



GMA Certification
Group

*Leader's in
Building Certification Services*

PLANNING STATEMENT

For: Brian Longwill & Cheryl Tanner
Development: Minor Change – Car Port associated with
Dual Occupancy
At: 6 Nautilus Street, Port Douglas (Lot 0 BUP102592)
Prepared by: GMA Certification Group
File Ref: 20210207
Revision: A

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1.0 Introduction

This report has been prepared on behalf of Brian Longwill and Cheryl Tanner in support of a Development Application to Douglas Shire Council for approval of a minor change to an existing approved development to provide for the construction of a car port associated with an existing dual occupancy on land located at 6 Nautilus Street, Port Douglas, and described as Lots 0 on BUP102592.

The overall application site comprises three allotments, Lot 0-2 on BUP102592, located at 6 Nautilus Street, Port Douglas. The site is currently developed with a dual occupancy contained in a single building with a common wall. The dual occupancy was established in 1994 and contains a three bedroom unit located towards the property frontage and a two bedroom unit located to the rear of the property. The existing development is setback 6 metres from the property frontage and as part of this development two car parking spaces were provided with one provided as a standalone car port and the other as a carport beneath the roof of the main building.

It is proposed to erect an additional car port on the site. The car port would be located to the property frontage and in front of unit 1 (the three bedroom unit) and would replace an existing shade sail structure. It would be setback 500mm from the property frontage and would be an open structure with a roofed area of approximately 23m² and a height of approximately 2.7 metres. The application is considered to be a minor change to the existing development approval granted. It would not result in a substantially different development and would not result in the inclusion of prohibited development or additional referrals.

In assessing the change application, pursuant to s81 of the *Planning Act 2016*, the Council are required to have regard to all matters that would be considered if the application were a development application.

The development is considered to satisfy the relevant Assessment Benchmarks contained in the Planning Scheme that would be considered if the application were a development application and the application is submitted for approval, subject to reasonable and relevant conditions.

2.0 Development Summary

Address:	6 Nautilus Street, Port Douglas
Real Property Description:	Lot 0 BUP102592
Easements & Encumbrances:	Nil
Site Area/Frontage:	Area: 812.5m ² Frontage: Approx. 25 metres
Registered Owner:	Lot 0 – The Proprietors “Ramsay” Building Units Plan No. 102592
Proposal:	Change Application – Car Port
Approval Sought:	Minor Change
State Interests – State Planning Policy	<ul style="list-style-type: none"> • Safety and Resilience to Hazards – Flood hazard area level 1; Bushfire Prone Area – Potential Impact buffer; and Medium storm tide inundation area.
State Interests – SARA Mapping:	<ul style="list-style-type: none"> • Coastal Protection – Medium storm tide inundation area; and, • Native Vegetation Clearing – Category X
Referral Agencies:	Nil
State Development Assessment Provisions:	Nil
Regional Plan Designation:	Urban Footprint
Zone:	Low-medium Density Residential Zone
Local Plan Designation:	Port Douglas/ Craiglie Local Plan
Overlays:	<ul style="list-style-type: none"> • Acid sulfate soils overlay; • Bushfire hazard overlay; and, • Flood and storm tide hazard overlay.

3.0 Site and Locality

The application site is the common property of an existing Dual Occupancy development located at 6 Nautilus Street, Port Douglas, and described as Lo 0 on BUP102592. The overall site contains an area of approximately 812.5m² and has frontage to Nautilus Street of approximately 25 metres.

The site is currently developed with a dual occupancy contained in a single building with a common wall. The dual occupancy was established in 1994 and contains a three bedroom unit located towards the property frontage and a two bedroom unit located to the rear of the property. The existing development is setback 6 metres from the property frontage and as part of this development two car parking spaces were provided with one provided as a standalone car port and the other as a carport beneath the roof of the main building. Since the original development a shade sail has been erected to the front of unit 1 and over the driveway to provide covered car parking for unit 1.

The area containing the site is characterised by residential development in the form of single detached dwellings and dual occupancy developments. To the west and east the site adjoins a dwelling house and to the south a dual occupancy. To the north the site fronts Nautilus Street, which is a constructed and council maintained road. The built form of residential development fronting Nautilus Street includes car ports built to the front property boundary.

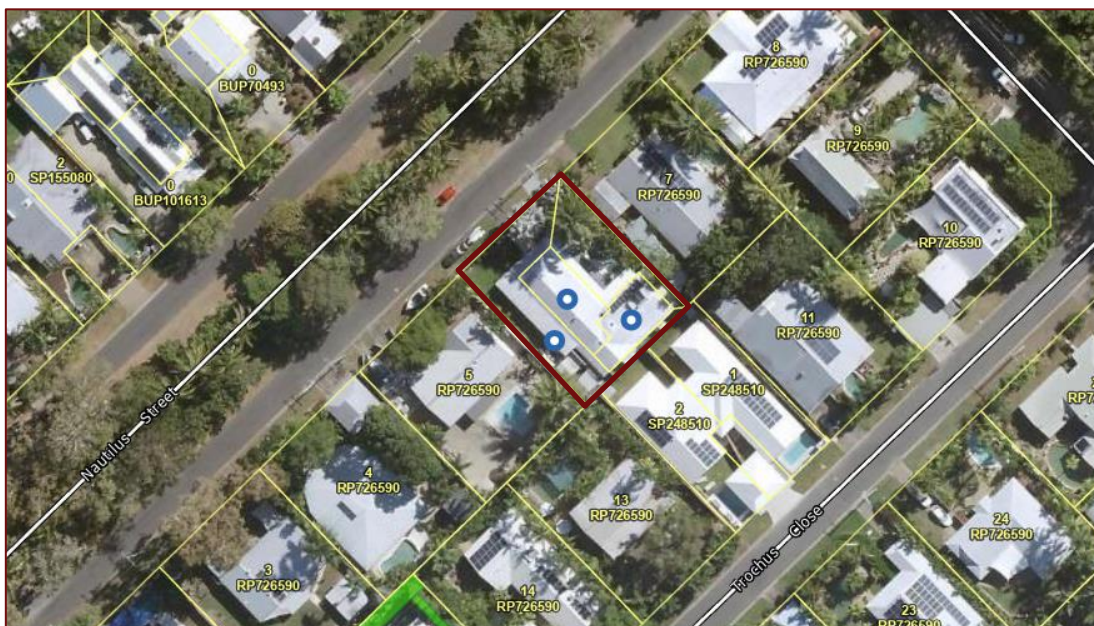


Photo 1 – Site Location (Source Queensland Globe)

4.0 Proposal

It is proposed to erect an additional car port on the site. The car port would be located to the property frontage and in front of unit 1 (the three bedroom unit). It would be setback 500mm from the property frontage and would be an open structure with a roofed area of approximately 23m² and a height of approximately 2.7 metres.

The car port would replace the existing shade sail structure and would be accessed by the existing driveway. No new accesses would be required as part of the development.

Proposal Plans are attached at [Appendix 2](#).

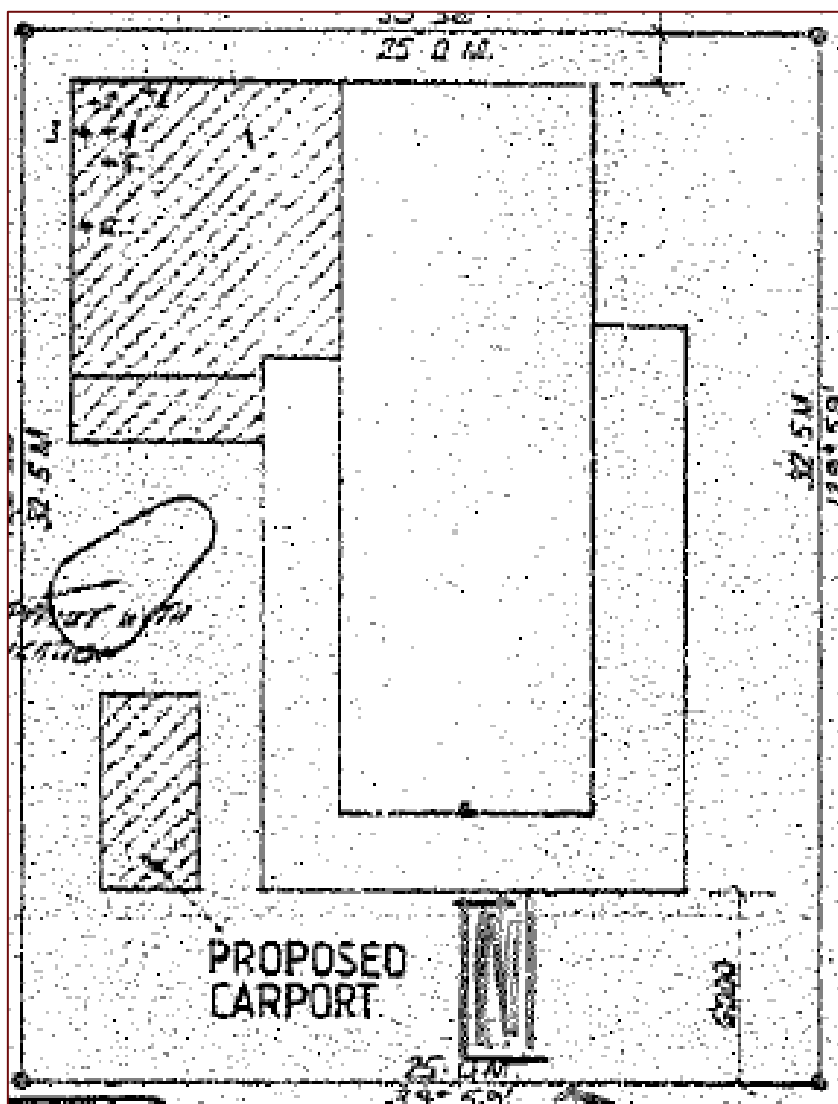


Image 1 ±Site Plan



Photo 2: Site frontage

5.0 Statutory Planning Considerations

This section provides a summary of the legislative framework affecting the application pursuant to the Planning Act 2016.

5.1 Planning Act 2016

5.1.1 Categorisation of Change

The *Planning Act 2016* differentiates between a minor change and other changes. The proposal is considered to constitute a minor change. For the purpose of a development approval, a minor change is defined in schedule 2 of the Act as a change that:

- (i) would not result in substantially different development; and*
- (ii) if a development application for the development, including the change, were made when the change application is made would not cause—*
 - (A) the inclusion of prohibited development in the application; or*
 - (B) referral to a referral agency, other than to the chief executive, if there were no referral agencies for the development application; or*
 - (C) referral to extra referral agencies, other than to the chief executive; or*
 - (D) a referral agency to assess the application against, or have regard to, matters prescribed by regulation under section 55(2), other than matters the referral agency must have assessed the application against, or have had regard to, when the application was made; or*
 - (E) public notification if public notification was not required for the development application.*

The proposed change is considered to satisfy the requirements of a minor change. It would not result in a substantially different development than that approved, being a dual occupancy, it does not result in the inclusion of a prohibited development and it does not trigger additional referrals.

5.1.2 Assessment Manager

Pursuant to Schedule 8 of the *Planning Regulations 2017*, the Assessment Manager for the application is the Douglas Shire Council.

5.1.3 Statutory Considerations for Assessment of a Minor Change Application

As the application is a minor change application, in deciding the application pursuant to s81 of the *Planning Act 2016*, the Council, as Assessment Manager, must consider:

- The information included in the application;
- Any properly made submissions about the development application;
- All matters that would or may have been considered if the change application were a development application; and,
- The matters that were considered at the time of the original development application.

This assessment is further discussed in Section 6.0 of this report.

5.1.4 Referral Agencies

There were no referral agencies to the original application and consequently, pursuant to section 80 of the *Planning Act 2016* there is no requirement to refer the application or notify any affected entity.

6.0 Planning Assessment

6.1 Assessment of Minor Change Application (*Planning Act 2016 s81*)

6.1.1 Properly Made Submissions

It is unknown whether the original development was the subject of public notification; however, the development has been in situ for a significant number of years and the Planning Scheme approach to Dual Occupancy developments has changed. It is likely that any submitters to the original application have accepted the development and if the application were a new application it would not be subject to public notification. On that basis, it is considered that the assessment is better focussed on the current Assessment Benchmarks discussed below.

6.1.2 Matters that would be considered if the change application were a development application.

This assessment is twofold. The Act requires Council to consider the Planning Scheme that was in effect when the original development application was properly made and, in addition, Council may consider the Planning Scheme that is in effect when the change application is made.

In terms of the Planning Scheme that was in place at the time of the original application, it is considered that the passage of time has made these considerations largely irrelevant and that it would be more appropriate to focus the assessment on the consideration of the current Douglas Shire Planning Scheme (2018).

Consideration of the Douglas Shire Planning Scheme (2018), indicates that, if the change application were a development application, the development would trigger code assessment

6.1.3 Douglas Council Planning Scheme

Within the Douglas Shire Planning Scheme, the site is identified within the Low-Medium - Density Residential Zone and is affected by the Flood and Storm Tide Hazard Overlay.

The Table below identifies the applicable Assessment Benchmarks contained within the Planning Scheme.

Assessment Benchmark	Applicability	Compliance
Low – Medium Density Residential Zone Code	Applies	Consideration of Performance Outcome PO2 is required, see below.
Port Douglas/Craiglie	Applies	Complies with all relevant

Local Plan Code		Acceptable Outcomes.
Bushfire Hazard Overlay Code	Applies	Complies with all relevant Acceptable Outcomes.
Flood and Storm Tide Hazard Overlay Code	Applies	Consideration of Performance Outcome PO1 is required, see below.
Dual Occupancy Code	Applies	Consideration of Performance Outcome PO2 is required. Refer to the assessment of PO2 of the zone code below.
Access, Parking and Servicing Code	Not applicable	The proposed development is for a car port only and would not result in a lesser car parking provision on site.
Filling and Excavation Code	Not applicable	No excavation or filling is proposed.
Infrastructure Code	Not applicable	No infrastructure works are proposed
Landscaping Code	Not applicable	The site contains an existing Dual Occupancy development that has existing landscaping that would not be affected by the proposed development.

A detailed assessment against the relevant Planning Scheme Codes is provided at Appendix 3.

6.1.4 Statement of Compliance – Benchmark Assessment

6.1.4.1 Low-Medium Density Residential Zone Code

Performance Outcome PO2 requires buildings to be setback to:

- (a) maintain the character of residential neighbourhoods;
- (b) achieve separation from neighbouring buildings and from road frontages;
- (c) maintain a cohesive streetscape;
- (d) provide daylight access, privacy and appropriate landscaping.

The proposed car port would have a setback of 0.5 metres to the property frontage and

a setback significantly greater than 2 metres from the side and rear boundaries.

Notwithstanding that the proposed development does not satisfy the accepted front setback, it is considered to satisfy the Performance Outcome. The streetscape is characterised by car ports built to the property frontage, including developments to the north east and south west that have double car ports built to the street. In addition, the location of the car port, being central to the site frontage would also not affect any separation to building on adjacent properties or solar access.

The proposal is considered to be consistent with the requirements of Performance Outcome PO2

6.1.4.2 Flood and Storm Tide Hazard Overlay Code

Performance Outcome PO1 requires development to be located and designed to:

- (a) ensure the safety of all persons; minimise damage to the development and contents of buildings;
- (b) provide suitable amenity; minimise disruption to residents, recovery time, and rebuilding or restoration costs after inundation events.

The site is located within a medium storm tide hazard area; however, the proposal is for an open car port only and would not increase the number of persons in a flood area, affect the existing safety level for residents or increase disruption or recovery time. The proposed development is considered to comply with PO1.

7.0 Summary and Conclusion

This report has been prepared on behalf of Brian Longwill & Cheryl Tanner in support of a Change Application to Douglas Shire Council, to facilitate the construction of a car port associated with an existing Dual Occupancy development on land at 6 Nautilus Street, Port Douglas, and described as Lot 0 on BUP102592

The application is considered to be a minor change to the development approval granted. It would not result in a substantially different development and would not result in the inclusion of prohibited development or additional referrals

In assessing the change application, pursuant to s81 of the *Planning Act 2016*, the Council are required to have regard to all matters that would be considered if the application were a development application. The resultant development is considered to satisfy the relevant Assessment Benchmarks contained in the Planning Scheme.

The application is submitted for approval, subject to reasonable and relevant conditions.

Appendix 1.

CERTIFICATE OF TITLE

CURRENT TITLE SEARCH

NATURAL RESOURCES, MINES AND ENERGY, QUEENSLAND

Request No: 36257661

Search Date: 09/02/2021 16:04

Title Reference: 50071372

Date Created: 23/05/1995

Previous Title: 20937120

REGISTERED OWNER

Dealing No: 700654870 17/05/1995

BODY CORPORATE FOR RAMSAY COMMUNITY TITLES SCHEME 17062

6 NAUTILUS STREET
PORT DOUGLAS QLD 4871

LAND DESCRIPTION

COMMON PROPERTY OF RAMSAY COMMUNITY TITLES SCHEME 17062

COMMUNITY MANAGEMENT STATEMENT 17062

Local Government: DOUGLAS

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 20898229 (POR 46)
2. CHANGE OF BY-LAWS No 700694727 09/06/1995 at 14:12
The by-laws have been changed
3. REQUEST FOR NEW CMS No 704190287 15/07/2000 at 13:01
New COMMUNITY MANAGEMENT STATEMENT 17062
STANDARD MODULE

ADMINISTRATIVE ADVICES - NIL

UNREGISTERED DEALINGS - NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

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Requested By: D-ENQ GLOBALX

Appendix 2.

