editor's note: Expanded metal is considered see-through. AND	☑	The development does not adjoin a railway.
	AO2.3 Development in or over a railway or future railway land includes throw protection screens. 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. AND	☑	Development is not in or over a railway or future railway land
	AO2.4 Built to boundary walls and solid fences abutting a railway are protected by an anti-graffiti coating.	**N/A**	Development is not built to boundary or adjoining a railway.

Performance outcomes	Acceptable outcomes	Response	Comment
	AND		
	AO2.5 Road barriers are installed along any proposed roads abutting a railway. 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. AND	**N/A**	
	AO2.6 Proposed vehicle manoeuvring areas, driveways, loading areas or carparks abutting a railway include rail interface barriers. Editor's note: A Registered Professional Engineer of Queensland (RPEQ) certified barrier design complies with this acceptable outcome.	**N/A**	
PO3 Buildings and structures in, over or below a railway or future railway land are able to sustain impacts to their structural integrity in the event of an impact from a derailed train.	**AO3.1** Buildings and structures, including piers or supporting elements, located in, over or below a railway or future railway land are designed and constructed in accordance with *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. Editor's note: *Part A.9 – Collision protection* of the *Guide for development in a railway environment*, Department of Infrastructure and Planning, 2010, provides guidance on how to comply with this acceptable outcome.	**N/A**	
PO4 Buildings and structures in, over, below or within 50 metres of a state-controlled transport tunnel or a future state-controlled transport tunnel have no adverse impact on the structural integrity of the state-controlled transport tunnel.	**AO4.1** Development in, over, below or within 50 metres of a state-controlled transport tunnel or future state-controlled transport tunnel ensures that the tunnel is: (1) not vertically overloaded or affected by the addition or removal of lateral pressures (2) not adversely affected as a result of directly or indirectly disturbing groundwater or soil. Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified geotechnical assessment, groundwater assessment and structural engineering assessment be prepared and submitted with the application.	**N/A**	
PO5 Development involving dangerous goods adjacent to a railway or future railway land does not adversely impact on the safety of a railway.	**AO5.1** 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 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	**N/A**	

Performance outcomes	Acceptable outcomes	Response	Comment
	incident can be appropriately mitigated. 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 for development in a railway environment*, Department of Infrastructure and Planning, 2010.		
PO6 Any part of the development located within 25 metres of a state-controlled road or future state-controlled road minimises the potential to distract drivers and cause a safety hazard.	**AO6.1** Advertising devices proposed to be located within 25 metres of a state-controlled road or future state-controlled road are designed to meet the relevant standards for advertising outside the boundaries of, but visible from, a state-controlled road, outlined within the *Roadside advertising guide*, Department of Transport and Main Roads, 2013.	**N/A**	The site will have an identification sign consistent with most accommodation houses. It will be located on St Crispens Ave.
PO7 Filling, excavation and construction does not adversely impact on or compromise the safety or operation of: (1) state transport corridors, (2) future state transport corridors, (3) state transport infrastructure.	**AO7.1** Filling and excavation does not undermine, cause subsidence of, or groundwater seepage onto a state transport corridor or future state transport corridor. 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. 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 *Transport Infrastructure Act 1994* may be required. AND	☑	Will be complied with / not applicable
	AO7.2 Development within 25 metres of a railway or public passenger transport corridor and involving excavation, boring, piling or blasting does not result in vibration impacts during construction or blasting which would compromise the safety and operational integrity of the railway or public passenger transport corridor. 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. Editor's note: Development within 25 metres of a railway or public passenger transport corridor may require an RPEQ certified vibration monitoring plan for the construction phase of development as a condition of approval.	**N/A**	As above
PO8 Filling and excavation does not interfere with or impact on existing or future planned services or public utilities on a state-controlled road.	**AO8.1** Any alternative service and public utility alignment must satisfy the standards and design specifications of the service or public utility provider, and any costs of relocation are borne by the developer. Editor's note: An approval issued by the Department of Transport and Main Roads under section 33 of the *Transport Infrastructure Act 1994* may be required.	☑	As above
PO9 Retaining or reinforced soil structures required to contain fill and excavation: (1) do not encroach on a state transport	**AO9.1** Retaining or reinforced soil structures (including footings, rock anchors and soil nails) are not located in a state transport corridor or future state transport corridor. AND	☑	As above

