

# Change application form

## **Planning Act Form 5 (version 1.1 effective 22 JUNE 2018) 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)	Peter and Tracy Lewis
Contact name (only applicable for companies)	GMA Certification, Patrick Clifton
Postal address (P.O. Box or street address)	Unit 5 Craiglie Business Centre
Suburb	Craiglie
State	Queensland
Postcode	4877
Country	Australia
Email address (non-mandatory)	Patrick.C@GMAcert.com.au
Mobile number (non-mandatory)	0438 755 374
Applicant's reference number(s) (if applicable)	20190100

2) Owner's consent - Is written consent of the owner required for this change application? <b>Note:</b> 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				
<b>3.1) Street address and lot on plan</b>				
<input type="checkbox"/> Street address <b>AND</b> lot on plan (all lots must be listed), <b>or</b>				
<input type="checkbox"/> Street address <b>AND</b> 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
		5	Trochus Close	Port Douglas
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	0-2	SP248510	Douglas Shire
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)
<b>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)</b>				
<b>Note:</b> Place each set of coordinates in a separate				
<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="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:	

### 3.3) Additional premises

- Additional premises relevant to the original development approval and their details 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	No Known	Circa 1988	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):

Extension and refurbishment of existing dual occupancy development.

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

- No – proceed to Part 7  
 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 and in some instances parts of DA Form 2, as mentioned below. These forms are available at <https://planning.dsdmp.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?**

- No  
 Yes – complete Part 2 (Location details) of DA Form 1 as it relates to the additional premises is completed and provided with this application.

**9) Development details**

**9.1) Is there any change to the type of development, approval type, or level of assessment in this change application?**

- No – proceed to 11)  
 Yes – the completed Sections 1 and 2 of Part 3 (Development details) of DA Form 1 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?**

- No  
 Yes – the completed Part 5 (Building work details) of DA Form 2 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.

- No  
 Yes – the completed Part 5 (Referral details) of DA Form 1 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**

- I agree to receive an information request if determined necessary for this change application  
 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 is completed as if the change application was a development application and is provided with this application.

## 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

for an 'other' change all relevant referral requirement(s) in 10)

Yes

**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 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 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	
Date received form sighted by assessment manager	
Name of officer who sighted the form	



GMA Certification  
Group

*Leader's in  
Building Certification Services*



## **PLANNING STATEMENT**

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For: Peter and Tracy Lewis  
Development: Minor Change to existing Dual Occupancy  
Approval  
At: 5 Trochus Close, Port Douglas (Lot 0-2 SP248510)  
Prepared by: GMA Certification Group  
File Ref: 20190100  
Revision: B

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## 1.0 Introduction

This report has been prepared in behalf of Peter and Tracy Lewis in support of a Change Application to Douglas Shire Council for the change to an existing Dual Occupancy approval on land 5 Trochus Close, Port Douglas, and described as Lot 0-2 on SP248510.

The application site comprises three community title allotments and contains a total area of 815m<sup>2</sup> with frontage to Trochus Close of approximately 25 metres. It has been developed for the purpose of a dual occupancy with each unit containing three bedrooms and a single integrated garage. No other car parking is provided on the site.

The dual occupancy has the benefit of a council approval, which was granted in the late 1980's.

The area containing the site is characterised by single detached dwellings and minor multiple dwelling developments.

It is proposed to retain, refurbish and extend the existing development as follows:

- Conversion of the existing garages to kitchens for each unit;
- Undertake a rear extension to one of the units to provide an additional bedroom;
- Provide a front verandah to each unit;
- Provide each unit with a separate swimming pool and private recreation area;
- Provide two new car parking spaces on the front boundary; and
- Undertake other landscaping and improvement works including a new front fence.

Pursuant to Section 81 of the *Planning Act 2016*, the application is required to be assessed having regard to the matters that applied at the time the development application was made and may consider the matters that apply when the change application is made. In this instance it is considered appropriate to consider the requirements of the current Douglas Shire Planning Scheme in determining the application.

The proposed change is considered to be consistent with relevant Assessment Benchmarks contained within the Douglas Shire Planning Scheme. The changed development is considered to be consistent in terms of scale and intensity to other forms of development in the locality and the site can contain the change without adverse impact on the amenity of the area.