PROPOSAL PLANS

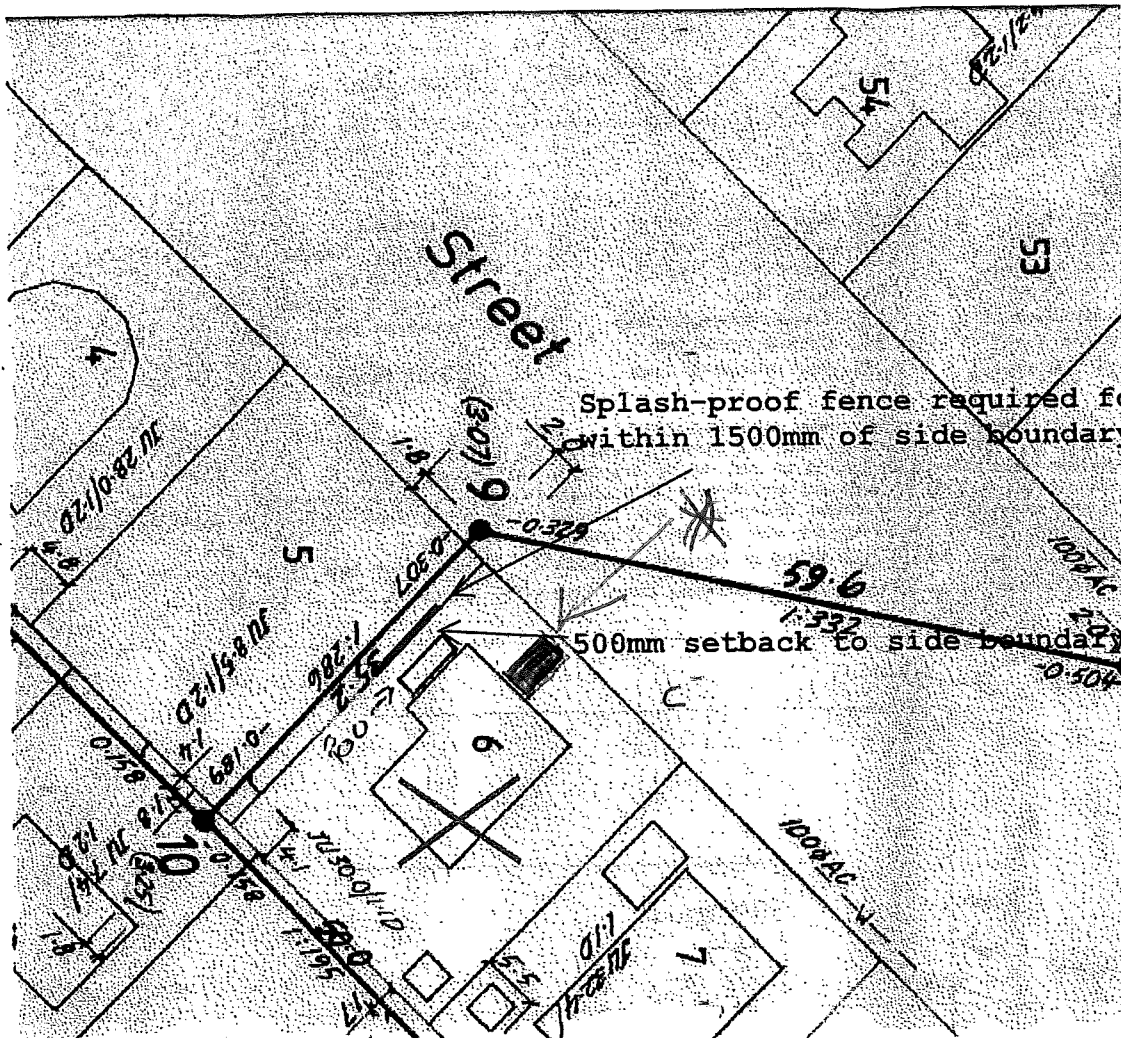
J.D. ADAMS CONSTRUCTIONS

ABN: 25 731 701 039

Extensions and Renovations
Decking and Pergolas
General Maintenance
Refurbishments
Registered with BSA Lic. No. 1061903

23 Birdwing St
Port Douglas 4877
Mobile: 0412 019 698
j.adams8@bigpond.com

Unit 1/6 Nautilus Street, Port Douglas – marked with an 'X'



* CARPORT SETBACK 500MM
FROM FRONT BOUNDARY

RISK PREVENTION & MANAGEMENT - BUILDING USE

THE AGRICULTURAL SECTOR STATISTICS: THE NUMBER ONE COMMON INJURY IS BACK MUSCLE STRAIN AND PAIN FROM MANUAL HANDLING - LIFTING, PUSHING, PULLING, HOLDING, LOWERING THROWING, CARRYING, PACKING, TYPING, ASSEMBLING, CLEANING, SORTING AND USING OBJECTS, TOOLS AND EQUIPMENT FOR LOADING & UNLOADING, PARTICULARLY WITH SHOULDERS TO FEED PRODUCE AND ANIMALS.

- 1. THE SECOND HIGHEST INJURY IS SHOULDER MUSCLE STRESS/ STRAIN FROM HEAVY LIFTING OF BOXES, FREIGHT OR PALLETS, TRAUMATIC JOINT/MUSCLE INJURY OR STRAIN FROM HEAVY LIFTING.
2. THE THIRD MOST COMMON TYPE OF INJURY IS WOUNDS/ LACERATIONS OR SCALDS/ BURNS TO HANDS, FEET OR EYES. CRUSHED BETWEEN MATERIALS AND/OR EQUIPMENT. THESE TYPES OF INJURIES ARE KNOWN AS MUSCULOSKELETAL DISORDERS (MSDs)

- 1. REPETITIVE OR SUSTAINED APPLICATION OF FORCE, AWARD POSTURES OR MOVEMENTS
2. TASKS THAT PEOPLE FIND DIFFICULT DUE TO THE HIGH DEGREE OF FORCE REQUIRED.
3. EXPOSURE TO SUSTAINED VIBRATION
4. MANUAL HANDLING OF UNSAFE LOADS THAT ARE DIFFICULT TO GRASP OR HOLD

MECHANICAL HANDLING:

- 1. FORKLIFTS CAUSE MORE WORKPLACE DEATHS AND INJURIES THAN IN OTHER PIECE OF EQUIPMENT.
2. ONE IN THREE FORKLIFT-RELATED INJURIES OCCURS WHEN AN OPERATOR GETS ON OR OFF A FORKLIFT, OFTEN RESULTING IN MUSCO-SKELETAL BACK INJURIES.
3. MAJOR HAZARD FACILITIES REQUIRE WORKSAFE LICENSES FOR COMPLIANCE WITH THE OCCUPATIONAL HEALTH AND SAFETY ACT 2004 AND THE OCCUPATIONAL HEALTH AND SAFETY REGULATIONS 2007 INCLUDING 2012 AMENDMENTS.
4. IDENTIFICATION, ASSESSMENTS AND CONTROLS SUPPORTED WITH COMPLIANCE CHECKS AND REVIEW PROCESSES MUST BE IN PLACE AT THE COMPLETION OF THE CONSTRUCTED BUILDING BEFORE SALE OR LEASE

IDENTIFIABLE RISKS: 1. THE COMPLAINT LOADING ZONE AS SHOWN ON THE SITE PLAN REQUIRES CLEAR DEMARCATION FROM THE REST OF THE FLOOR. 2. THE PATHWAY FROM THE OFFICE DOOR TO THE PA DOOR SHOULD BE CLEARLY DEFINED. 3. SAFETY PROCEDURES SHOULD BE OBTAINED FOR THE LOADING AND UNLOADING OF GOODS TO A SERVICE VEHICLE WITHIN THE LOADING ZONE.

DESIGN INTENT:

THE BUILDING OR PARTS OF THE BUILDING FOR WHICH THE STRUCTURE IS USED AS A WORKPLACE HAS BEEN DESIGNED AS FAR AS REASONABLY PRACTICABLE TO BE SAFE AND WITHOUT RISKS TO THE HEALTH OF THE PERSONS USING IT AS A WORKPLACE FOR THE PURPOSES FOR WHICH IT HAS BEEN DESIGNED.

DESIGN INTENT:

THE BUILDING OR PARTS OF THE BUILDING FOR WHICH THE STRUCTURE IS USED AS A WORKPLACE HAS BEEN DESIGNED AS FAR AS REASONABLY PRACTICABLE TO BE SAFE AND WITHOUT RISKS TO THE HEALTH OF THE PERSONS USING IT AS A WORKPLACE FOR THE PURPOSES FOR WHICH IT HAS BEEN DESIGNED.

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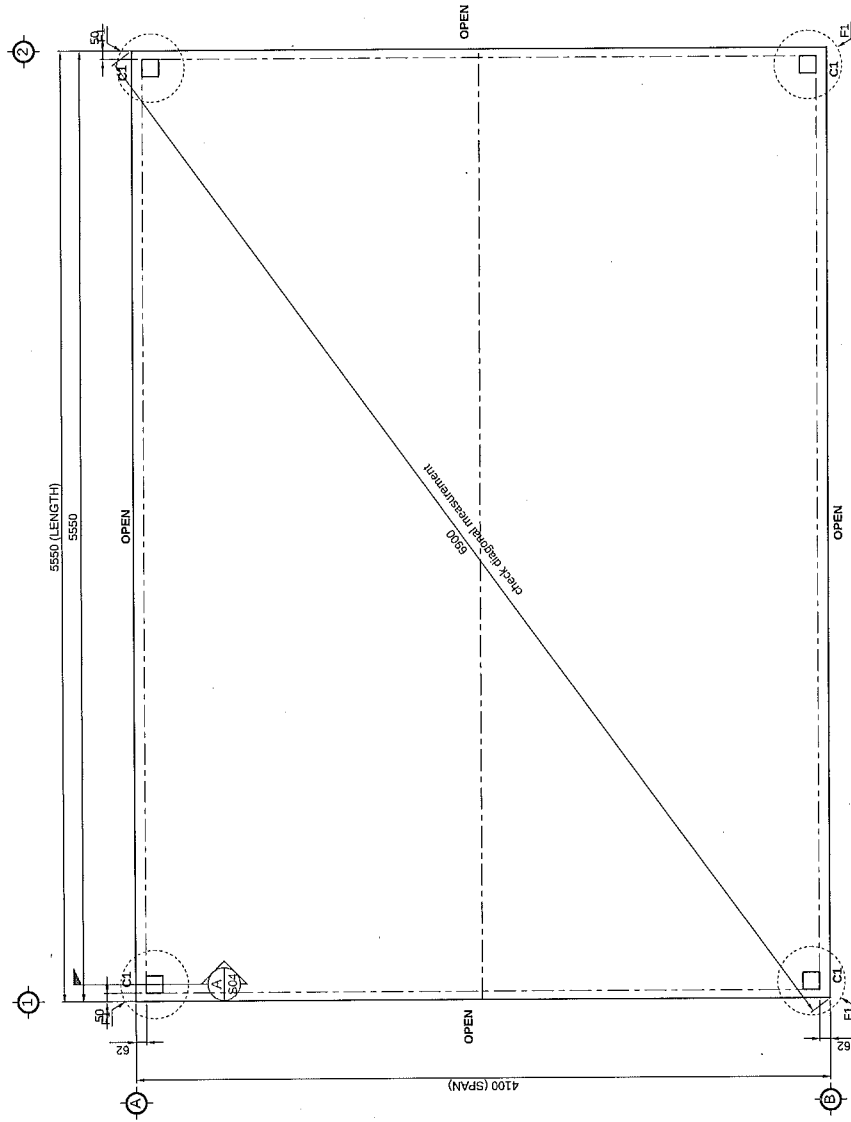
Table with 4 columns: Job No. (EBSSJCL-539819), Dwg No. (S02), Date (25-Nov-2020), Rev (A3)

Client: Brian Longwell, Site address: Port 1 - 6 Nautilus, Port Douglas, Queensland, 4877

THE NAME: SPECIFICATION CLASS 10A DOMESTIC FOR A SHED 4.1M X 5.55M X 2.7M



GRAME MOULSHAN & ASSOCIATES ENGINEERING PTY LTD, FIE AIRE OPENING NEER APEC Engineer (inf@maip) P/ENZ, CREAGNZ 115838, VIC EC08094, PO BOX 731 4685, WILSONS PROMENADE QLD 4213, PH: (07) 55 306 214 Email: info@gcma.com.au



FOOTING & SLAB PLAN
SCALE 1: 30

GRAEME MOULSTON & ASSOCIATES ENGINEERING PTY LTD
 FIE Aust CPEng, NER APEC Engineer, INPE(Aus) IPENZ
 FIE Aust CPEng 5550 - RPEQ 4421
 CP Eng NZ 13859, EC 20084,
 NZ Reg No. 10000000000000000000
 PO BOX 213 MURDERER RD O.T.D. 4213
 PH: (07) 55 505 214 Email: info@gma.com.au



Title Name: **FOOTING & SLAB PLAN FOR A SHED 4.1M x 5.55M x 2.7M**
 Client: **Brian Longwell**
 Site address: **Unit 1 - 6 Nautilus Port Douglas, Queensland, 4877**

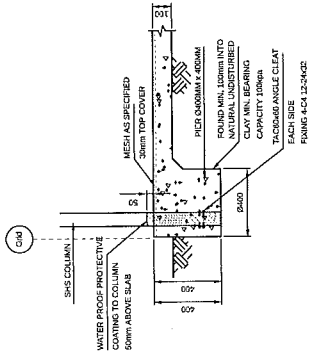
Job No.	EBSLCL-599919
Dwg No.	503
Date	25-Nov-2020
Rev	A3

Rev	Date	Description

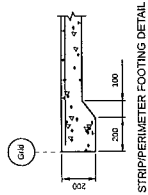
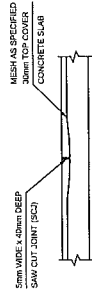
FOOTING SCHEDULE		
QTY	MARK	DIMENSIONS
4	F1	6400 X 400 DEEP
SLAB DETAIL		
REINFORCEMENT	F72	
SLAB THICKNESS	MIN 100mm, 25MPA	
BRACKET SET OUT		
QTY	MARK	SECTION
04	C1	100 X 100 X 3 SHS

NOTE

- SLAB & FOOTING TO CAST INTEGRALLY
- THE CAST IN BRACKETS ARE ONLY TO BE USED FOR THE COLUMNS
- THE TOP OF THE FOOTING CAST IN BRACKET NEEDS TO BE 235 mm ON SLAB
- PERIMETER FOOTING ARE 200 X 200 DEEP FOR A, S & M SOIL CLASSIFICATIONS ONLY
- CONCRETE STRENGTH TO BE 25MPA AT 8 DAYS
- FOOTING SHOWN FOR SAND AND CLAY - (CLASSES A, S & M AS PER AS2870)
- SUB-STRUCTURE REQUIRES SAFE BEARING PRESSURE AT FOUNDATION LEVEL OF 100KPA
- ANY OTHER SOIL CLASS VOIDS DESIGN - REFER BACK TO ENGINEER
- SHOULD ROCK BE ENCOUNTERED DURING FOOTING EXCAVATION YOU SHALL CONTACT THE DESIGN ENGINEER FOR CLARIFICATION THAT THE DESIGN IS SUITABLE FOR THE SITE CONDITIONS