Performance outcomes	Acceptable outcomes	Response	Comment
corridor (2) are capable of being constructed and maintained without adversely impacting a state transport corridor (3) are constructed of durable materials which maximise the life of the structure.	**AO9.2** Retaining or reinforced soil structures in excess of an overall height of one metre abutting a state transport corridor are to be designed and certified by a structural RPEQ. Editor's note: To demonstrate compliance with this acceptable outcome a RPEQ report should demonstrate that the works will not destabilise state transport infrastructure or the land supporting this infrastructure. AND	☑	As above
	AO9.3 Retaining or reinforced soil structures that are set back less than 750 millimetres from a common boundary with a state-controlled road are certified by a structural RPEQ and designed to achieve a low maintenance external finish. AND	☑	The pool and basement carpark will be at least 2m from the boundary
	AO9.4 Retaining or reinforced soil structures adjacent to a state-controlled road, and in excess of an overall height of two metres, incorporate design treatments (such as terracing or planting) to reduce the overall height impact. AND	**N/A**	
	AO9.5 Construction materials of all retaining or reinforced soil structures have a design life exceeding 40 years, and comply with the specifications approved by a RPEQ. AND	**N/A**	
	AO9.6 Temporary structures and batters do not encroach into a railway.	**N/A**	
PO10 Filling and excavation does not cause siltation and erosion run-off from the property, or wind blown dust nuisance onto a state-controlled road.	**AO10.1** Compaction of fill is carried out in accordance with the requirements of *AS 1289.0 2000 – Methods of testing soils for engineering purposes*.	☑	Will be complied with as applicable
PO11 Where the quantity of fill or excavated spoil material being imported or exported for a development exceeds 10 000 tonnes, and haulage will be on a state-controlled road, any impact on the infrastructure is identified and mitigation measures implemented.	**AO11.1** The impacts on the state-controlled road network are identified, and measures are implemented to avoid, reduce or compensate the effects on the asset life of the state-controlled road. Editor's note: It is recommended that a pavement impact assessment report be prepared to address this acceptable outcome. Guidance for preparing a pavement impact assessment is set out in *Guidelines for assessment of road impacts of development (GARID)*, Department of Transport and Main Roads, 2006.	☑	Will be complied with as applicable
PO12 Filling and excavation associated with providing a driveway crossover to a state-controlled road does not compromise the operation or capacity of	**AO12.1** Filling and excavation associated with the design of driveway crossovers complies with the relevant Institute of Public Works Engineering Australia Queensland (IPWEAQ) standards.	**N/A**	

Performance outcomes	Acceptable outcomes	Response	Comment
existing drainage infrastructure.	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 *Transport Infrastructure Act 1994* and a section 62 approval under the *Transport Infrastructure Act 1994* for the siting of the access and associated works.		
PO13 Fill material does not cause contamination from the development site onto a state-controlled road.	**AO13.1** Fill material is free of contaminants including acid sulphate content, and achieves compliance with *AS 1289.0 – Methods of testing soils for engineering purposes* and *AS 4133.0-2005 – Methods of testing rocks for engineering purposes*.	☑	Will be complied with
PO14 Vibration generated through fill compaction does not result in damage or nuisance to a state-controlled road.	**AO14.1** Fill compaction does not result in any vibrations beyond the site boundary, and is in accordance with *AS 2436–2010 – Guide to noise and vibration control on construction, demolition and maintenance sites*.	☑	Will be complied with