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

## 2.0 Development Summary

<b>Address:</b>	5 Trochus Close, Port Douglas
<b>Real Property Description:</b>	Lot 0-2 SP248510
<b>Easements &amp; Encumbrances:</b>	Nil
<b>Site Area/Frontage:</b>	Area: 815m <sup>2</sup> Frontage: Approx. 25 metres
<b>Registered Owner:</b>	Peter and Tracey Lewis (All lots)
<b>Proposal:</b>	Minor change to existing Development Approval
<b>State Interests – State Planning Policy</b>	<ul style="list-style-type: none"> <li>• Safety and Resilience to Hazards – Medium storm tide inundation area.</li> </ul>
<b>State Interests – SARA Mapping:</b>	<ul style="list-style-type: none"> <li>• Coastal Protection – Coastal Area (medium storm tide inundation)</li> <li>• Native Vegetation Clearing – Category X</li> </ul>
<b>Referral Agencies:</b>	N/A
<b>State Development Assessment Provisions:</b>	Not Applicable
<b>Regional Plan Designation:</b>	Urban Footprint
<b>Zone:</b>	Low-Medium Density Residential Zone
<b>Local Plan Designation:</b>	Port Douglas Craiglie Local Plan (no precinct)
<b>Overlays:</b>	<ul style="list-style-type: none"> <li>• Acid Sulfate Soils Overlay</li> <li>• Bushfire Hazard Overlay</li> <li>• Flood and Storm Tide Hazard</li> </ul>



### 3.0 Site and Locality

The application site comprises three community title allotments and contains a total area of 815m<sup>2</sup> with frontage to Trochus Close of approximately 25 metres. It has been developed for the purpose of a dual occupancy with each unit containing three bedrooms and a single integrated garage. No other car parking is provided on the site and the nature of the existing subdivision means that all vehicles reverse from the site when leaving.

The dual occupancy has the benefit of a council approval, which was granted in the late 1980's and the Community Management Statement was formerly approved in September 2011.

The site is relatively flat with a gentle slope to the rear away from the road frontage and does not contain any significant vegetation.

The area containing the site is characterised by single detached dwellings and minor multiple dwelling developments. Trochus Close is characterised by residential developments with recreation areas, including swimming pools in the front setback and with tall fences and structures on the front boundary.



Photo 1 – Site Location (Source Queensland Globe)

## 4.0 Proposal

The existing Dual Occupancy development has been retained in its original format since being constructed in the 1980's. Whilst it is structurally sound, the format, design and facilities have become outdated and no longer suitable to modern living standards. In particular, modern living standards for dual occupancies require the provision of private open space rather than communal open space and the existing car ports are too narrow to accommodate modern vehicles. In addition, the understanding of tropical design has evolved since the design of the existing development and there is a greater emphasis on larger eaves to provide sun and rain protection and larger verandah areas to facilitate an improved relationship between indoor and outdoor living.

As part of the development, it is proposed to retain, refurbish and extend the existing development as follows:

- Convert the existing unsuitable garages to kitchens for each unit, with the floor level to be raised to match existing;
- Undertake a rear extension to one of the units to provide an additional bedroom;
- Provide a front verandah to each unit that overlooks a private open space area within the front setback;
- Provide each unit with a separate swimming pool and private recreation area within the front setback area;
- Provide two new car parking spaces on the front boundary within an open sided car port to replace the converted garages; and
- Undertake other landscaping and improvement works including a new fence, with the front fence being concrete pillars with batten infill panels.

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

## 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 Change Applications

Section 78 of the *Planning Act 2016* provides for a person to make an application to change a development approval.

Section 79 requires the application to be in the approved form and be accompanied by the required fee. Where the applicant is not the owner, the application is required to be accompanied by the owners' consent. In this instance the applicant owns all the parcels of land that comprise the application site, therefore owners' consent is not required.

In assessing the application, section 81, assessing and deciding application for minor changes, the assessment manager is to have regard to the following:

- Any properly made submissions about the original application;
- All the matters that applied when the development application was made and may consider the matters that apply at the time of the change application; and,
- Any other matter that is considered relevant.

#### 5.1.2 Assessment Manager

Pursuant to Section 80 of the *Planning Act 2016*, the Assessment Manager for the application is the Douglas Shire Council.