DETAIL SCALE: 1:50

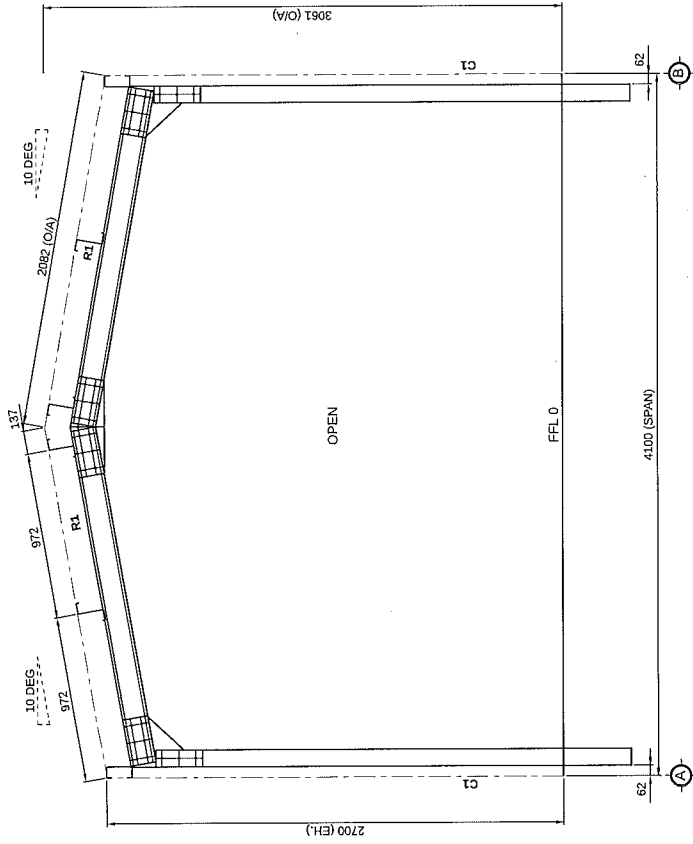


Title Name: FOOTING & SLAB PLAN FOR A SHED 4.1M X 5.55M X 2.7M		Job No. EBSSCL-539919
Client: Brian Longwell	Dwg No. S04	
Site address: Unit 1 - 6 Nautilus Port Douglas, Queensland, 4877	Date 25-Nov-2020	
	Rev	A3



GRAEME MOLLSTON & ASSOCIATES ENGINEERING PTY LTD
 FIE AUST CPENG 5590 + RPEQ 4431
 CPENGINZ 118598, VIC EC30884,
 NT 247485, TAS C0814L
 PO. BOX 233 MUDDEERABA QLD 4213
 Ph: (07) 55 300 214 Email: info@gma.com.au

Rev	Date	Description



ELEVATION FRAMING GL.1.2
SCALE 1:30

NOTE
- WALL SHEETING USING 0.42 BMT MONOCLAD
- END GIRTS SPACING 1241 CTS MAX 15% LAPPED AS SUPPORT

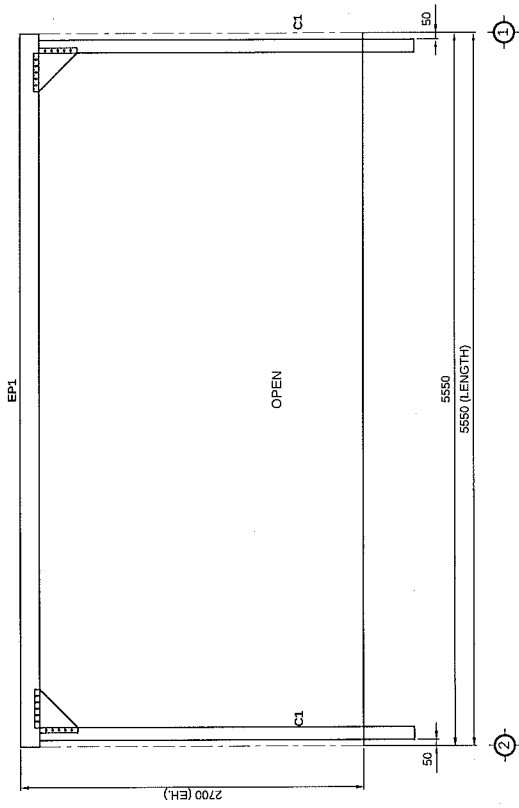
Job No.	EBSSCL-539919
Dwg No.	S05
Date	25-Nov-2020
Rev	A3

Title Name:	ELEVATION FRAMING FOR A SHED 4.1M x 5.55M x 2.7M
Client:	Brian Longwell
Site address:	Unit 1 - 6 Nautilus Port Douglas, Queensland, 4877

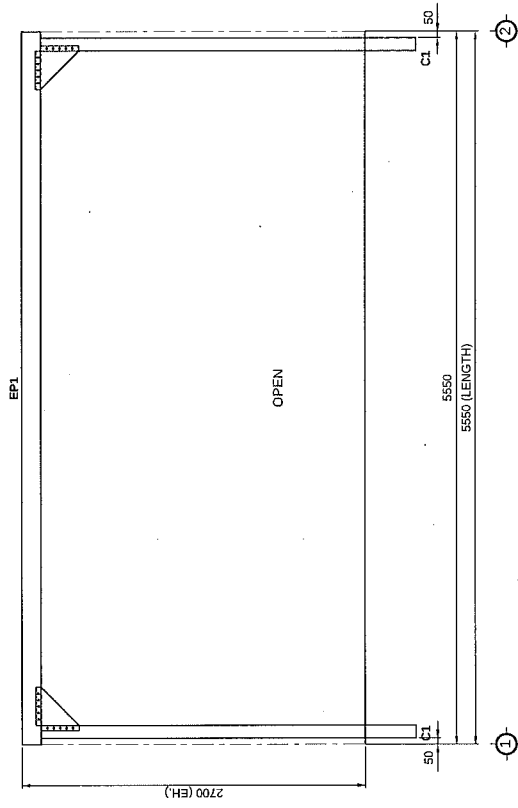


GRAEME MULLISTON &
ASSOCIATES ENGINEERING PTY LTD
FIE Aust. CP Eng NER AP/EC Engineer (Inp/EAus) (PENZ)
FIE AUST CP Eng 5500 - RPEQ 4431
171 WILSON ST, COCKLEBAY,
NT 147485, TAS, CCS 8084,
PO, BOX 213 MUDGERABA, Q.L.D. 4213
Ph: (07) 55 306 214 Email: info@gma.com.au

Rev	Date	Description




ELEVATION FRAMING GLA
SCALE 1: 40



ELEVATION FRAMING GLB
SCALE 1: 40

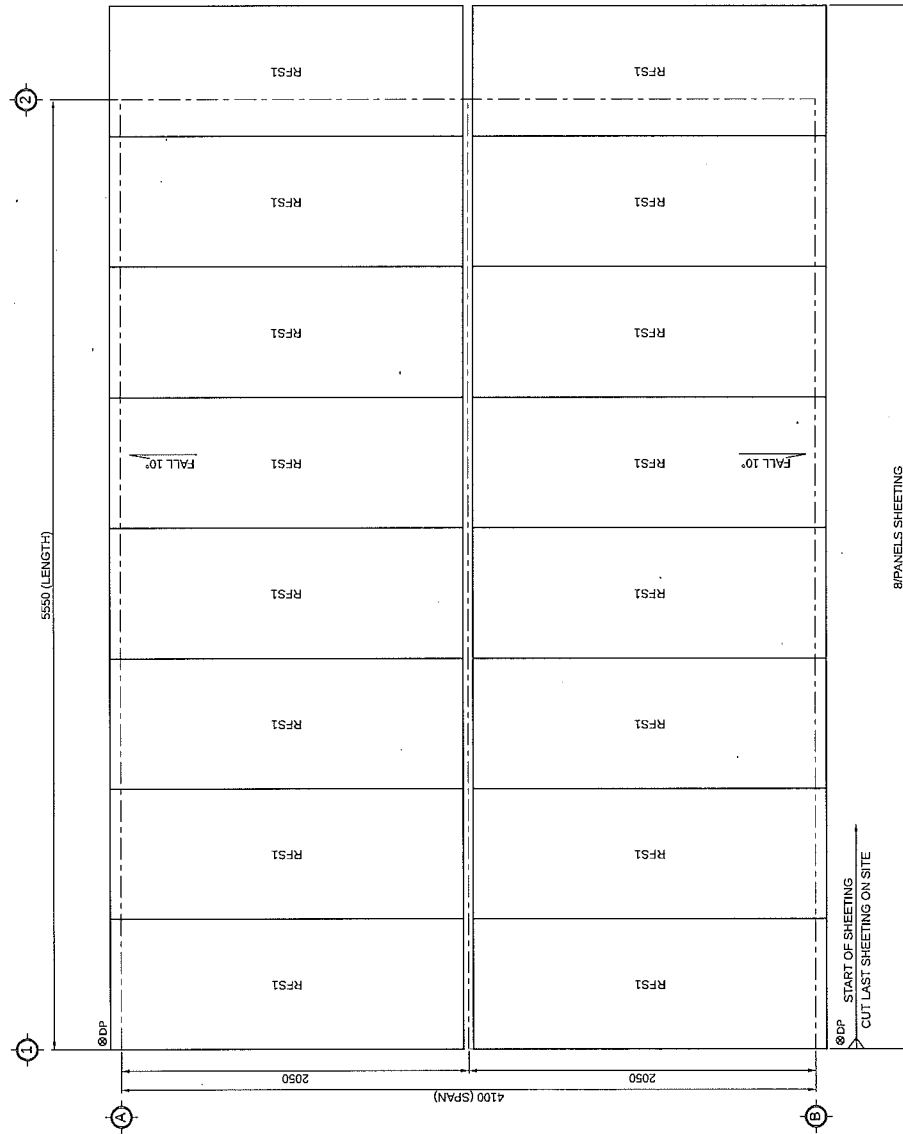
NOTE
- WALL SHEETING USING 0.42 BMT MONOCLAD
- SIDE GIRTS SPACING 1241 CTS MAX 15% LAPPED AS SUPPORT

Rev	Date	Description

<p>GRAEME MOLLSTON & ASSOCIATES ENGINEERING PTY LTD Chartered Professional Engineers (Australia) (PEENZ) FIE Austl FIE NZ FIE CPE (NZ) FIE CPE (NZ) FIE CPE (NZ) CPE (NZ) 118938, V/C: EC30884, NT 2474855, TAS CC8141, PO, BOX 233 MUDGEEERABA QLD 4213 PH: (07) 55 306 214 Email: info@gma.com.au</p>			
<p>Title Name: SIDE ELEVATION FRAMING FOR A SHED 4.1M x 5.55M x 2.7M</p>		<p>Job No. E8SSLCL-539919</p>	
<p>Client: Brian Longwell</p>		<p>Dwg No. S06</p>	
<p>Site address: Unit 1 - 6 Nautilus Port Douglas, Queensland, 4877</p>		<p>Date 25-Nov-2020</p>	
		<p>Rev A3</p>	

ROOF SHEETING PLAN

SCALE 1: 30



MEMBER SIZE SCHEDULE		
DESCRIPTION	MARK	SECTION
ROOF PURLIN	RP	Z15019
EAVE PURLIN	EP	C15015
MAIN COLUMN	C1	100 x 100 x 3 SHS
MAIN RAFTER	R1	C15015
WIND BRACING	RB	32 x 1.2 Strap

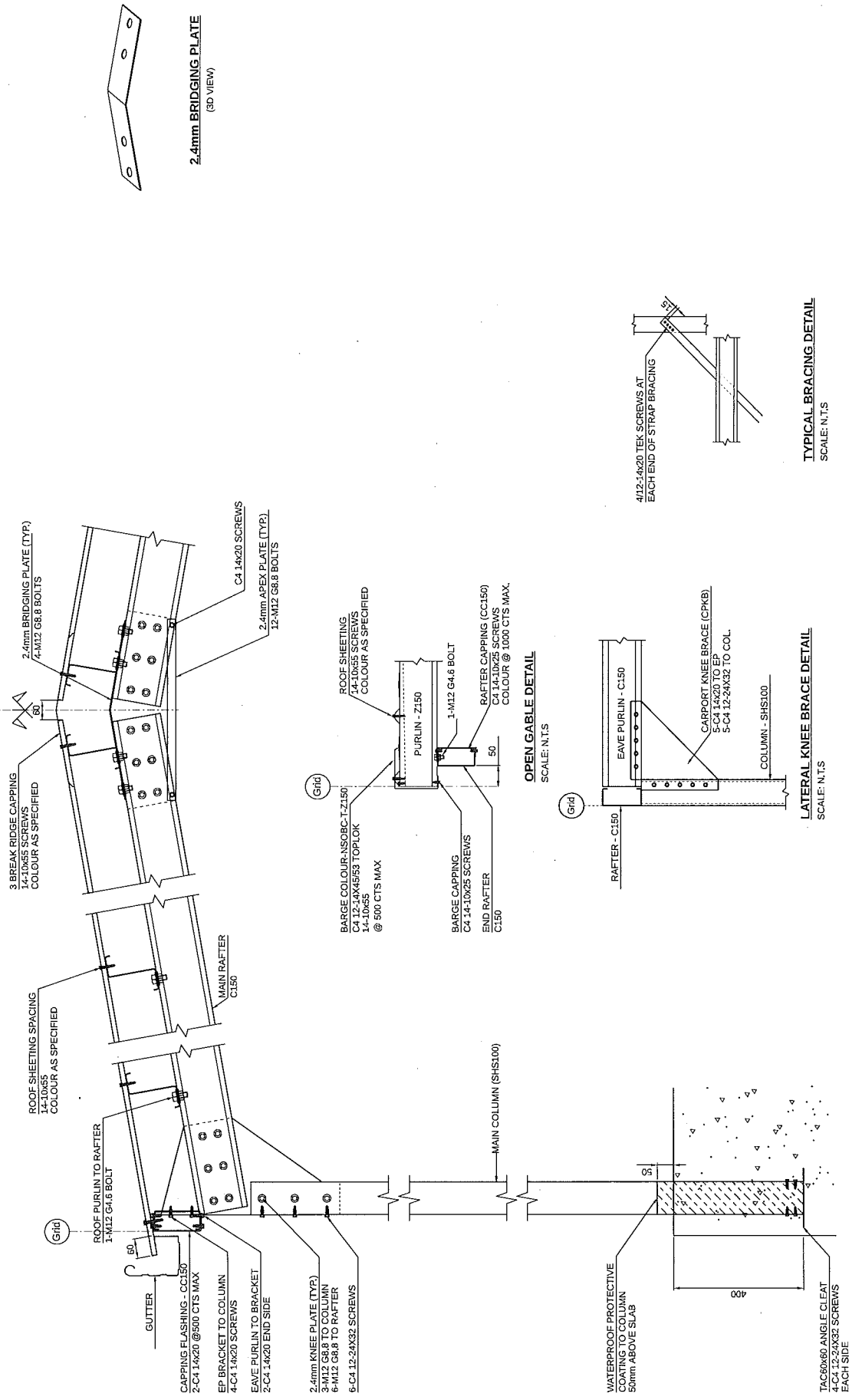
NOTE
 - ROOF SHEETING USING 0.42 BMT MONOCLAD
 - PURLINS SPACING 1193 CTS MAX. 15% LAPPED AS SUPORRT

Rev	Date	Description

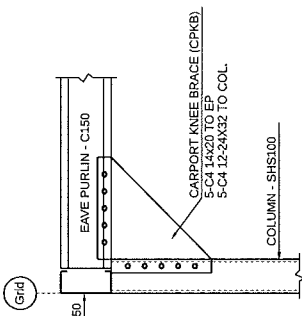
<p>GRAEME MOULSTON & ASSOCIATES ENGINEERING PTY LTD FIE AUST CPENG INER APEC Engineer (InpE)(Aus) IPENZ FIE AUST CPENG S550 - RPEQ 4431 CPENG 148585, VIC EC30884, 170/172 WILSON ST PO BOX 213 MUDGEEGA QLD 4213 Ph: (07) 55 306 214 Email: info@jema.com.au</p>			
<p>Title Name: ROOF SHEETING PLAN FOR A SHED 4.1M x 5.55M x 2.7M</p>			
<p>Client: Brian Longwell</p>		<p>Job No. EBSSCL-539919</p>	
<p>Site address: Port Douglas Queensland, 4877</p>		<p>Dwg No. 508</p>	
<p>Unit 1 - 6 Nautilus</p>		<p>Date 25-Nov-2020</p>	
<p>Rev</p>		<p>A3</p>	

TYPICAL MAIN FRAME DETAILS

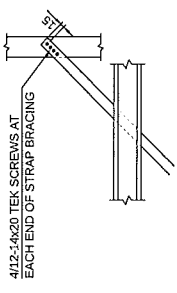
SCALE 1: 12



OPEN GABLE DETAIL
SCALE: N.T.S



LATERAL KNEE BRACE DETAIL
SCALE: N.T.S



TYPICAL BRACING DETAIL
SCALE: N.T.S

Rev	Date	Description

<p>GRAME MULLISTON & ASSOCIATES ENGINEERING PTY LTD FILE AUSTRALIAN REGISTERED ENGINEERS (AUS) (PENZ) CPEng/NZ 115838, Vic EC30894, NT 24748ES, TAS CC314L PO. BOX 213 MUDGEERABA QLD 4213 Ph: (07) 55 305 214 Email: info@grama.com.au</p>		<p>EZ-BUILT STEELHOMES & Sheds</p>	
<p>Title Name: TYPICAL MAIN FRAME DETAIL FOR A SHED 4.1M x 5.55M x 2.7M</p>			
Job No.	EBSSCL-599519	<p>Unit 1 - 6 Nautilus Port Douglas, Queensland, 4877</p>	
Dwg No.	S09		
Date	25-Nov-2020		
Client:	Brian Longwell	Rev	A3
Site address:			



Department of Housing and Public Works
**Form 15—Compliance certificate
for building design or
specification**

NOTE: This is to be used for the purposes of section 10 of the *Building Act 1975* and/or section 46 of the *Building Regulation 2006*.