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

18.2 Stormwater and drainage impacts on state transport infrastructure state code

Table 18.2.1: All development

Performance outcomes	Acceptable outcomes	Response	Comment
Stormwater and drainage management			
PO1 Stormwater management for the development must ensure there is no worsening of, and no actionable nuisance in relation to peak discharges, flood levels, frequency or duration of flooding, flow velocities, water quality, ponding, sedimentation and scour effects on an existing or future state transport corridor for all flood and stormwater events that exist prior to development, and up to a 1 per cent annual exceedance probability.	**AO1.1** The development does not result in stormwater or drainage impacts or actionable nuisance within an existing or future state transport corridor. Editor's note: It is recommended that basic stormwater information is to be prepared to demonstrate compliance with AO1.1. OR	☑	Will be complied with
	AO1.2 A stormwater management statement certified by an RPEQ demonstrates that the development will achieve a no worsening impact or actionable nuisance on an existing or future state transport corridor. OR	☑	Will be complied with
	AO1.3 A stormwater management plan certified by an RPEQ demonstrates that the development will achieve a no worsening impact or actionable nuisance on an existing future state transport corridor. OR	☑	Will be complied with

Performance outcomes	Acceptable outcomes	Response	Comment
	AO1.4 For development on premises within 25 metres of a railway, a stormwater management plan certified by an RPEQ demonstrates that: (1) the development will achieve a no worsening impact or actionable nuisance on the railway (2) the development does not cause stormwater, roofwater, ponding, floodwater or any other drainage to be directed to, increased or concentrated on the railway (3) the development does not impede any drainage, stormwater or floodwater flows from the railway (4) stormwater or floodwater flows have been designed to: (a) maintain the structural integrity of the light rail transport infrastructure (b) avoid scour or deposition (5) additional railway formation drainage necessitated by the development is located within the premises where the development is carried out (6) retaining structures for excavations abutting the railway corridor provide for drainage.	**N/A**	
Lawful point of discharge			
PO2 Stormwater run-off and drainage are directed to a lawful point of discharge to avoid adverse impacts on a future or existing state transport corridor.	**AO2.1** Where stormwater run-off is discharged to a state transport corridor, the discharge is to a lawful point of discharge in accordance with section 1.4.3 of the *Road drainage manual*, Department of Transport and Main Roads, 2010 and section 3.02 of *Queensland urban drainage manual*, Department of Energy and Water Supply, 2013. OR	☑	Will be complied with as applicable. Lawful point of discharge will be St Crispens Ave.
	AO2.2 For development on premises within 25 metres of a railway, approval from the relevant railway manager for the railway, as defined in the *Transport Infrastructure Act 1994,* schedule 6 has been gained to verify the lawful point of discharge for stormwater onto the railway. AND	**N/A**	
	AO2.3 Development does not cause a net increase in or concentration of stormwater or floodwater flows discharging onto the state transport corridor during construction or thereafter.	☑	Will be complied with as applicable. Lawful point of discharge will be St Crispens Ave.

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

19.1 Access to state-controlled roads state code

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

Table 19.1.1: All development

Performance outcomes	Acceptable outcomes	Response	Comment
Location of the direct vehicular access to the state-controlled road			
PO1 Any road access location to the state-controlled road from adjacent land does not compromise the safety and efficiency of the state-controlled road.	**AO1.1** Any road access location to the state-controlled road complies with a decision under section 62 of the TIA. **Or**	**N/A**	There are no existing authorised access points to the state controlled road, and the development will be accessed from St Crispens Ave, not Davidson Street.
	AO1.2 Development does not propose a new or temporary road access location, or a change to the use or operation of an existing permitted road access location to a state-controlled road. **Or**	☑	
	AO1.3 Any proposed road access location for the development is provided from a lower order road where an alternative to the state-controlled road exists. Or all of the following acceptable outcomes apply	☑	
	AO1.4 Any new or temporary road access location, or a change to the use or operation of an existing permitted road access location, demonstrates that the development:	**N/A**	