#### 5.1.3 Level of Assessment

The application involves the change of approval to an existing dual occupancy. As the original development was constructed in the 1980's, it is considered appropriate, that in determining this application, greater weight be placed on the development requirements of the current Douglas Shire Planning Scheme. The table below identifies the level of assessment and the categorising section of the Douglas Shire Council Planning Scheme.

Development	Categorising Section	Level of Assessment
Dual Occupancy	Table 5.6.g	Code Assessable

#### 5.1.4 State Planning Policy

The application site has the following State Planning Policy designations/classifications:

- Safety and Resilience to Hazards – Medium storm tide inundation area.

It is understood that the Minister has identified that the State Planning Policy has been appropriately integrated into in the Douglas Shire Council Planning Scheme and consequently no further assessment is required in this instance.

### **5.1.5 Regional Plan**

The application site is identified in the Urban Footprint designation of the FNQ Regional Plan. Consistent with the State Planning Policies, it is understood that the Planning Scheme has been determined to appropriately advance the Regional Plan and, on that basis, no further assessment is required in this instance.

### **5.1.7 Referral Agencies**

There are no referral agencies identified in respect of this application.

### **5.1.8 State Development Assessment Provisions**

As there are no referral agencies for the application, no State Development Assessment Provisions Apply to the assessment.

## 6.0 Local Planning Considerations

### 6.1 Douglas Shire Council Planning Scheme

Within the Douglas Shire Council Planning Scheme, the site is identified within the Low-Medium Density Residential Zone, the Port Douglas Craiglie, Local Plan and is affected by the following overlays:

- Acid Sulfate Soils Overlay;
- Bushfire Hazard Overlay; and,
- Flood and Storm Tide Hazard.

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 is required to be given to setbacks. Refer discussion below.
Port Douglas Craiglie Local Plan Code	Applies	Complies with all applicable Acceptable Outcomes.
Acid Sulfate Soils Overlay Code	Not Applicable	No excavation is proposed as part of this application.
Bushfire Hazard Overlay Code	Applies	Complies with all applicable Acceptable Outcomes.
Flood and Storm Tide Hazard Overlay Code	Applies	Consideration is required to be given to the applicable finished floor level. Refer discussion below.
Dual Occupancy Code	Applies	Consideration is required to be given to setbacks, fencing, driveway width and service facilities. Refer discussion below.
Access, Parking and Servicing Code	Applies	Consideration is required to be given to car parking provision. Refer discussion below.

A detailed assessment of the proposed development against the applicable codes is provided in [Appendix 3](#).

### 6.1.1 Statement of Compliance – Benchmark Assessment

#### 6.1.1.1 Setbacks

The proposed development would involve the construction of a car port on the front boundary and a verandah within 6 metres of the front boundary. The verandah and car port would be open structures and with the car port enclosed by an automatic sliding gate with a height consistent with the proposed front boundary fencing of 1.8 metres.

The proposed setbacks are not inconsistent with the character of residential neighbourhoods within Port Douglas with many residences having open car ports built to the front boundary and with front boundaries dominated by substantial fencing. Within Trochus Close, at the corner of Trochus Close and Reef Street, the premises is built within close proximity of the street front and has a double enclosed garage built to the Trochus Close boundary; 1 Trochus Close has a carport constructed to the front boundary with a boundary fence of 1.8 metres; 8 Trochus Close has a shade sail operating as a car port built to the front boundary; and, a substantial shade structure is built to the front boundary at 11 Trochus Close.

The drainage issues within Port Douglas are also well known within Port Douglas and are further exacerbated on this site, which slopes gently to the rear making discharge to the kerb difficult. The location of the proposed car port would reduce reliance on a lengthy driveway providing an impervious surface at ground level that would increase run-off and drainage concerns. The car port in its proposed location would allow for drainage directly to the street and would maximise the impervious surface and the sites natural drainage. The location of the carport on the front boundary is supported by an Hydraulic Engineers report, dated 21 February 2019 and attached at [Appendix 4](#).

The proposed front setback would be consistent with the character of the neighbourhood and maintain and improve the existing streetscape with the refurbished development having a positive influence on the visual amenity of the area.

The side setbacks exist at 1.5 metres and it is proposed to improve the tropical design of the development by increasing the eaves, resulting in reduced side setbacks of 910mm and 1m to outermost projection whilst retaining the existing setback to wall. The development is a single storey building and the proposed eave extension would not adversely affect the daylight access or privacy of adjoining properties.