RESTRICTION: A building certifier (class B) can only give a compliance certificate about whether building work complies with the BCA or a provision of the Queensland Development Code (QDC). A building certifier (Class B) cannot give a certificate regarding QDC boundary clearance and site cover provisions.

1. Property description

This section need only be completed if details of street address and property description are applicable.

E.g. in the case of (standard/generic) pool design/shell manufacture and/or patio and carport systems this section may not be applicable.

The description must identify all land the subject of the application.

The lot and plan details (e.g. SP/RP) are shown on title documents or a rates notice.

If the plan is not registered by title, provide previous lot and plan details.

Street address (include no., street, suburb/locality and postcode)

Unit 1-6 Nautilus Street

Port Douglas, QLD

Postcode: 4877

Lot and plan details (attach list if necessary)

Lot 0 BUP102592

In which local government area is the land situated?

Douglas Shire Council

2. Description of component/s certified

Clearly describe the extent of work covered by this certificate, e.g. all structural aspects of the steel roof beams.

Structural Engineers details for Class 10a Steel framed Shed 4.1m x 5.55m x 2.7m

Graeme Moulston and Associates Engineering Pty Ltd, as Professional Consulting Structural Design Engineers hereby confirm that the designs by National Sheds and Shelters Pty Ltd as specified in section 4 herewith have been checked by me and are in accordance with the basis of certification as per Section 3. The building comprises of cold formed thin walled galvanized C/Z section, bonded and screwed at connections. The building is clad in Zinalume or Colorbond metal cladding and constructed on a slab or footing.

Subject to Approved Final Shop Drawings and subject to Final Connection Frame Details

Building Class (10a), Importance Level (2), Wind Class (C)= 69m/sec

3. Basis of certification

Detail the basis for giving the certificate and the extent to which tests, specifications, rules, standards, codes of practice and other publications, were relied upon.

Compliance: I, Graeme Moulston of Graeme Moulston & Associates Engineering Pty Ltd, certify that the subject Proposed Residential Shed / Garage, as described above has been designed in accordance with the project specifications and complies with the provisions of the Building Code of Australia (BCA) including the current relevant codes and standards referred to therein as listed below

AS/NZS: 1170.0: 2002 (R2016) (Structural Design Actions) (General Purpose),

AS/NZS: 1170.1: 2002 (R2016) (Structural Design Actions) (Permanent Imposed & Other Actions),

AS: 1170.4: 2007 (R2018) (Structural Design Actions) (Earthquake Actions in Aus.)

AS/NZS: 1252: 1996

(High Strength Steel Bolts with Assoc. Nuts & Washers for Structural Engineering)

AS/NZS: 1554.1: 2014 (Structural Steel Welding) (parts 1-7)

AS/NZS: 2312.2: 2014 (Or Similar being a Corrosion Protection)

(Protection of Structural Steel against Corro. by use of Protective Coating—Hot Dip Galv.)

AS/NZS: 4600: 2018 (Cold Form Steel Structures)

AS: 4671: 2001 (Steel Reinforcement Material)

AS: 4055: 2012 (Wind Loads for Housing)

AS: 4100: 2020 (Structural Steel)

AS: 3600: 2018 (Concrete),

AS: 3700: 2018 (Masonry Structures)

4. Reference documentation

Clearly identify any relevant documentation, e.g. numbered structural engineering plans.

Drawings by: Graeme Moulston & Associate Engineering Pty Ltd

Soil Test: N/A Min Bearing Pressure at footing 100kpa

Project No- EBSSLCL- 539919 (S01- S09) Plans Dated 25/11/2020)

For: **Brian Longwell**

Ezibuilt Steel Homes, 2/63 Old Maryborough Road, Pialba QLD 4655

Certified by: Graeme Moulston & Associate Engineering Pty Ltd

Job No: 20-1608

5. Building certifier reference number

Building certifier reference number

6. Competent person details

A competent person for building work, means a person who is assessed by the building certifier for the work as competent to practice in an aspect of the building and specification design, of the building work because of the individual's skill, experience and qualifications in the aspect. The competent person must also be registered or licensed under a law applying in the State to practice the aspect.

If no relevant law requires the individual to be licensed or registered to be able to give the help, the certifier must assess the individual as having appropriate experience, qualifications or skills to be able to give the help.

If the chief executive issues any guidelines for assessing a competent person, the building certifier must use the guidelines when assessing the person.

Name (in full)

Graeme Moulston

FIEAust CPEng NER APEC Engineer IntPE (Aus)

Company name (if applicable)

Graeme Moulston & Associates Engineering P/L

Contact person

Graeme Moulston

Phone no. (business hours) Mobile no.

07 55 306 214

Fax no.

Email address

info@gcma.com.au

Postal address

PO Box 213

Mudgeeraba Qld

Postcode 4213

Licence or registration number (if applicable)

CPEng 5590 - RPEQ 4431

7. Signature of competent person

This certificate must be signed by the individual assessed by the building certifier as competent.

Signature



Date

26th November 2020

LOCAL GOVERNMENT USE ONLY

Date received	Reference Number/s

The *Building Act 1975* is administered by the Department of Housing and Public Works

Appendix 3.

PLANNING BENCHMARK ASSESSMENT



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6.2.7 Low-medium density residential zone code

6.2.7.1 Application

- (1) This code applies to assessing development in the Low-medium density residential zone.
- (2) When using this code, reference should be made to Part 5.

6.2.7.2 Purpose

- (1) The purpose of the Low-medium density residential zone code is to provide for a range and mix of dwelling types including dwelling houses and multiple dwellings supported by community uses and small-scale services and facilities that cater for local residents.
- (2) The local government purpose of the code is to:
 - (a) implement the policy direction set in the Strategic Framework, in particular:
 - (i) Theme 1 : Settlement pattern, Element 3.4.2 – Urban settlement, Element 3.4.5 Residential areas and activities, Element 3.4.7 – Mitigation of hazards.
 - (ii) Theme 4 : Strong community and identity, Element 3.7.3 – Active communities, Element 3.7.4 – Sense of place, community and identity, Element 3.7.5 – Housing choice and affordability.
 - (iii) Theme 6 : Infrastructure and transport, Element 3.9.2 - Energy, Element 3.9.3 – Water and waste management, Element 3.9.4 Transport, Element 3.9.5 – Information technology.
 - (b) establish a low-medium density residential character consisting predominantly of low-rise 1 and 2 storey dwelling houses, dual occupancies and multiple dwellings.
 - (c) provide for a diversity in housing choice through other housing types to cater for different housing needs and family structures.
 - (d) provide support for compatible small scale non-residential use activities.
 - (e) ensure development occurs on appropriately sized and shaped lots.



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- (3) The purpose of the code will be achieved through the following overall outcomes:
- (a) Development provides a range of residential dwelling choices including multiple dwellings and other forms of permanent-living residential development, including Residential care facilities.
 - (b) Development encourages and facilitates urban consolidation and the efficient use of physical and social infrastructure.
 - (c) Development is designed to provide safe and walkable neighbourhoods.
 - (d) Development maintains a high level of residential amenity having regard to traffic, noise, dust, odour, lighting and other locally specific impacts.
 - (e) Development is reflective and responsive to the environmental constraints of the land.
 - (f) Development provides a high level of amenity and is reflective of the surrounding character of the area.
 - (g) Development is supported by necessary community facilities, open space and recreational areas and appropriate infrastructure to support the needs of the local community.

6.2.7.3 Criteria for assessment

Table 6.2.7.3.a – Low-medium density residential zone code – assessable development

Performance outcomes	Acceptable outcomes	Compliance
For self-assessable and assessable development		
<p>PO1</p> <p>The height of all buildings and structures must be in keeping with the residential character of the area.</p>	<p>AO1</p> <p>Buildings and structures are not more than 8.5 metres and two storeys in height.</p> <p>Note – Height is inclusive of the roof height.</p>	<p>Complies with AO1</p> <p>The proposed car port would have a maximum height of 3.061 metres.</p>



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Performance outcomes	Acceptable outcomes	Compliance
Setbacks (other than for a dwelling house)		
<p>PO2</p> <p>Buildings are setback to:</p> <ul style="list-style-type: none"> (a) maintain the character of residential neighbourhoods; (b) achieve separation from neighbouring buildings and from road frontages; (c) maintain a cohesive streetscape; (d) provide daylight access, privacy and appropriate landscaping. 	<p>AO2</p> <p>Buildings are setback:</p> <ul style="list-style-type: none"> (a) a minimum of 6 metres from the main street frontage; (b) a minimum of 4 metres from any secondary street frontage; (c) 4.5 metres from a rear boundary; (d) 2 metres from a side or an average of half of the height of the building at the side setback, whichever is the greater 	<p>Complies with PO2</p> <p>The proposed car port would have a setback of 0.5 metres to the property frontage and a setback significantly greater than 2 metres from the side and rear boundaries.</p> <p>Notwithstanding that the proposed development does not satisfy the accepted front setback, it is considered to satisfy the Performance Outcome. The streetscape is characterised by car ports built to the property frontage, including developments to the north east and south west that have double car ports built to the street. In addition, the location of the car port, being central to the site frontage would also not affect any separation to building on adjacent properties or solar access.</p>
Site Coverage		
<p>PO3</p>	<p>AO3</p>	<p>Complies with AO3</p>



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Performance outcomes	Acceptable outcomes	Compliance
The site coverage of all buildings does not result in a built form that is bulky or visually obtrusive.	The site coverage of any building is limited to 50%.	The total development on the site would be less than 50%
For assessable development		
<p>PO4</p> <p>The establishment of uses is consistent with the outcomes sought for the Low-medium density residential zone and protects the zone from the intrusion of inconsistent uses</p>	<p>AO4</p> <p>Uses identified in Table 6.2.7.3.b are not established in the Low-medium density residential zone.</p>	<p>Not Applicable</p> <p>The proposal would not introduce any new uses.</p>
<p>PO5</p> <p>Development is located, designed, operated and managed to respond to the natural characteristics, features and constraints of the site and surrounds.</p> <p>Note – Planning scheme policy – Site assessments provides guidance on identifying the characteristics and features and constraints of a site and its surrounds.</p>	<p>AO5</p> <p>No acceptable outcomes are prescribed.</p>	<p>Complies with PO5</p> <p>The proposed development would provide greater protection from the inclement weather in response to the tropical climate.</p>
<p>PO6</p>	<p>AO6</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
Development does not adversely affect the residential character and amenity of the area in terms of traffic, noise, dust, odour, lighting or other physical or environmental impacts.	No acceptable outcomes are prescribed.	The proposal would not introduce any new uses.
PO7 New lots contain a minimum area of 450m ²	A07 No acceptable outcomes are prescribed.	Not Applicable Not new lots would be created
PO8 New lots have a minimum road frontage of 15 metres	A08 No acceptable outcomes are prescribed.	Not Applicable Not new lots would be created
PO9 New lots contain a 20 metre x 15 metre rectangle	A09 No acceptable outcomes are prescribed.	Not Applicable Not new lots would be created



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7.2.4 Port Douglas/Craigie local plan code

7.2.4.1 Application

- (1) This code applies to assessing development within the Port Douglas/Craigie local plan area as identified on the Port Douglas/Craigie local plan maps contained in Schedule 2.
- (2) When using this code, reference should be made to Part 5.

7.2.4.2 Context and setting

Editor's note - This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Port Douglas/Craigie local plan code.

The Port Douglas/Craigie local plan encompasses the traditional Port Douglas town centre and surrounding tourist and residential areas, including Four Mile Beach and Craigie.

Port Douglas was officially named in 1877. It was initially settled as the port of entry and supply for the Hodgkinson goldfield on the Hann Tableland which was proclaimed in 1876. It was the dominant port in Far North Queensland until a decision was made to establish Cairns as the terminus for a new railway in 1884. This ended the town's dominance, and it gradually became a small centre for local residents and fishing activities. During the 1970s and 1980s, a renewed interest in Far North Queensland as a holiday destination led to a boom in large scale tourism and residential development with Port Douglas re-emerging as a premium destination.

The Captain Cook Highway runs north-south to the west of Port Douglas through Craigie (Four Mile). Craigie caters for the permanent resident population associated with Port Douglas, as well as providing for service industries to support business in the town. The majority of urban development is confined to the eastern side of the highway. The main entrance to Port Douglas at the intersection of Port Douglas Road is accentuated by mature oil palms lining both sides of the street for almost the entire length of the corridor into the heart of Port Douglas.



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Flagstaff Hill is a prominent headland on the northern side of the Port Douglas town centre providing a green tropical backdrop to the town. Island Point Road runs to the top of Flagstaff Hill and provides access to the iconic lookout overlooking the sweep of Four Mile Beach.

Macrossan Street is the main shopping area in Port Douglas running in a general east-west direction at the base of Flagstaff Hill connecting Four Mile Beach to Dickson Inlet. Tourist and commercial development is concentrated towards the western side of Macrossan Street, with marine orientated activity focussed around the inlet. The western side of the inlet provides unspoiled views across mangroves to the distinctive formations and features of the coastal range.

The street pattern in the town centre is based on the original grid pattern survey of 1878. While the town has lost many of its original buildings to cyclones and redevelopment, a number of important built features remain including the Central Hotel, the Court House Hotel, a number of relocated buildings such as St Mary's Church, the former Clink Theatre and the Court House Museum and scattered memorials such as the Carstens memorial in Macrossan Street and the Port Douglas War memorial in Wharf Street. The Sugar Wharf on Dickson Inlet was the original terminus of the tramline to Mossman. The tramline now terminates adjacent to the Port Douglas marina and operates as the Balley Hooley passenger service on four kilometres of track between the Port Douglas Marina and St Crispins Station.

A particular characteristic of the local plan area is its high quality, lush landscaping complementing the tropical resort town atmosphere. This theme will be carried throughout the local plan area with gateways, nodes and corridor planting emphasising the role of the town as a tropical tourist destination.

7.2.4.3 Purpose

- (1) The purpose of the Port Douglas/Craigie local plan code is to facilitate development outcomes consistent with community values, the local tropical built-form and protection of the natural environment within the Port Douglas/Craigie local plan area, while providing a platform for investment and prosperity.
 - (a) In addition, the purpose of the code is supported by the Port Douglas Waterfront Master Plan which provides a clear strategic direction for the incremental transformation of the Port Douglas Waterfront, including the following objectives:
 - (b) To set out a vision for revitalisation of the waterfront;
 - (c) To protect and enhance the environmental attributes; and



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- (2) To provide a flexible framework, expressed through several key strategies that will assist the Council and community in managing change.
- (3) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Port Douglas will continue to develop as the premium destination for international and domestic tourists in the Far North Queensland Region, while also acting for permanent residents attracted to the associated lifestyle.
 - (b) Major tourist, retail, dining and entertainment facilities will consolidate in the Town Centre and the Waterfront North sub-precincts, with improved pedestrian connections between the town centre and the waterfront.
 - (c) Craiglie will develop as an integrated residential community with some low scale tourism development opportunities in appropriate locations. Craiglie will also function as small scale commercial and light industry node, providing employment opportunities for the Shire's permanent resident population.
 - (d) All forms of development will complement the tropical image of the town through distinctive tropical vernacular, urban design and landscaping.
 - (e) Character will be enhanced through the identification of gateway sites, landmarks, main approach routes and pedestrian thoroughfares and view corridors;
 - (f) The Flagstaff Hill, Dickson Inlet, Four Mile Beach and other areas of scenic and environmental significance will be protected from development. Vegetation cover will dominate over built form.
 - (g) Vegetation, iconic to the character of Port Douglas, including the avenues of Oil Palms, is retained and where appropriate supplemented.
 - (h) Development will be indistinguishable from view from Four Mile Beach. In addition, any development on Flagstaff Hill will be indistinguishable when viewed from vantage points in Port Douglas.
 - (i) Residential areas are designed as pleasant, functional and distinctive, in visually well-defined areas.
- (4) The purpose of the code will be further achieved through the following overall outcomes:
 - (a) Precinct 1 – Port Douglas precinct
 - (i) Sub-precinct 1a – Town Centre sub-precinct
 - (ii) Sub-precinct 1b – Waterfront North sub-precinct
 - (iii) Sub-precinct 1c – Waterfront South sub-precinct
 - (iv) Sub-precinct 1d – Limited Development sub-precinct
 - (v) Sub-precinct 1e – Community and recreation sub-precinct



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- (vi) Sub-precinct 1f – Flagstaff Hill sub-precinct
- (b) Precinct 2 – Integrated Resort precinct
- (c) Precinct 3 – Craiglie Commercial and Light Industry precinct
- (d) Precinct 4 – Old Port Road / Mitre Street precinct
- (e) Precinct 5 – Very Low Density Residential/ Low Scale Recreation/Low Scale Educational/Low Scale Entertainment Uses precinct