Performance outcomes	Acceptable outcomes	Response	Comment
	(1) does not exceed the acceptable level of service of a state-controlled road (2) meets the sight distance requirements outlined in Volume 3, parts 3, 4, 4A, 4B and 4C of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2013 (3) does not exceed the acceptable operation of an intersection with a state-controlled road, including the degree of saturation, delay, queuing lengths and intersection layout (4) is not located within and/or adjacent to an existing or planned intersection in accordance with Volume 3, parts 4, 4A, 4B and 4C of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2013 (5) does not conflict with another property's road access location and operation. 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. AND		
	AO1.5 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.	**N/A**	
Number of road accesses to the state-controlled road			
PO2 The number of road accesses to the state-controlled road maintains the safety and efficiency of the state-controlled road.	**AO2.1** Development does not increase the number of accesses to the state-controlled road. AND	**And** ☑	
	AO2.2 Where multiple road accesses to the premises exist, access is rationalised to reduce the overall number of road accesses to the state-controlled road. **And**	**N/A**	
	AO2.3 Shared or combined road accesses are provided for adjoining land having similar uses to rationalise the overall number of direct accesses to the state-controlled	**N/A**	

Performance outcomes	Acceptable outcomes	Response	Comment
	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.		
Design vehicle and traffic volume			
PO3 The design of any road access maintains the safety and efficiency of the state-controlled road.	**AO3.1** Any road access meets the minimum standards associated with the design vehicle. Editor's note: The design vehicle to be considered is the same as the design vehicle set under the relevant local government planning scheme. **And**	**N/A**	
	AO3.2 Any road access is designed to accommodate the forecast volume of vehicle movements in the peak periods of operation or conducting the proposed use of the premises. **And**	**N/A**	
	AO3.3 Any road access is designed to accommodate 10 year traffic growth past completion of the final stage of development in accordance with GARID. **And**	**N/A**	
	AO3.4 Any road access in an urban location is designed in accordance with the relevant local government standards or IPWEAQ R-050, R-051, R-052 and R-053 drawings. **And**	**N/A**	
	AO3.5 Any road access not in an urban location is designed in accordance with Volume 3, parts 3, 4 and 4A of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2013.	**N/A**	
Internal and external manoeuvring associated with direct vehicular access to the state-controlled road			
PO4 Turning movements for vehicles entering and exiting the premises via the road access maintain the safety and efficiency of the state-controlled road.	**AO4.1** The road access provides for left in and left out turning movements only. **And**	**N/A**	
	AO4.2 Internal manoeuvring areas on the premises are designed so the design vehicle can enter and leave the premises in a forward gear at all times. Editor's note: The design vehicle to be considered is the same as the design vehicle set under the relevant local government planning scheme.	**N/A**	

Performance outcomes	Acceptable outcomes	Response	Comment
PO5 On-site circulation is suitably designed to accommodate the design vehicle associated with the proposed land use, in order to ensure that there is no impact on the safety and efficiency of the state-controlled road**.**	**AO5.1** Provision of on-site vehicular manoeuvring space is provided to ensure the flow of traffic on the state-controlled road is not compromised by an overflow of traffic queuing to access the site in accordance with AS2890 – Parking facilities. **And**	**N/A**	
	AO5.2 Mitigation measures are provided to ensure that the flow of traffic on the state-controlled road is not disturbed by traffic queuing to access the site.	**N/A**	
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road			
PO6 Development having road access to a local road within 100 metres of an intersection with a state-controlled road maintains the safety and efficiency of the state-controlled road.	**AO6.1** The road access location to the local road is located as far as possible from where the road intersects with the state-controlled road and accommodates existing operations and planned upgrades to the intersection or state-controlled road. **And**	☑	
	AO6.2 The road access to the local road network is in accordance with Volume 3, parts 3, 4 and 4A of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2013, and is based on the volume of traffic and speed design of both the local road and intersecting state-controlled road for a period of 10 years past completion of the final stage of development. **And**	☑	
	AO6.3 Vehicular access to the local road and internal vehicle circulation is designed to remove or minimise the potential for vehicles entering the site to queue in the intersection with the state-controlled road or along the state-controlled road itself.	☑	