Whilst the proposed development does not satisfy the applicable Acceptable Outcomes, it is considered that the proposed development would satisfy the Associated Performance Outcomes.

### ***6.1.1.2 Finished Floor Level***

The Acceptable Outcomes of the current Flood and Storm Tide Hazard Overlay Code require development to be built at a higher floor level than the existing development. To be consistent with the existing development, which is to be retained, it is proposed that the additions have a finished floor level consistent with the finished floor level of the existing development. This approach would not compromise the existing safety of any persons or increase damage to buildings or adversely affect the existing amenity, disruption to residents, increase recovery time or rebuilding and restoration costs.

It is considered that the proposed development is able to satisfy the applicable Performance Outcomes.

### ***6.1.1.3 Recreation Area and Boundary Fencing***

The proposed development would provide the principal recreation area within the front boundary setback and would provide 1.8 metre high fencing to the road frontage consisting of pillars and batten infill panels.

The fencing is consistent with existing fencing in the locality and would maintain and enhance the amenity whilst protecting privacy and providing for casual surveillance.

It is considered that the design approach is consistent with encouraging an active street front and preserving the amenity of the area.

### ***6.1.1.4 Vehicle Access***

It is proposed to provide car ports on the front boundary with a resultant driveway width of 5.8 metres. The car ports would be secured behind an automatic sliding gate and fence and would be located with convenient access to the dwelling units.

The site is not located on a sub arterial road, where vehicles are required to enter and exit in a forward gear and the proposed driveway width is not inconsistent with double driveways associated with detached dwellings. There are 4 driveways in Trochus Close that exceed the 3.6 metres in width and the proposed wider driveway would not be inconsistent with the existing streetscape.

The proposed driveway and vehicle access are considered consistent with the performance outcomes of the relevant codes.

### ***6.1.2.5 Service Facilities***

Each dwelling would be provided with a garden shed to provide for the storage of garden maintenance and other items. The garden shed would be 3.0m<sup>2</sup> which is considered more than sufficient to store the anticipated items and is greater than currently provided with the existing application.

Whist not satisfying the relevant Acceptable Outcome, the proposal is considered to be

consistent with the Performance Outcomes.

### *6.1.2.2 Car Parking Provision*

The existing approval required the provision of a single parking space per dual occupancy and the proposed change would retain this car parking provision.

The Planning Act requires the Council to have regard to existing approvals and to consider these approvals when determining applications for minor modification. Consequently, whilst the current planning scheme requires the provision of two spaces per dwelling the provision of one space per dwelling has already been accepted.



## 7.0 Summary and Conclusion

This report has been prepared in behalf of Peter and Tracy Lewis in support of a Change Application to Douglas Shire Council for the change to an existing Dual Occupancy approval on land 5 Trochus Close, Port Douglas, and described as Lot 0-2 on SP248510.

The application site comprises three community title allotments and contains a total area of 815m<sup>2</sup> with frontage to Trochus Close of approximately 25 metres. It has been developed for the purpose of a dual occupancy with each unit containing three bedrooms and a single integrated garage. No other car parking is provided on the site.

The dual occupancy has the benefit of a council approval, which was granted in the late 1980's.

The area containing the site is characterised by single detached dwellings and minor multiple dwelling developments.

It is proposed to retain, refurbish and extend the existing development as follows:

- Conversion of the existing garages to kitchens for each unit;
- Undertake a rear extension to one of the units to provide an additional bedroom;
- Provide a front verandah to each unit;
- Provide each unit with a separate swimming pool and private recreation area;
- Provide two new car parking spaces on the front boundary; and
- Undertake other landscaping and improvement works include a new front fence.

Pursuant to Section 81 of the Planning Act 2016, the application is required to be assessed having regard to the matters that applied at the time the development application was made and may consider the matters that apply when the change application is made. In this instance it is considered appropriate to consider the requirements of the current Douglas Shire Planning Scheme in determining the application.

The proposed change is considered to be consistent with relevant Assessment Benchmarks contained within the Douglas Shire Planning Scheme. The changed development is considered to be consistent in terms of scale and intensity to other forms of development in the locality and the site can contain the change without adverse impact on the amenity of the area.