Precinct 1 – Port Douglas precinct

- (5) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure that:
- (a) development will contribute to the incremental transformation of the township, preserving and enhancing maritime activities and environmental areas, delivering tropical open spaces and a high quality public realm, and allowing for tourism opportunities and investment.
 - (b) development contributes to the enhancement of the Port Douglas precinct through the following development outcomes:
 - (i) access and connectivity throughout the township is enhanced through a series of improvements to circulation and mobility, including:
 - (A) access to, and connectivity along, the waterfront and foreshore areas is maintained and, where appropriate, enhanced;
 - (B) reducing reliance on the waterfront as a car parking resource.
 - (ii) the use of land in the Port Douglas precinct improves the cohesive layout of the township through:
 - (A) the establishment of distinct sub-precincts that reinforce the character and built form of the Port Douglas local plan area including:
 - Port Douglas centre sub-precinct 1a – Town Centre sub-precinct;
 - Port Douglas centre sub-precinct 1b – Waterfront North sub-precinct;
 - Port Douglas centre sub-precinct 1c – Waterfront South sub-precinct;
 - Port Douglas centre sub-precinct 1d – Limited development sub-precinct;
 - Port Douglas centre sub-precinct 1e – Community and recreation precinct;
 - Port Douglas centre sub-precinct 1f – Flagstaff Hill sub-precinct;
 - (B) facilitating marina facilities and supporting marine industry uses as a key part of the local economy;
 - (C) reducing conflict between industry, community and commercial activities in the waterfront, without diminishing the marine industry capacity in the Port Douglas precinct;
 - (i) environment and sustainability is integrated into the township through:
 - (A) preservation and enhancement of the qualities and characteristics of environmental areas of the township;



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- (B) water sensitive urban design is considered as a means of water quality improvement and management of overland flow to ensure hard infrastructure solutions in Warner Street can be mitigated;
- (C) design of buildings and access way improvements prioritises walking and cycling modes of transport.
- (ii) the tropical character of the Port Douglas precinct is enhanced by ensuring development:
 - (A) maintains and enhances the built form, local character, streetscapes and natural elements of the township;
 - (B) is compatible with the desired character and amenity of local places and neighbourhoods;
 - (C) does not exceed the height of buildings designations which contribute to the desired form of the township which contains three storey development heights in sub-precinct 1a – Town Centre sub-precinct and part of sub-precinct 1b – Waterfront North sub-precinct;
 - (D) implements high quality landscaped environments around buildings and on streets;
 - (E) protects the recognisable character and locally significance sites throughout the precinct.
- (iii) public spaces and the streetscape are enhanced through:
 - (A) an increase in the quantity and quality of public land and places throughout the precinct;
 - (B) consolidating community recreation and sporting uses to create a precinct of community focussed activity between Mudlo Street and Wharf Street;
 - (C) improved connections between the town centre and the waterfront marina, including an investigation of a plaza on the waterfront;
 - (D) improved streetscapes with high quality landscaping, surface treatments and shaded pedestrian environments;
 - (E) the creation of a sense of place through aesthetic streetscapes and built-form character;
 - (F) managing vegetation to ensure succession of planting and the ongoing presence of significant trees.
- (iv) advertising signage is small scale, low-key and complements the tropical character of the town.

Sub-precinct 1a – Town Centre sub-precinct

- (6) In addition to other overall development outcomes, development in the Town Centre sub-precinct facilitates the following development outcomes:
 - (a) tourist, retail, dining and entertainment activities are facilitated at an appropriate pedestrian scale;
 - (b) drive-through developments, bulky goods showrooms, outdoor sales, saleyards and other big-box retailing or entertainment facilities are not established;
 - (c) development contributes to a high quality public realm;
 - (d) parking (and associated infrastructure) does not undermine the relationship between buildings and street or pedestrian circulation patterns;
 - (e) consolidation of community and cultural land use activities along Mowbray Street between Wharf Street and Mudlo Street;



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- (f) active street frontages are established along Macrossan and Wharf Streets and other nearby streets as shown on the Port Douglas Centre Active Frontages and Pedestrian and Cycle Network Plan;
- (g) Live entertainment activities are concentrated within the Live Entertainment Precinct and are subject to the recommendations of a suitably qualified acoustic engineer.

Sub-precinct 1b - Waterfront North sub-precinct

- (7) In addition to other overall development outcomes, development in the Waterfront North sub-precinct facilitates the following development outcomes:
- (a) the precinct evolves as a revitalised open space and waterside development precinct;
 - (b) development within the precinct is designed to be sympathetic to the environmentally sensitive Dickson Inlet and mitigates any adverse impacts;
 - (c) the establishment of mixed-use development is facilitated to promote activity and vitality;
 - (d) public pedestrian access is maximised along the extent of the edge of the waterfront, consisting of a boardwalk or similar structure available for 24-hour use;
 - (e) development contributes to a high quality public realm;
 - (f) built form provides an attractive point of arrival from both land and sea;
 - (g) pedestrian connectivity is safe, efficient and provides for the needs of all users of the Port Douglas waterfront;
 - (h) parking (and associated infrastructure) does not undermine the relationship between buildings and street or pedestrian circulation patterns;
 - (i) the importance of existing marine-based industries to the area is recognised, not diminished and protected from incompatible uses. Relocation of marine based industries to an alternative precinct does not occur until such time that agreement has been reached among all relevant stakeholders such that development does not diminish the viability of marine based industrial uses that directly serve the Port Douglas tourist and fishing operators and private boat owners;
 - (j) marine infrastructure is established to service the tourism, fishing and private boating community;
 - (k) Live entertainment activities are concentrated within the Live Entertainment Precinct and are subject to the recommendations of a suitably qualified acoustic engineer;
 - (l) the functionality of the Balley Hooley tourist rail is retained.

Sub-precinct 1c – Waterfront South sub-precinct



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- (8) In addition to all other overall development outcomes, development in the Waterfront South sub-precinct facilitates the following development outcomes:
- (a) any use of land in the precinct does not affect the environmental, habitat, conservation or scenic values of Dickson Inlet and surrounding land;
 - (b) marine-based industries are established on appropriate land having regard to site suitability, accessibility, surrounding land uses, and location of utilities and services;
 - (c) marine-based industry achieves appropriate environmental standards;
 - (d) industrial buildings have a high standard of layout and building design;
 - (e) landscaping provides an attractive streetscape and screens utility, storage and car parking from the street and other public areas;
 - (f) the precinct is protected from encroachment of incompatible land use activities.

Sub-precinct 1d – Limited Development sub-precinct

- (9) In addition to all other overall development outcomes, development in the Limited Development sub-precinct facilitates the following development outcomes:
- (a) any use of land in the precinct does not affect the environmental, habitat, conservation or scenic values of Dickson Inlet and surrounding land;
 - (b) the open nature and character of the precinct is retained maintaining view lines across the inlet;
 - (c) community and recreation land use activities are established that promote public access to the foreshore.

Sub-precinct 1e – Community and recreation sub-precinct

- (10) In addition to all other overall development outcomes, development in the Community and recreation sub-precinct facilitates the following development outcomes:
- (a) development for community uses, including sport and recreation is facilitated.
 - (b) sport and recreation activities predominantly involve outdoor activities;
 - (c) areas of natural vegetation are protected from further development;
 - (d) shade trees are increased, in appropriate locations, surrounding the sports fields.

Sub-precinct 1f – Flagstaff Hill sub-precinct



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- (11) In addition to all other overall development outcomes, development in the Flagstaff Hill sub-precinct facilitates the following development outcomes:
- (a) development is not established where it results in detriment to the vegetated and scenic qualities of Flagstaff Hill;
 - (b) development minimises excavation and filling;
 - (c) buildings and other works are unobtrusive when viewed from vantage points in Port Douglas and are designed and constructed of colours and materials which complement the hill's vegetated state;
 - (d) views from public viewing points within the precinct are protected.

Precinct 2 – Integrated Resort precinct

- (12) In addition to the overall outcomes, development in the Integrated Resort precinct facilitates development in accordance with the *Integrated Development Resort Act, 1987*.

Editor's note – The development of land within this precinct is subject to the Integrated Development Resort Act 1987 (IDRA). Where a conflict exists between this planning scheme and the IDRA, the IDRA prevails.

Precinct 3 – Craiglie Commercial and Light Industry precinct

- (13) In addition to the overall outcomes, development in the Craiglie Commercial and Light Industry precinct facilitates the following overall outcomes:
- (a) development supports the tourism and marine industries in Port Douglas, along with the small-scale commercial and light industry land uses that support the local economy that would otherwise be better suited to a location outside the Port Douglas Centre Precinct unless they pose a safety issue;
 - (b) development adjacent to the Captain Cook Highway presents an attractive appearance to the highway. The rain-trees, melaleucas and eucalypt trees along the Captain Cook Highway are retained where possible, taking into account the Department of Transport and main Road's requirements;
 - (c) retailing activities are generally restricted to those which are ancillary and necessarily associated with the primary service and light industry nature of the area;



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- (d) adjacent residential areas are protected from industry nuisances;
- (e) lots fronting Downing Street, between Dickson Street and Beor Street, are provided with an appropriate standard of road access and infrastructure, prior to development occurring.

Precinct 4 – Old Port Road / Mitre Street precinct

(14) In addition to the overall outcomes, development in the Old Port Road / Mitre Street precinct facilitates the following overall outcomes:

- (a) the precinct is intended to be used for outdoor recreational land use activity, primarily as a golf course;
- (b) areas of significant vegetation are protected from development and retained;
- (c) other forms of development will only be considered if substantial areas of open space are retained adjacent to existing residential areas to maintain the existing residential amenity of open views across open space.

Precinct 5 – Very Low Density Residential/Low Scale Recreation/Low Scale Educational/Low Scale Entertainment Uses precinct

(15) In addition to the overall outcomes, development in the Very Low Residential Density/Low Scale Recreation/Low Scale Educational/Low Scale Entertainment Uses precinct facilitates the following overall outcomes:

- (a) residential accommodation does not exceed a maximum of 8.5 metres in building height;
- (b) minimum lot sizes exceed 2 hectares;
- (c) very low scale and intensity recreation/ very low scale and intensity educational/ and very low scale entertainment uses may be appropriate in areas of the precinct subject to erosion and other flooding constraints.

Note - Undeveloped lots in this precinct are located on very low-lying land. Council may consider a consolidation of existing land titles via lot reconfiguration to lot sizes less than 2 hectares, where the reconfigured lots are consolidated onto the highest terrain, to avoid a pattern of development consisting of dwelling houses located on isolated islands of raised building pads.

7.2.4.4 Criteria for assessment

Table 7.2.4.4.a — Port Douglas / Craiglie local plan - assessable development



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Performance outcomes	Acceptable outcomes	Compliance
For self-assessable and assessable development		
Development in the Port Douglas / Craiglie local plan area generally		
<p>PO1</p> <p>Pedestrians, cyclists, motorists and public transport users can easily move into and through the precinct along planned connectivity routes, identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2.</p>	<p>AO1</p> <p>A pedestrian and cycle movement network is integrated and delivered through development.</p>	<p>Not Applicable</p> <p>The proposed car port would not affect the pedestrian and cycle network.</p>
<p>PO2</p> <p>Development retains and enhances key landscape elements including character trees and areas of significant vegetation contributing to the character and quality of the local plan area and</p>	<p>AO2.1</p> <p>Development provides for the retention and enhancement of existing mature trees and character vegetation that contribute to the lush tropical character of the town, including:</p>	<p>Not Applicable</p> <p>The site is not identified as containing character vegetation.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>significant views and vistas and other landmarks important to the context of Port Douglas / Craiglie (as identified on the Port Douglas/ Craiglie Townscape Plan map contained in Schedule 2).</p>	<ul style="list-style-type: none"> (a) the tree covered backdrop of Flagstaff Hill; (b) natural vegetation along watercourses, in particular the Mowbray River, Beor Creek and Dickson Inlet; (c) the tidal vegetation along the foreshore; (d) beachfront vegetation along Four Mile Beach, including the fringe of Coconut Palms; (e) the oil palm avenues along the major roads; (f) the lush landscaping within major roundabouts at key nodes; (g) Macrossan Street and Warner Street; (h) Port Douglas waterfront. 	
	<p>AO2.2</p> <p>Development protects and does not intrude into important views and vistas as identified on the</p>	<p>Complies with AO2.2</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>Port Douglas Townscape Plan map contained in Schedule 2, in particular:</p> <ul style="list-style-type: none"> (a) Flagstaff Hill; (b) Four Mile Beach; (c) Across to the ranges over Dickson Inlet; (d) Mowbray Valley. 	<p>The proposed car port would not affect the views of Flagstaff Hill, Four Mile Beach, Dickson’s Inlet or Mowbray Valley.</p>
	<p>AO2.3</p> <p>Important landmarks, memorials and monuments are retained.</p>	<p>Not Applicable</p> <p>The site does not contain any landmarks, monuments or memorials.</p>
<p>PO3</p> <p>Development contributes to the protection, reinforcement and where necessary enhancement of gateways and key intersections identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2.</p>	<p>AO3</p> <p>Development adjacent to the gateways and nodes as identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2 incorporates architectural features and landscaping treatments</p>	<p>Not Applicable</p> <p>The site is not a gateway site.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	and design elements that enhance the sense of arrival and way finding within the town.	
<p>PO4</p> <p>Landscaping of development sites complements the existing tropical character of Port Douglas and Craiglie.</p>	<p>AO4</p> <p>Landscaping incorporates the requirements of Planning scheme policy SC6.7 – Landscaping, in particular landscaping should be capable of achieving a 60% screening of development within 5 years and predominantly consists of endemic vegetation.</p>	<p>Not Applicable</p> <p>No landscaping is proposed as part of this development.</p>
<p>PO5</p> <p>Development does not compromise the safety and efficiency of the State-controlled road network.</p>	<p>AO5</p> <p>Direct access is not provided to a State-controlled road where legal and practical access from another road is available.</p>	<p>Complies with AO5</p> <p>Direct Access would not be provided to or from a state controlled road.</p>
<p>For assessable development – Not applicable (The site is not within an identified precinct)</p>		



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8.2.2 Bushfire hazard overlay code

Note - Land shown on the bushfire hazard overlay map is designated as the bushfire prone area for the purposes of section 12 of the Building Regulations 2006. The bushfire hazard area (bushfire prone area) includes land covered by the high and medium hazard areas as well as the buffer area category on the overlay map.

8.2.2.1 Application

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational works or building work in the Bushfire hazard overlay, if:
 - (a) self-assessable or assessable where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;
 - (b) impact assessable development.

- (2) Land in the Bushfire hazard overlay is identified on the Bushfire hazard overlay map in Schedule 2 and includes the following sub-categories:
 - (a) Medium bushfire risk sub-category;
 - (b) High bushfire risk sub-category;
 - (c) Very high bushfire risk sub-category;
 - (d) Potential impact buffer sub-category.

- (3) When using this code, reference should be made to Part 5.

8.2.2.2 Purpose

- (1) The purpose of the Bushfire overlay code is to:
 - (a) implement the policy direction in the Strategic Framework, in particular:
 - (i) Theme 1 Settlement pattern: Element 3.4.7 Mitigation of hazards;
 - (ii) Theme 6 Infrastructure and transport: Element 3.9.2 Energy.



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- (b) enable an assessment of whether development is suitable on land within the Bushfire risk overlay sub-categories.
- (2) The purpose of the code will be achieved through the following overall outcomes:
- (a) development avoids the establishment or intensification of vulnerable activities within or near areas that are subject to bushfire hazard;
 - (b) development is designed and located to minimise risks to people and property from bushfires;
 - (c) bushfire risk mitigation treatments are accommodated in a manner that avoids or minimises impacts on the natural environment and ecological processes;
 - (d) development involving the manufacture or storage of hazardous materials does not increase the risk to public safety or the environment in a bushfire event;
 - (e) development contributes to effective and efficient disaster management response and recovery capabilities.

Note - A site based assessment may ground-truth the extent of hazardous vegetation and extent and nature of the bushfire hazard area (bushfire prone area). Such assessments should be undertaken using the methodology set out in Planning scheme policy SC6.9 - Natural Hazards.