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

19.2 Transport infrastructure and network design state code

Table 19.2.1: All development

Performance outcomes	Acceptable outcomes	Response	Comment
All state transport infrastructure – except state-controlled roads			
PO1 Development does not compromise the safe and efficient management or operation of state transport infrastructure or transport networks. Editor's note: To demonstrate compliance with this performance outcome, it is recommended that a traffic impact assessment be prepared. A traffic impact assessment should identify any upgrade works required to mitigate impacts on the safety and operational integrity of the state transport corridor, including any impact on a railway crossing. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken.	No acceptable outcome is prescribed.	**N/A**	
PO2 Development does not compromise planned upgrades to state transport infrastructure or the development of future state transport infrastructure in future state transport corridors. Editor's note: Written advice from DTMR advising that there are no planned upgrades of state transport infrastructure or future state transport corridors that will be compromised by the development, will assist in addressing this performance outcome.	**AO2.1** The layout and design of the proposed development accommodates planned upgrades to state transport infrastructure. AND	**N/A**	
	AO2.2 The layout and design of the development accommodates the delivery of state transport 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.	**N/A**	
State-controlled roads			
PO3 Development does not compromise the safe and efficient management or operation of state-controlled roads. Editor's note: A traffic impact assessment will assist in addressing this performance outcome.	No acceptable outcome is prescribed.	☑	Davidson Street has a 75m wide road reserve adjacent to the site. The pool is setback 2m from the Davidson Street and the balance of the development is 4m -6m from the road.
PO4 Development does not compromise planned upgrades of the state-controlled road network or delivery of future state-controlled roads. 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.	**AO4.1** The layout and design of the development accommodates planned upgrades of the state-controlled road AND	☑	Davidson Street has a 75m wide road reserve adjacent to the site There is sufficient width in the Road Corridor at this location for any future upgrade.
	AO4.2 The layout and design of the development accommodates the delivery of future state-controlled roads. Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a traffic impact assessment be prepared.	☑	

Performance outcomes	Acceptable outcomes	Response	Comment
PO5 Upgrade works on or associated with, the state-controlled road network are undertaken in accordance with applicable standards.	**AO5.1** 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. AND	**N/A**	
	AO5.2 The design and staging of upgrade works on or associated with the state-controlled road network are consistent with planned upgrades.	**N/A**	
PO6 Development does not impose traffic loadings on the state-controlled road network which could be accommodated on the local road network.	**AO6.1** New lower order roads do not connect directly to a state-controlled road. AND	**N/A**	
	AO6.2 The layout and design of the development directs traffic generated by the development to use lower order roads.	☑	