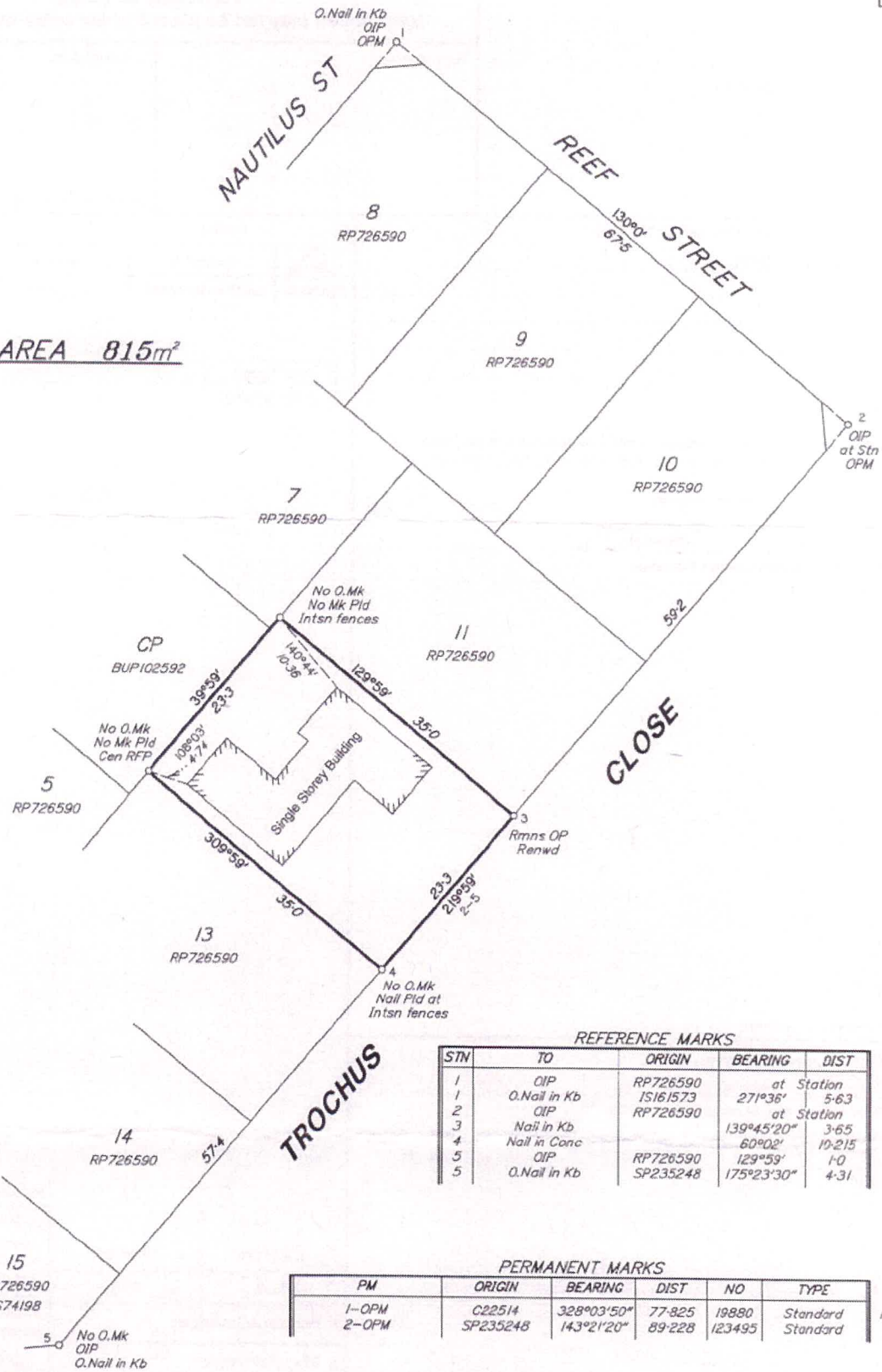
The application is submitted for approval, subject to reasonable and relevant conditions.