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8.2.2.3 Criteria for assessment

Table Error! No text of specified style in document..a – Bushfire hazard overlay code –assessable development

Performance outcomes	Acceptable outcomes	Compliance
For self-assessable and assessable development		
Compatible development		
<p>PO1 A vulnerable use is not established or materially intensified within a bushfire hazard area (bushfire prone area) unless there is an overriding need or other exceptional circumstances.</p> <p>Note - See the end of this code for examples of vulnerable uses.</p>	<p>AO1 Vulnerable uses are not established or expanded.</p> <p>Note – Where, following site inspection and consultation with Council, it is clear that the mapping is in error in identifying a premises as being subject to a medium, high, very high bushfire hazard or potential impact buffer sub-category, Council may supply a letter exempting the need for a Bushfire Management Plan.</p> <p>Note – Where the assessment manager has not previously approved a Bushfire Management Plan (either by condition of a previous development approval), the development proponent will be expected to prepare such a plan.</p> <p>Note – Planning scheme policy SC6.9 - Natural</p>	<p>Complies with AO1 A Dual Occupancy is not a vulnerable land use.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	hazards, provides a guide to the preparation of a Bushfire Management Plan.	
<p>PO2 Emergency services and uses providing community support services are able to function effectively during and immediately after a bushfire hazard event.</p>	<p>AO2 Emergency Services and uses providing community support services are not located in a bushfire hazard sub-category and have direct access to low hazard evacuation routes.</p>	<p>Not applicable No emergency services or community support services are proposed.</p>
<p>PO3 Development involving hazardous materials manufactured or stored in bulk is not located in bushfire hazard sub-category.</p>	<p>AO3 The manufacture or storage of hazardous material in bulk does not occur within bushfire hazard sub-category.</p>	<p>Not applicable The proposal does not involve the manufacture or storage of hazardous materials.</p>
<p>Development design and separation from bushfire hazard – reconfiguration of lots</p>		
<p>PO4.1 Where reconfiguration is undertaken in an urban area or is for urban purposes or smaller scale rural residential purposes, a separation distance from hazardous vegetation is provided to achieve a radiant heat flux level of 29kW/m² at the edge of</p>	<p>AO4.1 No new lots are created within a bushfire hazard sub-category. or</p>	<p>Not applicable No reconfiguring a lot is proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>the proposed lot(s).</p> <p>Note - "Urban purposes" and "urban area" are defined in the <i>Sustainable Planning Regulations 2009</i>.</p> <p>Reconfiguration will be taken to be for rural residential purposes where proposed lots are between 2000m² and 2ha in area. "Smaller scale" rural residential purposes will be taken to be where the average proposed lot size is 6000m² or less.</p> <p>Note - The radiant heat levels and separation distances are to be established in accordance with method 2 set out in AS3959-2009.</p>		
<p>PO4.2</p> <p>Where reconfiguration is undertaken for other purposes, a building envelope of reasonable dimensions is provided on each lot which achieves radiant heat flux level of 29kW/m² at any point.</p>	<p>AO4.2</p> <p>Lots are separated from hazardous vegetation by a distance that:</p> <p>(a) achieves radiant heat flux level of 29kW/m² at all boundaries; and</p> <p>(b) is contained wholly within the development site.</p> <p>Note - Where a separation distance is proposed to be achieved by utilising existing cleared developed areas</p>	<p>Not applicable</p> <p>No reconfiguring a lot is proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>external to the site, certainty must be established (through tenure or other means) that the land will remain cleared of hazardous vegetation.</p> <p>For staged developments, temporary separation distances, perimeter roads or fire trails may be absorbed as part of subsequent stages.</p> <p>Note - The achievement of a cleared separation distance may not be achievable where other provisions within the planning scheme require protection of certain ecological, slope, visual or character features or functions.</p>	
<p>PO5 Where reconfiguration is undertaken in an urban area or is for urban purposes, a constructed perimeter road with reticulated water supply is established between the lots and the hazardous vegetation and is readily accessible at all times for urban fire fighting vehicles.</p> <p>The access is available for both fire fighting and maintenance/defensive works.</p>	<p>AO5.1 Lot boundaries are separated from hazardous vegetation by a public road which:</p> <ul style="list-style-type: none"> (a) has a two lane sealed carriageway; (b) contains a reticulated water supply; (c) is connected to other public roads at both ends and at intervals of no more than 500m; (d) accommodates geometry and turning radii in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle 	<p>Not applicable No reconfiguring a lot is proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>Access Guidelines;</p> <p>(e) has a minimum of 4.8m vertical clearance above the road;</p> <p>(f) is designed to ensure hydrants and water access points are not located within parking bay allocations; and</p> <p>(g) incorporates roll-over kerbing.</p>	
	<p>AO5.2</p> <p>Fire hydrants are designed and installed in accordance with AS2419.1 2005, unless otherwise specified by the relevant water entity.</p> <p>Note - Applicants should have regard to the relevant standards set out in the reconfiguration of a lot code and works codes in this planning scheme.</p>	<p>Not applicable</p> <p>No reconfiguring a lot is proposed.</p>
<p>PO6</p> <p>Where reconfiguration is undertaken for smaller scale rural residential purposes, either a constructed perimeter road or a formed, all weather fire trail is established between the lots</p>	<p>AO6</p> <p>Lot boundaries are separated from hazardous vegetation by a public road or fire trail which has:</p> <p>(a) a reserve or easement width of at least 20m;</p> <p>(b) a minimum trafficable (cleared and formed)</p>	<p>Not applicable</p> <p>No reconfiguring a lot is proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>and the hazardous vegetation and is readily accessible at all times for the type of fire fighting vehicles servicing the area.</p> <p>The access is available for both fire fighting and maintenance/hazard reduction works.</p>	<p>width of 4m capable of accommodating a 15 tonne vehicle and which is at least 6m clear of vegetation;</p> <p>(c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path;</p> <p>(d) a minimum of 4.8m vertical clearance;</p> <p>(e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines;</p> <p>(f) a maximum gradient of 12.5%;</p> <p>(g) a cross fall of no greater than 10 degrees;</p> <p>(h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy;</p> <p>(i) vehicular access at each end which is connected to the public road network at intervals of no more than 500m;</p> <p>(j) designated fire trail signage;</p> <p>(k) if used, has gates locked with a system authorised by Queensland Fire and Emergency</p>	



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Performance outcomes	Acceptable outcomes	Compliance
	<p>Services; and</p> <p>(l) if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services.</p>	
<p>PO7</p> <p>Where reconfiguration is undertaken for other purposes, a formed, all weather fire trail is provided between the hazardous vegetation and either the lot boundary or building envelope, and is readily accessible at all times for the type of fire fighting vehicles servicing the area.</p> <p>However, a fire trail will not be required where it would not serve a practical fire management purpose.</p>	<p>AO7</p> <p>Lot boundaries are separated from hazardous vegetation by a public road or fire trail which has:</p> <p>(a) a reserve or easement width of at least 20m;</p> <p>(b) a minimum trafficable (cleared and formed) width of 4m capable of accommodating a 15 tonne vehicle and which is at least 6m clear of vegetation;</p> <p>(c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path;</p> <p>(d) a minimum of 4.8m vertical clearance;</p> <p>(e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines;</p> <p>(f) a maximum gradient of 12.5%;</p>	<p>Not applicable</p> <p>No reconfiguring a lot is proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<ul style="list-style-type: none"> (g) a cross fall of no greater than 10 degrees; (h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy; (i) vehicular access at each end which is connected to the public road network; (j) designated fire trail signage; (k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and (l) if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services. 	
<p>PO8 The development design responds to the potential threat of bushfire and establishes clear evacuation routes which demonstrate an acceptable or tolerable risk to people.</p>	<p>AO8 The lot layout:</p> <ul style="list-style-type: none"> (a) minimises the length of the development perimeter exposed to, or adjoining hazardous vegetation; (b) avoids the creation of potential bottle-neck points in the movement network; 	<p>Not applicable No reconfiguring a lot is proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(c) establishes direct access to a safe assembly /evacuation area in the event of an approaching bushfire; and</p> <p>(d) ensures roads likely to be used in the event of a fire are designed to minimise traffic congestion.</p> <p>Note - For example, developments should avoid finger-like or hour-glass subdivision patterns or substantive vegetated corridors between lots.</p> <p>In order to demonstrate compliance with the performance outcome, a bushfire management plan prepared by a suitably qualified person may be required. The bushfire management plan should be developed in accordance with the Public Safety Business Agency (PSBA) guideline entitled "Undertaking a Bushfire Protection Plan.</p> <p>Advice from the Queensland Fire and Emergency Services (QFES) should be sought as appropriate</p>	
<p>PO9 Critical infrastructure does not increase the</p>	<p>AO9 Critical or potentially hazardous infrastructure such as water supply, electricity, gas and</p>	<p>Not applicable No reconfiguring a lot is proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
potential bushfire hazard.	telecommunications are placed underground.	
Development design and separation from bushfire hazard – material change of use		
<p>PO10 Development is located and designed to ensure proposed buildings or building envelopes achieve a radiant heat flux level at any point on the building or envelope respectively, of:</p> <p>(e) 10kW/m² where involving a vulnerable use; or (f) 29kW/m² otherwise.</p> <p>The radiant heat flux level is achieved by separation unless this is not practically achievable.</p> <p>Note - The radiant heat levels and separation distances are to be established in accordance with method 2 set out in AS3959-2009.</p>	<p>AO10 Buildings or building envelopes are separated from hazardous vegetation by a distance that:</p> <p>(a) achieves a radiant heat flux level of at any point on the building or envelope respectively, of 10kW/m² for a vulnerable use or 29kW/m² otherwise; and (b) is contained wholly within the development site.</p> <p>Note - Where a separation distance is proposed to be achieved by utilising existing cleared developed areas external to the site, certainty must be established (through tenure or other means) that the land will remain cleared of hazardous vegetation. For staged developments, temporary separation distances, perimeter roads or fire trails may be absorbed as part of subsequent stages. Note - The achievement of a cleared separation</p>	<p>Complies with AO10 The proposed development would not result in any built form being closer to the hazardous vegetation than the existing development.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>distance may not be achievable where other provisions within the planning scheme require protection of certain ecological, slope, visual or character features or functions.</p>	
<p>PO11 A formed, all weather fire trail is provided between the hazardous vegetation and the site boundary or building envelope, and is readily accessible at all times for the type of fire fighting vehicles servicing the area. However, a fire trail will not be required where it would not serve a practical fire management purpose. Note - Fire trails are unlikely to be required where a development site involves less than 2.5ha</p>	<p>AO11 Development sites are separated from hazardous vegetation by a public road or fire trail which has:</p> <ul style="list-style-type: none"> (a) a reserve or easement width of at least 20m; (b) a minimum trafficable (cleared and formed) width of 4m capable of accommodating a 15 tonne vehicle and which is at least 6m clear of vegetation; (c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path; (d) a minimum of 4.8m vertical clearance; (e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle 	<p>Not applicable An all weather fire rail would not serve a useful purpose in this instance.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>Access Guidelines;</p> <ul style="list-style-type: none"> (f) a maximum gradient of 12.5%; (g) a cross fall of no greater than 10 degrees; (h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy; (i) vehicular access at each end which is connected to the public road network which is connected to the public road network at intervals of no more than 500m; (j) designated fire trail signage; (k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and (l) if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services. 	
All development		
PO12	AO12	Complies with AO12



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Performance outcomes	Acceptable outcomes	Compliance
<p>All premises are provided with vehicular access that enables safe evacuation for occupants and easy access by fire fighting appliances.</p>	<p>Private driveways:</p> <ul style="list-style-type: none"> (a) do not exceed a length of 60m from the street to the building; (b) do not exceed a gradient of 12.5%; (c) have a minimum width of 3.5m; (d) have a minimum of 4.8m vertical clearance; (e) accommodate turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; and (f) serve no more than 3 dwellings or buildings. 	<p>The Driveways would be significantly less than 60 metres.</p>
<p>PO13 Development outside reticulated water supply areas includes a dedicated static supply that is available solely for fire fighting purposes and can be accessed by fire fighting appliances.</p>	<p>AO13 A water tank is provided within 10m of each building (other than a class 10 building) which:</p> <ul style="list-style-type: none"> (a) is either below ground level or of non-flammable construction; (b) has a take off connection at a level that allows the following dedicated, static water supply to be left available for access by fire fighters: 	<p>Not applicable The site is connected to the reticulated water supply.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(i) 10,000l for residential buildings</p> <p>Note – A minimum of 7,500l is required in a tank and the extra 2,500l may be in the form of accessible swimming pools or dams.</p> <p>(ii) 45,000l for industrial buildings; and (iii) 20,000l for other buildings;</p> <p>(c) includes shielding of tanks and pumps in accordance with the relevant standards;</p> <p>(d) includes a hardstand area allowing medium rigid vehicle (15 tonne fire appliance) access within 6m of the tank;</p> <p>(e) is provided with fire brigade tank fittings – 50mm ball valve and male camlock coupling and, if underground, an access hole of 200mm (minimum) to accommodate suction lines; and</p> <p>(f) is clearly identified by directional signage provided at the street frontage.</p>	
PO14	AO14	Not applicable



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Performance outcomes	Acceptable outcomes	Compliance
<p>Landscaping does not increase the potential bushfire risk.</p>	<p>Landscaping uses species that are less likely to exacerbate a bushfire event and does not increase fuel loads within separation areas.</p>	<p>No additional landscaping is proposed.</p>
<p>PO15 The risk of bushfire and the need to mitigate that risk is balanced against other factors (such as but not limited to, biodiversity or scenic amenity).</p>	<p>AO15 Bushfire risk mitigation treatments do not have a significant impact on the natural environment or landscape character of the locality where this has value.</p>	<p>Not applicable No bushfire mitigation measures are proposed.</p>



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8.2.4 Flood and storm tide hazard overlay code

8.2.4.1 Application

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Flood and storm tide hazard overlay, if:
 - (a) self assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;
 - (b) impact assessable development.
- (2) Land in the Flood and storm tide hazard overlay is identified on the Flood and storm tide hazard overlay map in Schedule 2 and includes the:
 - (a) Storm tide – high hazard sub-category;
 - (b) Storm tide – medium hazard sub-category;
 - (c) Flood plain assessment sub-category;
 - (d) 100 ARI Mossman, Port Douglas and Daintree Township Flood Studies sub-category.
- (3) When using this code, reference should be made to Part 5.

Note - The Flood and storm tide hazards overlay maps contained in Schedule 2 identify areas (Flood and storm tide inundation areas) where flood and storm tide inundation modelling has been undertaken by the Council. Other areas not identified by the Flood and inundation hazards overlay maps contained in Schedule 2 may also be subject to the defined flood event or defined storm tide event.

8.2.4.2 Purpose

- (1) The purpose of the Flood and storm tide hazard overlay code is to:



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- (a) implement the policy direction in the Strategic Framework, in particular:
 - (i) Theme 1 Settlement pattern: Element 3.4.7 Mitigation of hazards;
 - (ii) Theme 6 Infrastructure and transport: Element 3.9.2 Energy.
 - (b) enable an assessment of whether development is suitable on land within the Flood and storm tide hazard sub-categories.
- (2) The purpose of the code will be achieved through the following overall outcomes:
- (a) development siting, layout and access responds to the risk of the natural hazard and minimises risk to personal safety;
 - (b) development achieves an acceptable or tolerable risk level, based on a fit for purpose risk assessment;
 - (c) the development is resilient to natural hazard events by ensuring siting and design accounts for the potential risks of natural hazards to property;
 - (d) the development supports, and does not unduly burden disaster management response or recovery capacity and capabilities;
 - (e) the development directly, indirectly and cumulatively avoids an unacceptable increase in severity of the natural hazards and does not significantly increase the potential for damage on site or to other properties;
 - (f) the development avoids the release of hazardous materials as a result of a natural hazard event;
 - (g) natural processes and the protective function of landforms and/or vegetation are maintained in natural hazard areas;
 - (h) community infrastructure is located and designed to maintain the required level of functionality during and immediately after a hazard event.