No.2
ST CRISPINS

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DESIGN

Architecture
Master Planning
Interiors

NORTH EAST STREET VIEW

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DESIGN

COMMUNAL POOL & ENTERTAINMENT AREA

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NORTH WEST STREET VIEW

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DESIGN

TYPICAL APARTMENT LAYOUT

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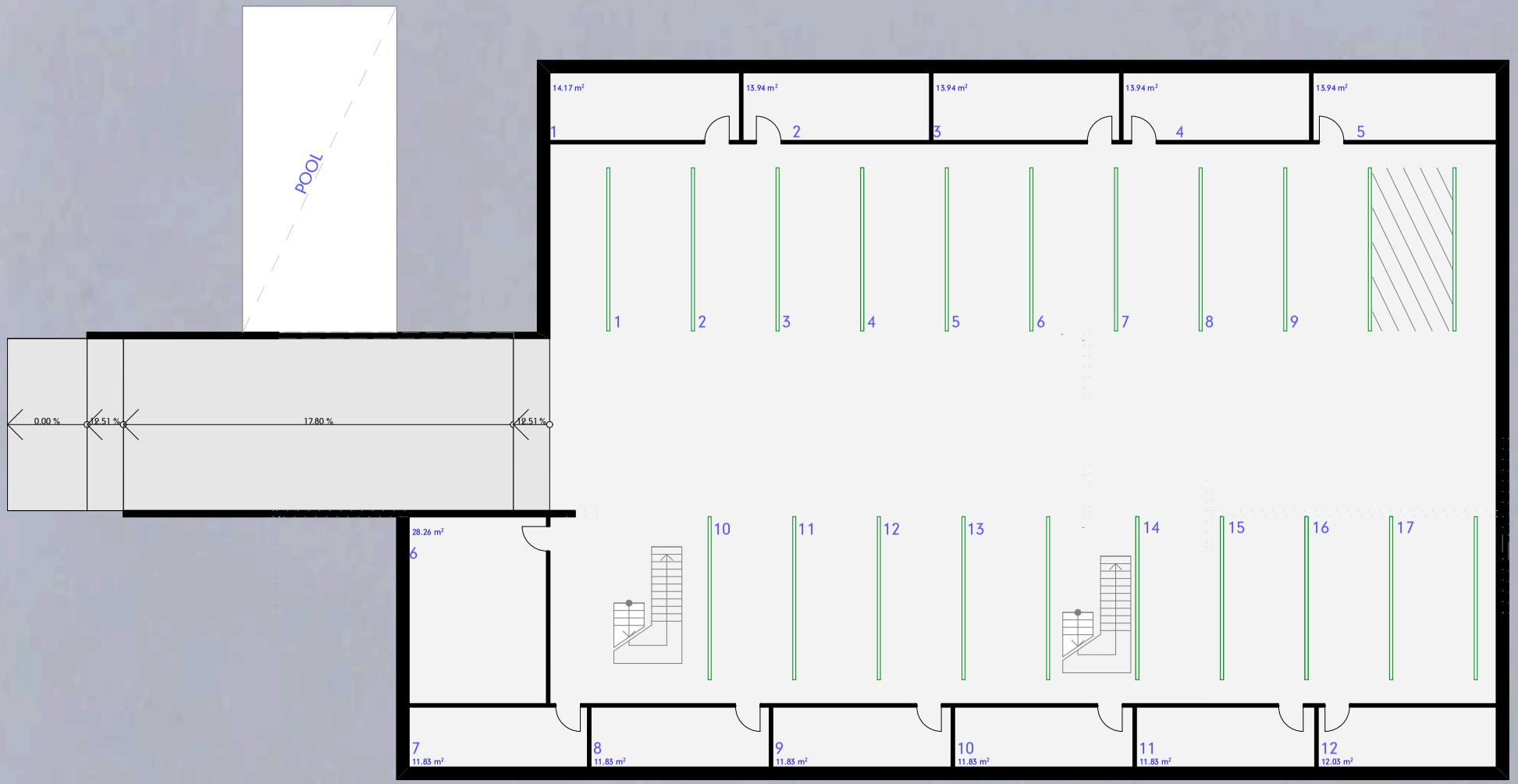