## Appendix 1.

# CERTIFICATE OF TITLE

SURVEY PLAN

BASE PARCEL AREA 815m<sup>2</sup>



REFERENCE MARKS

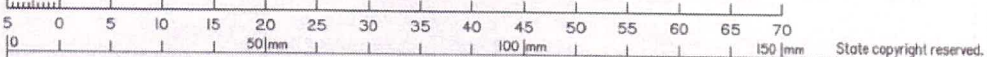
STN	TO	ORIGIN	BEARING	DIST
1	OIP	RP726590	at Station	
1	O.Nail in Kb	1S161573	271°36'	5.63
2	OIP	RP726590	at Station	
3	Nail in Kb		139°45'20"	3.65
4	Nail in Conc		60°02'	10.215
5	OIP	RP726590	129°59'	1.0
5	O.Nail in Kb	SP235248	175°23'30"	4.31

PERMANENT MARKS

PM	ORIGIN	BEARING	DIST	NO	TYPE
1-OPM	C22514	328°03'50"	77.825	19880	Standard
2-OPM	SP235248	143°21'20"	89.228	123495	Standard

N & C

Scale 1: 500 - Lengths are in Metres.



CHARLES O'NEILL PTY. LTD., ACN 010 329 174  
hereby certify that the land comprised in this plan was surveyed by the corporation, by Lloyd Raymond GILBERT, Registered Surveying Associate, for whose work the corporation accepts responsibility, under the supervision of Grant Harold PHILLIPS, Cadastral Surveyor and that the plan is accurate, that the said survey was performed in accordance with the Survey and Mapping Infrastructure Act 2003 and Surveyors Act 2003 and associated Regulations and Standards and that the said survey was completed on 11/09/2011

Charles Edward O'Neill,  
Director  
Julie Anne O'Neill,  
Director  
Date: 14/9/2011

Plan of Lots 1, 2 & Common Property

Cancelling Lot 12 on RP726590

PARISH: SALISBURY COUNTY: Solander

Meridian: RP726590

F/N's: No

Scale: 1: 500

Format: BUILDING



SP248510

Plan Status:

**WARNING : Folded or Mutilated Plans will not be accepted.  
Plans may be rolled.  
Information may not be placed in the outer margins.**

(Dealing No.)

Registered

5. Lodged by

(Include address, phone number, reference, and Lodger Code)

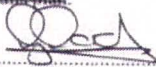
1. Certificate of Registered Owners or Lessees.

1/Wc JAMES GARY LORD

(Names in full)

\* as Registered Owners of this land agree to this plan and dedicate the Public Use Land as shown hereon in accordance with Section 50 of the Land Title Act 1994.

~~\* as Lessees of this land agree to this plan~~



Signature of \* Registered Owners \* Lessees

\* Rule out whichever is inapplicable

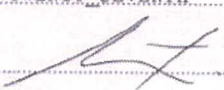
2. Local Government Approval.

\* CAIRNS REGIONAL COUNCIL

hereby approves this plan in accordance with the :

% Integrated Planning Act 1997

Local Government (Planning & Environment) Act 1990

Dated this TWENTY SEVENTH day of OCTOBER 2011  
 #  
 DELEGATED OFFICER  
 KELLY REASTON, MANAGER  
 DEVELOPMENT ASSESSMENT

\* Insert the name of the Local Government. % Insert Integrated Planning Act 1997 or  
 # Insert designation of signatory or delegation Local Government (Planning & Environment) Act 1990

3. Plans with Community Management Statement :

CMS Number :

Name : 5 Trochus Court CTS

4. References :

Dept File :  
 Local Govt : 8/3/213  
 Surveyor : 8275 LOR

Existing		Created				
Title Reference	Description	New Lots	Road	Emts	Cov.	Profit a prendre
20937126	Lot 12 on RP726590	1,2 & CP				

MORTGAGE ALLOCATIONS

Mortgage	Lots Fully Encumbered	Lots Partially Encumbered
710630979	1 & 2	

1,2 & CP	Por. 46
Lots	Orig

7. Portion Allocation :

a. Map Reference :  
7964-11113

9. Locality :  
PORT DOUGLAS

10. Local Government :  
CAIRNS REGIONAL COUNCIL

11. Passed & Endorsed :

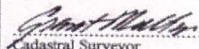
By : CHARLES O'NEILL PTY LTD.  
 AGN 010 329 174  
 Date : 15/9/11  
 Signed :   
 Designation : Cadastral Surveyor

No Development Approval Necessary

12. Building Format Plans only.

I certify that :  
 \* As far as it is practical to determine, no part of the building shown on this plan encroaches onto adjoining lots or road;

~~\* Part of the building shown on this plan encroaches onto adjoining lots and road~~