8.2.4.3 Criteria for assessment

Table 8.2.4.3.a – Flood and storm tide hazards overlay code –assessable development

Performance outcomes	Acceptable outcomes	Compliance
For assessable and self-assessable development		



Performance outcomes	Acceptable outcomes	Compliance
<p>PO1</p> <p>Development is located and designed to:</p> <ul style="list-style-type: none"> (a) ensure the safety of all persons; minimise damage to the development and contents of buildings; (b) provide suitable amenity; minimise disruption to residents, recovery time, and rebuilding or restoration costs after inundation events. <p>Note – For assessable development within the flood plain assessment sub-category, a flood study by a suitably qualified professional is required to identify compliance with the intent of the acceptable outcome.</p>	<p>AO1.1</p> <p>Development is sited on parts of the land that is not within the Flood and Storm tide hazards overlay maps contained in Schedule 2;</p> <p>or</p> <p>For dwelling houses,</p> <p>AO1.2</p> <p>Development within the Flood and Storm Tide hazards overlay maps (excluding the Flood plain assessment sub-category) is designed to provide immunity to the Defined Inundation Event as outlined within Table 8.2.4.3.b plus a freeboard of 300mm.</p>	<p>Complies with PO1</p> <p>The site is located within a medium storm tide hazard area; however, the proposal is for an open car port only and would not increase the number of persons in a flood area, affect the existing safety level for residents or increase disruption or recovery time. The proposed development is considered to comply with PO1.</p>
	<p>AO1.3</p> <p>New buildings are:</p> <ul style="list-style-type: none"> (a) not located within the overlay area; (b) located on the highest part of the site to minimise entrance of flood waters; 	<p>Complies with PO1</p> <p>The site is located within a medium storm tide hazard area; however, the proposal is for an open car port only and would not increase the number of persons in a flood area, affect the existing</p>



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Performance outcomes	Acceptable outcomes	Compliance
	(c) provided with clear and direct pedestrian and vehicle evacuation routes off the site.	<p>safety level for residents or increase disruption or recovery time.</p> <p>The proposed development is considered to comply with PO1.</p>
	<p>AO1.4</p> <p>In non urban areas, buildings and infrastructure are set back 50 metres from natural riparian corridors to maintain their natural function of reducing velocity of floodwaters.</p>	<p>Not Applicable</p> <p>The site is located in an urban area.</p>
For assessable development		
<p>PO2</p> <p>The development is compatible with the level of risk associated with the natural hazard.</p>	<p>AO2</p> <p>The following uses are not located in land inundated by the Defined Flood Event (DFE) / Storm tide:</p> <p>(a) Retirement facility;</p> <p>(b) Community care facility;</p> <p>(c) Child care centre.</p>	<p>Not Applicable</p> <p>No new uses are proposed.</p>



20210207 – 6 Nautilus Street, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p>PO3 Development siting and layout responds to flooding potential and maintains personal safety</p>	<p>For Material change of use</p> <p>AO3.1 New buildings are:</p> <ul style="list-style-type: none"> (a) not located within the overlay area; (b) located on the highest part of the site to minimise entrance of flood waters; (c) provided with clear and direct pedestrian and vehicle evacuation routes off the site. <p>or</p> <p>AO3.2 The development incorporates an area on site that is at least 300mm above the highest known flood inundation level with sufficient space to accommodate the likely population of the development safely for a relatively short time until flash flooding subsides or people can be evacuated.</p> <p>or</p> <p>AO3.3</p>	<p>Not Applicable The proposal is not a Material Change of Use.</p>



20210207 – 6 Nautilus Street, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
	<p>Where involving an extension to an existing dwelling house that is situated below DFE /Storm tide, the maximum size of the extension does not exceed 70m² gross floor area.</p> <p>Note – If part of the site is outside the Hazard Overlay area, this is the preferred location of all buildings.</p>	
	<p>For Reconfiguring a lot</p> <p>AO3.4</p> <p>Additional lots:</p> <p>(a) are not located in the hazard overlay area;</p> <p>or</p> <p>(b) are demonstrated to be above the flood level identified for the site.</p> <p>Note - If part of the site is outside the Hazard Overlay area, this is the preferred location for all lots (excluding park or other open space and recreation lots).</p> <p>Note – Buildings subsequently developed on the lots will need to comply with the relevant building assessment provisions under the <i>Building Act 1975</i>.</p>	<p>Not Applicable</p> <p>The proposal does not involve Reconfiguring a Lot</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO3.5</p> <p>Road and/or pathway layout ensures residents are not physically isolated from adjacent flood free urban areas and provides a safe and clear evacuation route path:</p> <p>(a) by locating entry points into the reconfiguration above the flood level and avoiding culs-de-sac or other non-permeable layouts; and</p> <p>(b) by direct and simple routes to main carriageways.</p>	<p>Not Applicable</p> <p>The proposal would not affect existing evacuation processes or routes.</p>
	<p>AO3.6</p> <p>Signage is provided on site (regardless of whether the land is in public or private ownership) indicating the position and path of all safe evacuation routes off the site and if the site contains, or is within 100m of a floodable waterway, hazard warning signage and depth indicators are also provided at key hazard points,</p>	<p>Not Applicable</p> <p>The proposal would not affect existing evacuation processes or routes.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>such as at floodway crossings or entrances to low-lying reserves.</p> <p>or</p>	
	<p>AO3.7</p> <p>There is no intensification of residential uses within the flood affected areas on land situated below the DFE/Storm tide.</p>	<p>Complies with AO3.7</p> <p>No new uses or intensification of an existing use is proposed.</p>
	<p>For Material change of use (Residential uses)</p> <p>AO3.1</p> <p>The design and layout of buildings used for residential purposes minimise risk from flooding by providing:</p> <p>(a) parking and other low intensive, non-habitable uses at ground level;</p> <p>Note - The high-set 'Queenslander' style house is a resilient low-density housing solution in floodplain areas. Higher density residential development should ensure only non-habitable rooms (e.g. garages, laundries) are located on the ground floor.</p>	<p>Not Applicable</p> <p>The development does not involve a Material Change of Use.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO4</p> <p>Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding.</p>	<p>For Material change of use (Non-residential uses)</p> <p>AO4.2</p> <p>Non residential buildings and structures allow for the flow through of flood waters on the ground floor.</p> <p>Note - Businesses should ensure that they have the necessary contingency plans in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to transfer stock to the upstairs level of a building or off site).</p> <p>Note - The relevant building assessment provisions under the <i>Building Act 1975</i> apply to all building work within the Hazard Area and need to take into account the flood potential within the area.</p>	<p>Not Applicable</p> <p>The development does not involve a Material Change of Use.</p>
	<p>AO4.3</p> <p>Materials are stored on-site:</p> <p>(a) are those that are readily able to be moved in a flood event;</p>	<p>Not Applicable</p> <p>No additional materials would be stored on site as a result of this application.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(b) where capable of creating a safety hazard by being shifted by flood waters, are contained in order to minimise movement in times of flood.</p> <p>Notes -</p> <p>(a) Businesses should ensure that they have the necessary contingency plans in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to transfer stock to the upstairs level of a building or off site).</p> <p>(b) Queensland Government Fact Sheet 'Repairing your House after a Flood' provides information about water resilient products and building techniques.</p>	
<p>PO5</p> <p>Development directly, indirectly and cumulatively avoids any increase in water flow velocity or flood level and does not increase the potential flood damage either on site or on other properties.</p> <p>Note – Berms and mounds are considered to be an undesirable built form outcome and are not supported.</p>	<p>For Operational works</p> <p>AO5.1</p> <p>Works in urban areas associated with the proposed development do not involve:</p> <p>(a) any physical alteration to a watercourse or floodway including vegetation clearing; or</p> <p>(b) a net increase in filling (including berms and mounds).</p>	<p>Not Applicable</p> <p>No Operational Works are proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO5.2</p> <p>Works (including buildings and earthworks) in non urban areas either:</p> <p>(a) do not involve a net increase in filling greater than 50m³; or</p> <p>(b) do not result in any reductions of on-site flood storage capacity and contain within the subject site any changes to depth/duration/velocity of flood waters;</p> <p>or</p> <p>(c) do not change flood characteristics outside the subject site in ways that result in:</p> <p>(i) loss of flood storage;</p> <p>(ii) loss of/changes to flow paths;</p> <p>(iii) acceleration or retardation of flows or any reduction in flood warning times elsewhere on the flood plain.</p>	
	For Material change of use	Not Applicable



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO5.3</p> <p>Where development is located in an area affected by DFE/Storm tide, a hydraulic and hydrology report, prepared by a suitably qualified professional, demonstrates that the development maintains the flood storage capacity on the subject site; and</p> <p>(a) does not increase the volume, velocity, concentration of flow path alignment of stormwater flow across sites upstream, downstream or in the general vicinity of the subject site; and</p> <p>(b) does not increase ponding on sites upstream, downstream or in the general vicinity of the subject site.</p>	<p>No Material Change of use is proposed.</p>
	<p>For Material change of use and Reconfiguring a lot</p> <p>AO5.4</p>	<p>Not Applicable</p> <p>No Material Change of Use or Reconfiguring a Lot is proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>In non-urban areas, buildings and infrastructure are set back 50 metres from natural riparian corridors to maintain their natural function of reducing velocity of floodwaters.</p> <p>Note – Fences and irrigation infrastructure (e.g. irrigation tape) in rural areas should be managed to minimise adverse the impacts that they may have on downstream properties in the event of a flood.</p>	
<p>PO6 Development avoids the release of hazardous materials into floodwaters.</p>	<p>For Material change of use</p> <p>AO6.1 Materials manufactured or stored on site are not hazardous or noxious, or comprise materials that may cause a detrimental effect on the environment if discharged in a flood event;</p> <p>or</p> <p>AO6.2</p>	<p>Not Applicable No Material Change of Use is proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>If a DFE level is adopted, structures used for the manufacture or storage of hazardous materials are:</p> <p>(a) located above the DFE level;</p> <p>or</p> <p>(b) designed to prevent the intrusion of floodwaters.</p>	
	<p>AO6.3</p> <p>Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by the DFE</p>	<p>Not Applicable</p> <p>No infrastructure is proposed.</p>
	<p>AO6.4</p> <p>If a flood level is not adopted, hazardous materials and their manufacturing equipment are located on the highest part of the site to enhance flood immunity and designed to prevent the intrusion of floodwaters.</p> <p>Note – Refer to <i>Work Health and Safety Act 2011</i> and associated Regulation and Guidelines, the <i>Environmental</i></p>	<p>Not Applicable</p> <p>No hazardous material or equipment are proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p><i>Protection Act 1994</i> and the relevant building assessment provisions under the <i>Building Act 1975</i> for requirements related to the manufacture and storage of hazardous materials.</p>	
<p>PO7 The development supports, and does not unduly burden, disaster management response or recovery capacity and capabilities.</p>	<p>A07 Development does not:</p> <ul style="list-style-type: none"> (a) increase the number of people calculated to be at risk of flooding; (b) increase the number of people likely to need evacuation; (c) shorten flood warning times; and (d) impact on the ability of traffic to use evacuation routes, or unreasonably increase traffic volumes on evacuation routes. 	<p>Complies with A07 The proposal would not result in an increase in residential density.</p>
<p>PO8 Development involving community infrastructure: (a) remains functional to serve community need during and immediately after a flood event;</p>	<p>A08.1 The following uses are not located on land inundated during a DFE/Storm tide: (a) community residence; and</p>	<p>Not Applicable No new uses are proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(b) is designed, sited and operated to avoid adverse impacts on the community or environment due to impacts of flooding on infrastructure, facilities or access and egress routes;</p> <p>(c) retains essential site access during a flood event;</p> <p>(d) is able to remain functional even when other infrastructure or services may be compromised in a flood event.</p>	<p>(b) emergency services; and</p> <p>(c) residential care facility; and</p> <p>(d) utility installations involving water and sewerage treatment plants; and</p> <p>(e) storage of valuable records or items of historic or cultural significance (e.g. archives, museums, galleries, libraries).</p> <p>or</p> <p>AO8.2</p> <p>The following uses are not located on land inundated during a 1% AEP flood event:</p> <p>(a) community and cultural facilities, including facilities where an education and care service under the Education and care Services National law (Queensland) is operated or child care service under the <i>Child Care Act 2002</i> is conducted,</p> <p>(b) community centres;</p> <p>(c) meeting halls;</p>	



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(d) galleries; (e) libraries.</p> <p>The following uses are not located on land inundated during a 0.5% AEP flood event.</p> <p>(a) emergency shelters; (b) police facilities; (c) sub stations; (d) water treatment plant</p> <p>The following uses are not located on land inundated during a 0.2% AEP flood event:</p> <p>(a) correctional facilities; (b) emergency services; (c) power stations; (d) major switch yards.</p>	
	<p>AO8.3</p> <p>The following uses have direct access to low hazard evacuation routes as defined in Table 8.2.4.3.c:</p>	<p>Not Applicable</p> <p>The development does not involve a new use.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<ul style="list-style-type: none"> (a) community residence; and (b) emergency services; and (c) hospitals; and (d) residential care facility; and (e) sub stations; and (f) utility installations involving water and sewerage treatment plants. 	
	<p>and/or</p> <p>A08.4</p> <p>Any components of infrastructure that are likely to fail to function or may result in contamination when inundated by flood, such as electrical switch gear and motors, telecommunications connections, or water supply pipeline air valves are:</p> <ul style="list-style-type: none"> (a) located above DFE/Storm tide or the highest known flood level for the site; 	<p>Not Applicable</p> <p>The development does not involve a new use.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	(b) designed and constructed to exclude floodwater intrusion / infiltration.	
	AO8.5 Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by a flood.	Not Applicable No new infrastructure is proposed.



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9.3.7 Dual occupancy code

9.3.7.1 Application

- (1) This code applies to assessing development for a dwelling unit if:
 - (a) assessable development where the code is an applicable code identified in the assessment criteria column of a table of assessment; or
 - (b) impact assessable development.
- (2) When using this code, reference should be made to Part 5.

9.3.7.2 Purpose

- (1) The purpose of the Dual occupancy code is to assess the suitability of development to which this code applies.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the scale and character of development is consistent with the existing desired residential character and streetscape pattern;
 - (b) design gives a sense of individual ownership to residents;
 - (c) dual occupancies do not detrimental.

9.3.7.3 Criteria for assessment

Table 9.3.7.3.a – Dual occupancy code – assessable development

Performance outcomes	Acceptable outcomes	Compliance
For self-assessable and assessable development		



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Performance outcomes	Acceptable outcomes	Compliance
Design		
<p>PO1</p> <p>The dual occupancy contributes to housing choice while maintaining the residential character and amenity of the neighbourhood.</p>	<p>AO1</p> <p>The dual occupancy is established on land with a minimum size of 1000m²</p>	<p>Not applicable</p> <p>The development is an existing Dual Occupancy.</p>
<p>PO2</p> <p>Buildings and structures are setback from property boundaries such that:</p> <ul style="list-style-type: none"> (a) the setback from the street frontages reflects the positive attributes of the streetscape; (b) the setback from side and rear boundaries retains daylight access and privacy for adjoining properties; (c) the setback from all boundaries is sufficient to allow areas of deep planting; (d) the setback from street frontages provides for the desired streetscape pattern. 	<p>AO2</p> <p>Buildings and structures are set back from property boundaries as follows:</p> <ul style="list-style-type: none"> (a) primary road frontage - 6 metres; (b) secondary road frontage - 3 metres; (c) side and rear boundaries - 2 metres, or (d) where private open space occurs in the side or rear setback – 4 metres for the extent of the open space. 	<p>Complies with PO2</p> <p>Refer to the assessment against the Low-Medium Density Residential Zone Code.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO3</p> <p>Buildings and structures have sufficient area for residential living consistent with the amenity of a residential area and are sympathetic to the streetscape pattern.</p>	<p>AO3.1</p> <p>Car parking areas, including garages and other parking structures, are designed and located so that they do not occupy more than 30% of the lot frontage.</p>	<p>Complies with AO3.1</p> <p>The car parking areas would amount to a total of 6 metres which is 24% of the 25 metre site frontage and would not be an increase above the existing arrangement.</p>
	<p>AO3.2</p> <p>Where a dual occupancy is to be established on a corner allotment each dwelling is accessed from a different road frontage with a minimum 6 metre separation between driveway and intersection.</p>	<p>Not applicable</p> <p>The site is not a corner lot.</p>
<p>PO4</p> <p>The development addresses the road frontage to facilitate casual surveillance and to enhance the amenity of the streetscape.</p>	<p>AO4.1</p> <p>The building has balconies or windows or verandahs that face the street.</p>	<p>Not applicable</p> <p>The application is for a car port only.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO4.2</p> <p>Fences and walls to road frontages are not more than:</p> <ul style="list-style-type: none"> (a) 1.2 metres in height if less than 50% transparent; or (b) 1.5 metres in height if greater than 50% transparency. 	<p>Not applicable</p> <p>The application is for a car port only.</p>
<p>PO5</p> <p>Residents are provided with a functional private open space and recreation area.</p>	<p>AO5</p> <p>A minimum area of 25m² private open space is provided to each dwelling unit which is directly accessible from the living area of each dwelling unit.</p>	<p>Complies with AO5</p> <p>More than 25m² of open space would be retained for each dwelling.</p>
<p>PO6</p> <p>The development provides residents and guests with safe and convenient vehicle access to dwellings and the road network, while maintaining the standard of existing infrastructure in the road reserve.</p>	<p>AO6.1</p> <p>Dwelling units are serviced by:</p> <ul style="list-style-type: none"> (a) a shared unobstructed driveway with a maximum width of 3.6 metres; or (b) by individual unobstructed driveways, having a maximum width of 3 metres each; 	<p>Not applicable</p> <p>The application is for a car port only.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(c) the surface treatment of any driveway is imperviously sealed;</p> <p>(d) where development is on a Sub-arterial or Collector road the driveway design is such that vehicles can enter and exit the site in a forward gear.</p>	
	<p>AO6.2</p> <p>Driveways and cross-overs require no alteration to existing on-street infrastructure, including street trees, footpaths, drainage pits, street signs, service pillars and electricity infrastructure.</p>	<p>Not applicable</p> <p>The application is for a car port only.</p>
<p>PO7</p> <p>Fencing is designed to ensure a high degree of privacy and amenity for residents.</p>	<p>AO7.1</p> <p>A screen fence (minimum height of 1.8 metres and maximum gap of 10mm) is provided to the side and rear boundaries</p>	<p>Not applicable</p> <p>The application is for a car port only.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO7.2</p> <p>Where the front fence is lower than the side boundary fence it is tapered to the maximum height of the side boundary fence at or behind the front setback.</p>	<p>Not applicable</p> <p>The application is for a car port only.</p>
<p>PO8</p> <p>Landscaping contributes to establishing an attractive and safe streetscape and a high standard of amenity and privacy for residents.</p>	<p>AO8</p> <p>With the exception of driveway cross-overs, a landscaped area not less than 2 metres wide is provided and maintained within the site along all street boundaries.</p>	<p>Not applicable</p> <p>The application is for a car port only.</p>
<p>PO9</p> <p>The dual occupancy is connected to essential infrastructure services and is sufficient to support individual ownership of each dwelling</p>	<p>AO9</p> <p>Each dwelling is connected separately to:</p> <ul style="list-style-type: none"> (a) water (separate water meters for each unit); (b) sewerage; (c) drainage; (d) electricity 	<p>Not applicable</p> <p>The application is for a car port only.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO10 Service facilities are provided to meet the needs of residents and are sited and designed in an unobtrusive and convenient manner.</p>	<p>AO10 Service facilities and structures:</p> <ul style="list-style-type: none"> (a) locate air conditioning equipment behind the front façade of the dwelling; (b) provide storage space to achieve the following minimum requirements: <ul style="list-style-type: none"> (i) are located to enable access by a motor vehicle; (ii) have a minimum space of 3.5m² per dwelling unit; (iii) have a minimum height of 2.1 metres; (iv) are weather proof; (v) are lockable. <p>Note - Cupboards and wardrobes inside the dwelling are not storage areas as intended by this acceptable outcome</p>	<p>Not applicable The application is for a car port only.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO11</p> <p>Waste and recyclable storage facilities:</p> <ul style="list-style-type: none"> (a) incorporates two wheelie bins per unit stored external to the garage and screened from view; (b) ensures wheelie bins are able to be wheeled to kerbside for collection 	<p>AO11</p> <p>Waste and recyclable storage areas capable of accommodating two bins per dwelling are provided behind the front setback and have direct access to the roadside.</p>	<p>Not applicable</p> <p>The application is for a car port only.</p>
Dual Occupancy incorporating an existing dwelling house		
<p>PO12</p> <p>For dual occupancies where a separate dwelling is to be established in addition to an existing dwelling:</p> <ul style="list-style-type: none"> (a) existing dwelling(s) are enhanced to: <ul style="list-style-type: none"> (i) contribute to a sense of individual ownership; (ii) enhance the appearance of the original dwelling house; (iii) enhance the appearance of the 	<p>AO12.1</p> <p>The external appearance of the existing dwelling is enhanced through the use of architectural features, and materials.</p> <p>Note – It is not intended that a new dual occupancy tenancy be established adjacent to or behind old and dilapidated housing stock to produce the dual occupancy. If the existing dwelling house is old and dilapidated, it is intended that the site be either completely redeveloped or</p>	<p>Not applicable</p> <p>The application is for a car port only.</p>