BASEMENT PLAN - CARPARK

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GROUND FLOOR

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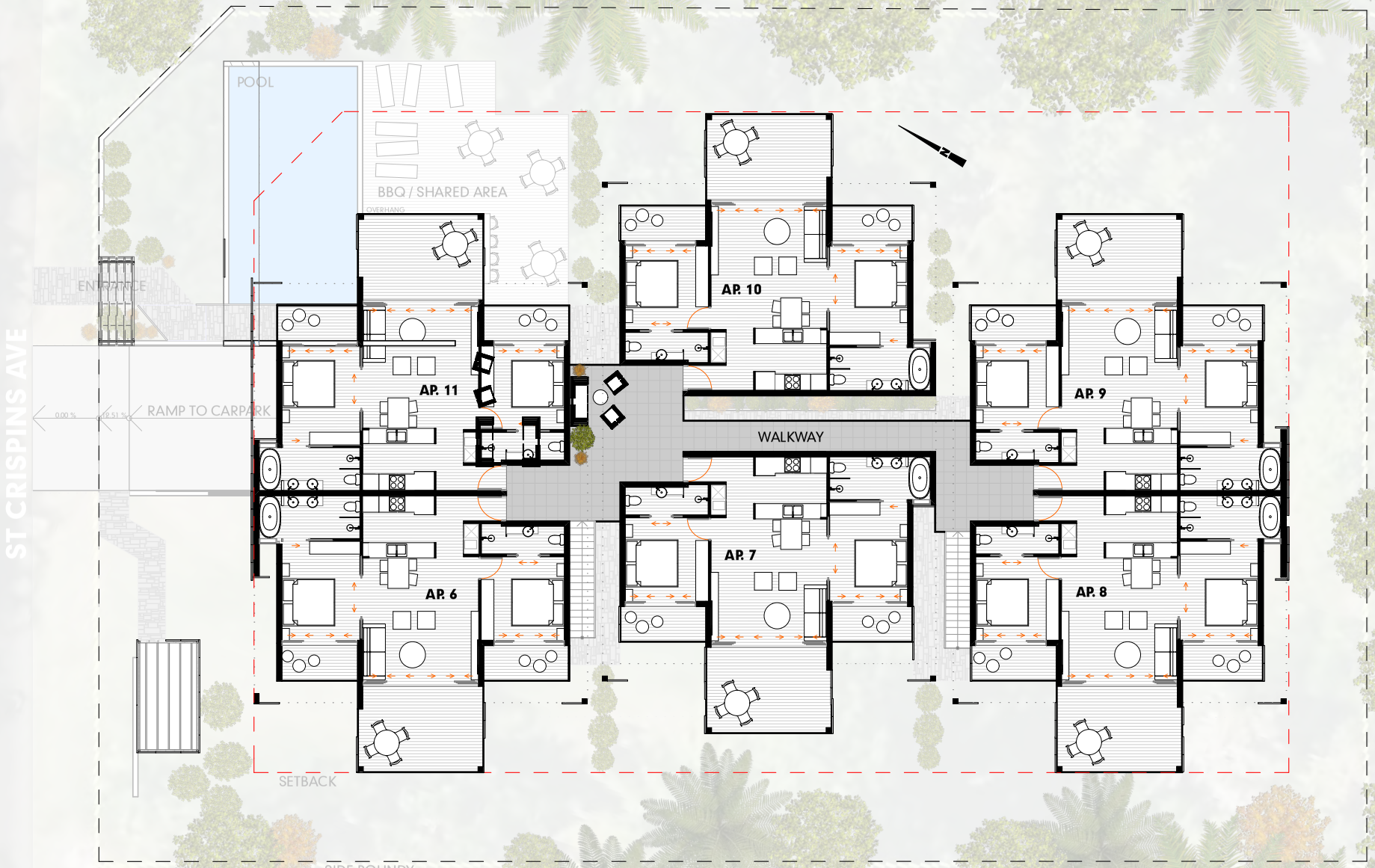

FIRST FLOOR

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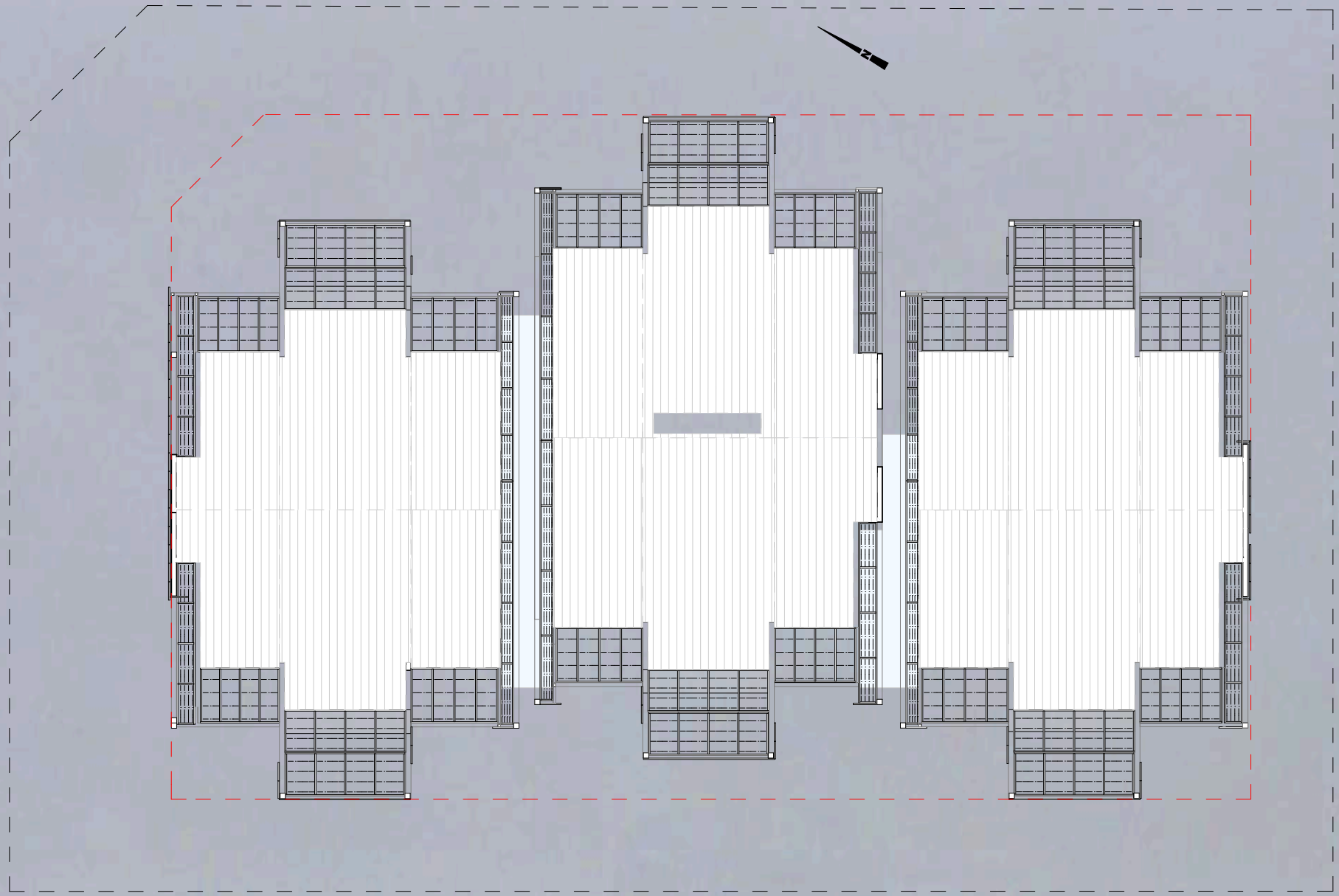