20210207 – 6 Nautilus Street, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p>streetscape.</p> <p>(b) driveways are designed to maintain the privacy and amenity of the existing dwelling.</p>	<p>substantial upgrading occur to the exterior appearance and functionality of the older dwelling house</p>	
	<p>AO12.2</p> <p>A landscaped area not less than 1.5 metres is provided and maintained within the site between the existing dwelling and driveway to the new dwelling.</p>	<p>Not applicable</p> <p>The application is for a car port only.</p>
	<p>AO12.3</p> <p>Privacy screens are fixed to the external façade of the dwelling house in front of windows adjacent to the driveway.</p>	<p>Not applicable</p> <p>The application is for a car port only.</p>
	<p>AO12.4</p> <p>Internal living spaces are carefully designed to avoid conflicts between individual dual occupancy tenancies.</p> <p>Note – For example, the quieter rooms of one</p>	<p>Not applicable</p> <p>The application is for a car port only.</p>



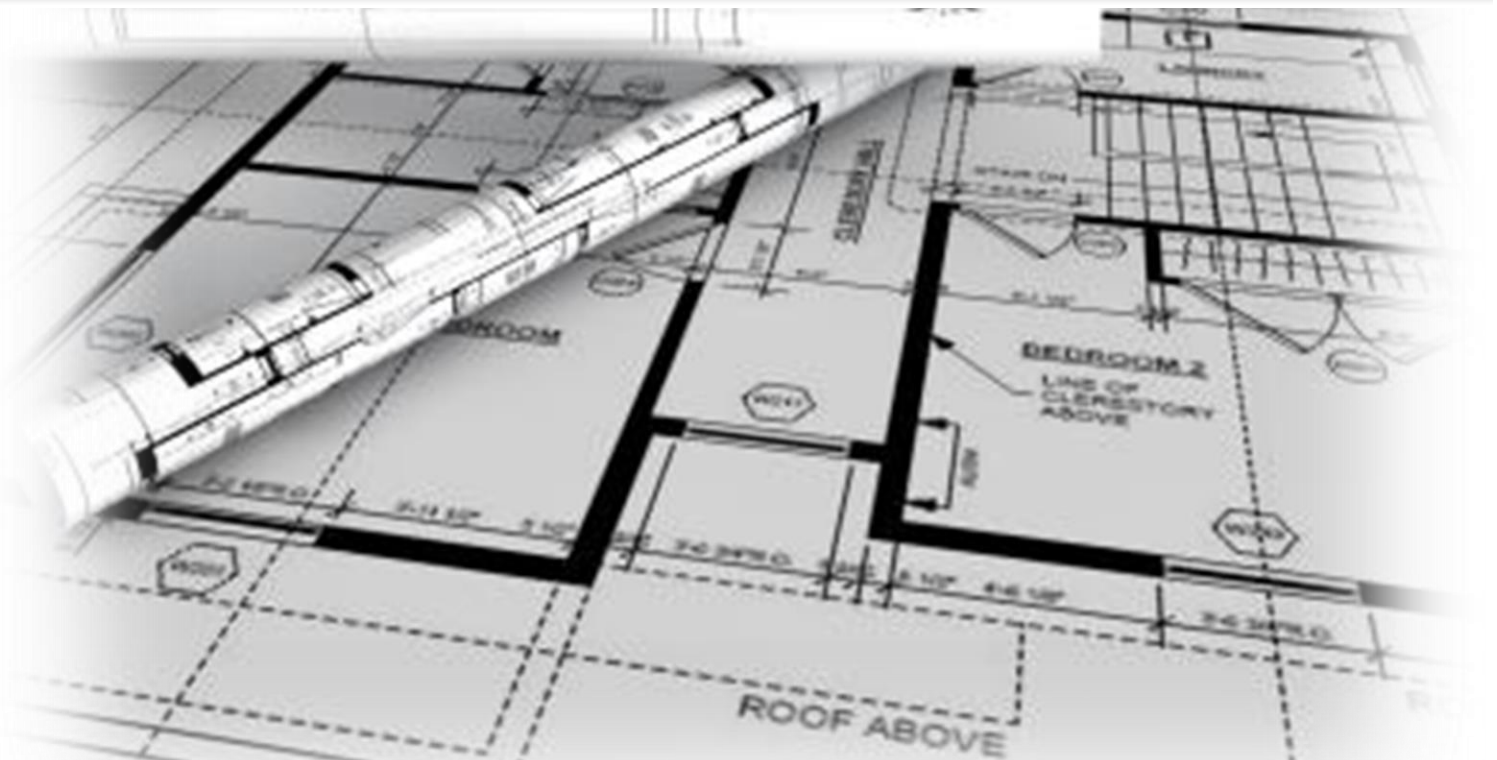
20210207 – 6 Nautilus Street, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
	<p>tenancy (such as bedrooms) should not be placed directly adjacent to living spaces, kitchens or bathrooms of the adjoining tenancy.</p>	
<p>PO13 Dual occupancies where attaching to an existing dwelling provides a layout and form that maintains the bulk and appearance of the existing dwelling.</p>	<p>AO13 The design of the dual occupancy:</p> <ul style="list-style-type: none"> (a) maintains the appearance of a single dwelling house to the street; (b) provides a communal driveway; (c) provides additional enclosed car parking behind the front façade. 	<p>Not applicable The application is for a car port only.</p>



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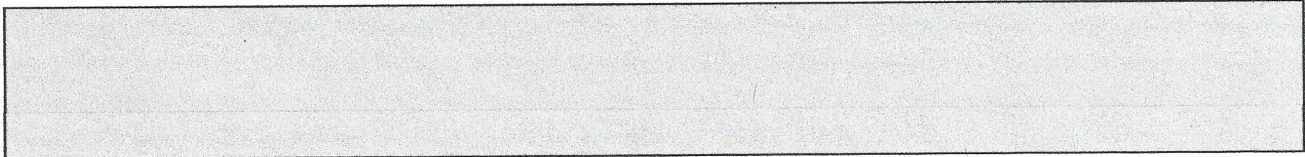
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1. BRIAN LONGWILL [Insert name in full.]
 Chairman, Body Corporate.

1. CHERYL TANNER [Insert name in full.]
 Secretary, Body Corporate.

Of Body Corporate for The Proprietors "Ramsay" Building Units Plan No. 102592

the company being the owner of the premises identified as follows:



6 Nautilus Street, Port Douglas, and described as Lot 0 on BUP102592

consent to the making of a development application under the *Planning Act 2016* by:

Brian Longwill & Cheryl Tanner

on the premises described above for:

A change to the existing approval to allow for the construction of a car port on common property

 Signature of Chairman 16/02/2021 Date	 Signature of Secretary 16-02-2021 Date
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Change application form

Planning Act Form 5 (version 1.2 effective 7 February 2020) made under Section 282 of the Planning Act 2016.

This form is to be used for a change application made under section 78 of the *Planning Act 2016*. It is important when making a change application to be aware of whether the application is for a minor change that will be assessed under section 81 of the *Planning Act 2016* or for an other change that will be assessed under section 82 of the *Planning Act 2016*.

An applicant must complete all parts of this form, and provide any supporting information that the form identifies as being required to accompany the change application, unless stated otherwise. Additional pages may be attached if there is insufficient space on the form to complete any part.

Note: All terms used in this form have the meaning given under the *Planning Act 2016*, the *Planning Regulation 2017*, or the *Development Assessment Rules (DA Rules)*.

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	Brian Longwill & Cheryl Tanner
Contact name (only applicable for companies)	Patrick Clifton, GMA Certification
Postal address (P.O. Box or street address)	PO Box 831
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Postcode	Australia
Country	4877
Email address (non-mandatory)	Patrick.C@gmacert.com.au
Mobile number (non-mandatory)	0438 755 374
Applicant's reference number(s) (if applicable)	20210207

2) Owner's consent - Is written consent of the owner required for this change application?	
Note: Section 79(1A) of the <i>Planning Act 2016</i> states the requirements in relation to owner's consent.	
<input checked="" type="checkbox"/>	Yes – the written consent of the owner(s) is attached to this change application
<input type="checkbox"/>	No

PART 2 – LOCATION DETAILS

3) Location of the premises (complete 3.1 or 3.2, and 3.3) as applicable)				
3.1) Street address and lot on plan				
<input checked="" type="checkbox"/> Street address AND lot on plan (all lots must be listed), or				
<input type="checkbox"/> Street address AND lot on plan for an adjoining or adjacent property of the premises (appropriate for development in water but adjoining or adjacent to land e.g. jetty, pontoon. All lots must be listed).				
a)	Unit No.	Street No.	Street Name and Type	Suburb
		6	Nautilus Street	Port Douglas
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	0	BUP102592	Douglas Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)



**Queensland
Government**

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

Note: Place each set of coordinates in a separate row.

<input type="checkbox"/> Coordinates of premises by longitude and latitude				
Longitude(s)	Latitude(s)	Datum		Local Government Area(s) (if applicable)
		<input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other: <input type="text"/>		
<input type="checkbox"/> Coordinates of premises by easting and northing				
Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) (if applicable)
		<input type="checkbox"/> 54 <input type="checkbox"/> 55 <input type="checkbox"/> 56	<input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other: <input type="text"/>	

3.3) Additional premises

Additional premises are relevant to the original development approval and the details of these premises have been attached in a schedule to this application

Not required

PART 3 – RESPONSIBLE ENTITY DETAILS

4) Identify the responsible entity that will be assessing this change application

Note: see section 78(3) of the Planning Act 2016

Douglas Shire Council

PART 4 – CHANGE DETAILS

5) Provide details of the existing development approval subject to this change application

Approval type	Reference number	Date issued	Assessment manager/approval entity
<input checked="" type="checkbox"/> Development permit <input type="checkbox"/> Preliminary approval	Unknown	TBC	Douglas Shire Council
<input type="checkbox"/> Development permit <input type="checkbox"/> Preliminary approval			

6) Type of change proposed

6.1) Provide a brief description of the changes proposed to the development approval (e.g. changing a development approval for a five unit apartment building to provide for a six unit apartment building):

Inclusion of a car port to common property in front of unit 1.

6.2) What type of change does this application propose?

Minor change application – proceed to Part 5

Other change application – proceed to Part 6

PART 5 – MINOR CHANGE APPLICATION REQUIREMENTS

7) Are there any affected entities for this change application		
<input checked="" type="checkbox"/> No – proceed to Part 7 <input type="checkbox"/> Yes – list all affected entities below and proceed to Part 7 Note: section 80(1) of the Planning Act 2016 states that the person making the change application must give notice of the proposal and the details of the change to each affected entity as identified in section 80(2) of the Planning Act 2016.		
Affected entity	Pre-request response provided? (where a pre-request response notice for the application has been given, a copy of the notice must accompany this change application)	Date notice given (where no pre-request response provided)
	<input type="checkbox"/> No <input type="checkbox"/> Yes – pre-request response is attached to this change application	
	<input type="checkbox"/> No <input type="checkbox"/> Yes – pre-request response is attached to this change application	
	<input type="checkbox"/> No <input type="checkbox"/> Yes – pre-request response is attached to this change application	

PART 6 – OTHER CHANGE APPLICATION REQUIREMENTS

Note: To complete this part it will be necessary for you to complete parts of DA Form 1 – Development application details and in some instances parts of DA Form 2 – Building work details, as mentioned below. These forms are available at <https://planning.dsdmip.qld.gov.au>.

8) Location details - Are there any additional premises included in this change application that were not part of the original development approval?
<input type="checkbox"/> No <input type="checkbox"/> Yes

9) Development details
9.1) Is there any change to the type of development, approval type, or level of assessment in this change application? <input type="checkbox"/> No <input type="checkbox"/> Yes – the completed Sections 1 and 2 of Part 3 (Development details) of DA Form 1 – Development application details as these sections relate to the new or changed aspects of development are provided with this application.
9.2) Does the change application involve building work? <input type="checkbox"/> No <input type="checkbox"/> Yes – the completed Part 5 (Building work details) of DA Form 2 – Building work details as it relates to the change application is provided with this application.

10) Referral details – Does the change application require referral for any referral requirements?
Note: The application must be referred to each referral agency triggered by the change application as if the change application was the original development application including the proposed change. <input type="checkbox"/> No <input type="checkbox"/> Yes – the completed Part 5 (Referral details) of DA Form 1 – Development application details as it relates to the change application is provided with this application. Where referral is required for matters relating to building work the Referral checklist for building work is also completed.

11) Information request under Part 3 of the DA Rules
<input type="checkbox"/> I agree to receive an information request if determined necessary for this change application <input type="checkbox"/> I do not agree to accept an information request for this change application Note: By not agreeing to accept an information request I, the applicant, acknowledge:

- that this change application will be assessed and decided based on the information provided when making this change application and the assessment manager and any referral agencies relevant to the change application are not obligated under the DA Rules to accept any additional information provided by the applicant for the change application unless agreed to by the relevant parties
 - Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.
- Further advice about information requests is contained in the [DA Forms Guide: Forms 1 and 2](#).

12) Further details

- Part 7 of *DA Form 1 – Development application details* is completed as if the change application was a development application and is provided with this application.- **There are no applicable further details or legislative requirements.**

PART 7 – CHECKLIST AND APPLICANT DECLARATION

13) Change application checklist

I have identified the:

- responsible entity in 4); and
- for a minor change, any affected entities; and Yes
- for an other change all relevant referral requirement(s) in 10)

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

For an other change application, the relevant sections of [DA Form 1 – Development application details](#) have been completed and is attached to this application Yes Not applicable

For an other change application, where building work is associated with the change application, the relevant sections of [DA Form 2 – Building work details](#) have been completed and is attached to this application Yes Not applicable

Supporting information addressing any applicable assessment benchmarks is attached to this application Yes

Note: This includes any templates provided under 23.6 and 23.7 of *DA Form 1 – Development application details* that are relevant as a result of the change application, a planning report and any technical reports required by the relevant categorising instrument(s) (e.g. the local government planning scheme, State Planning Policy, State Development Assessment Provisions). For further information, see [DA Forms Guide: Planning report template](#).

Relevant plans of the development are attached to this development application Yes

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

14) Applicant declaration

- By making this change application, I declare that all information in this change application is true and correct.
- Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the responsible entity and any relevant affected entity or referral agency for the change application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001*.

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

Privacy – Personal information collected in this form will be used by the responsible entity and/or chosen assessment manager, any relevant affected entity or referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the change application.

All information relating to this change application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website.

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

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

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

PART 8 – FOR COMPLETION OF THE ASSESSMENT MANAGER – FOR OFFICE USE ONLY

Date received: Reference number(s):

QLeave notification and payment

Note: For completion by assessment manager if applicable

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