ROOF LEVEL

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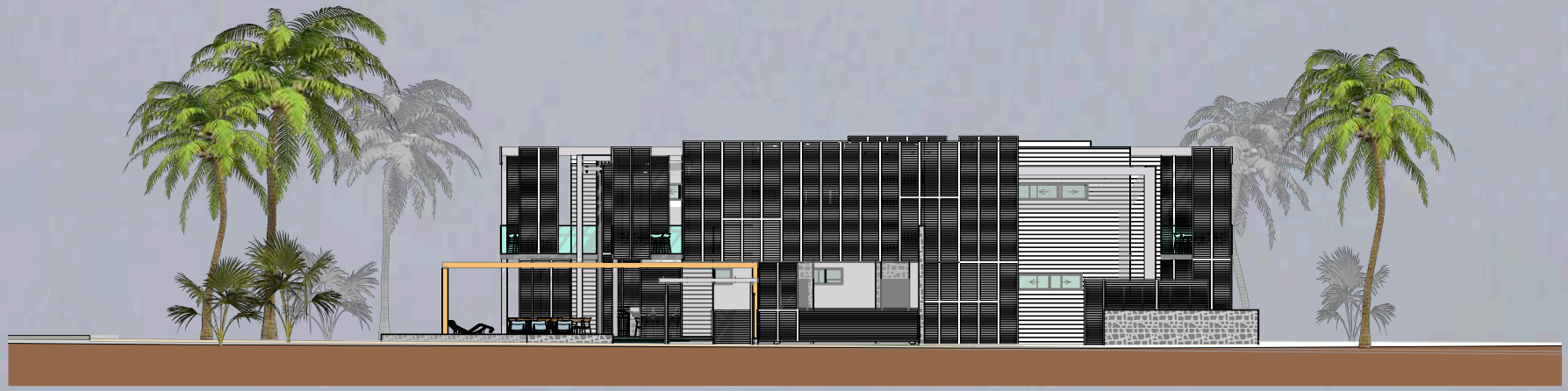
EAST ELEVATION



NORTH ELEVATION

hunt
DESIGN

WEST ELEVATION

SOUTH ELEVATION

hunt
DESIGN

hunt
DESIGN

Architecture
Master Planning
Interiors