 \* 15/9/11  
 Cadastral Surveyor \* Date

13. Lodgement Fees :

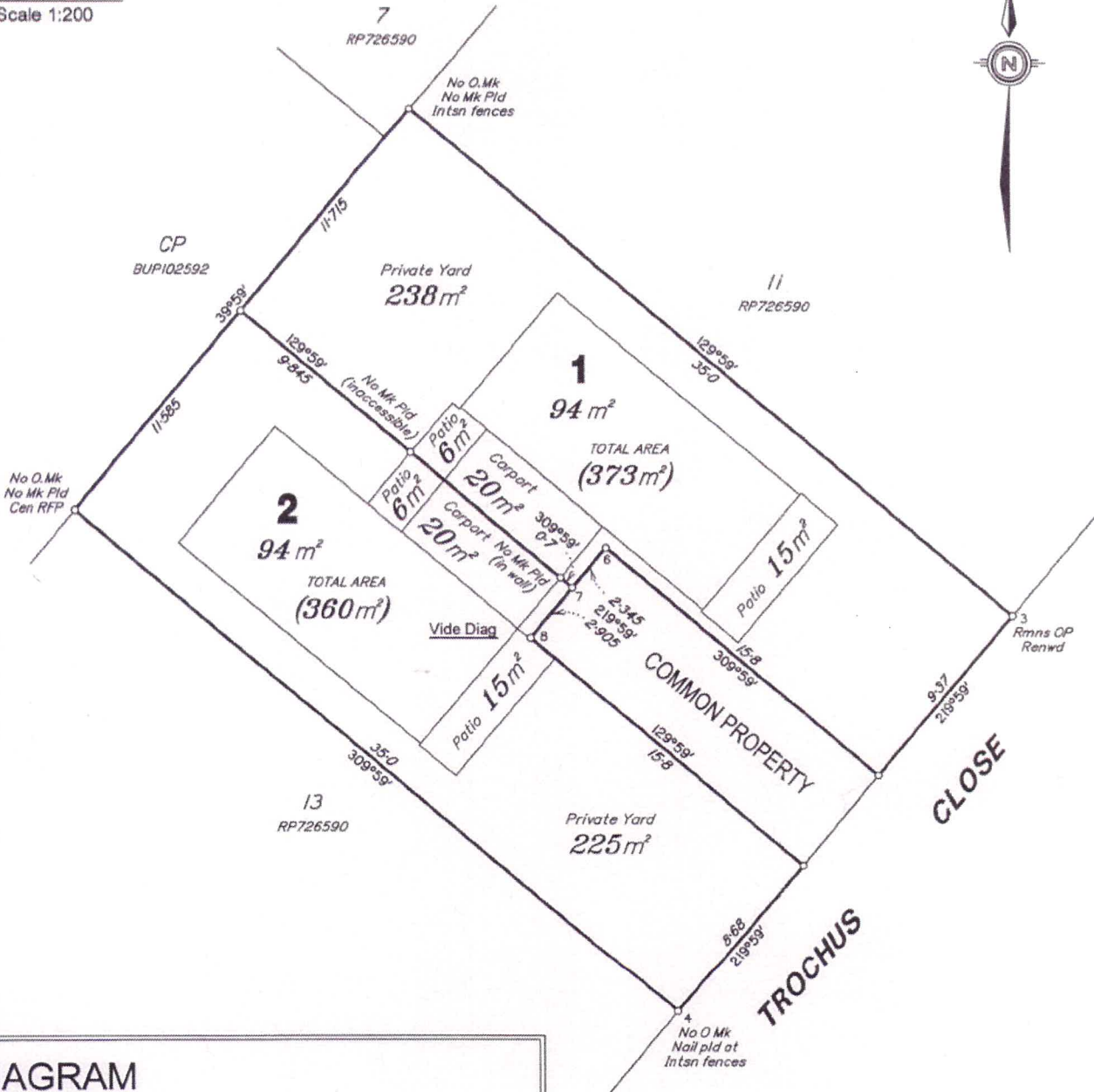
Survey Deposit \$ .....  
 Lodgement \$ .....  
 ..... New Titles \$ .....  
 Photocopy \$ .....  
 Postage \$ .....  
 TOTAL \$ .....

14. Insert Plan Number  
**SP248510**

CO110453

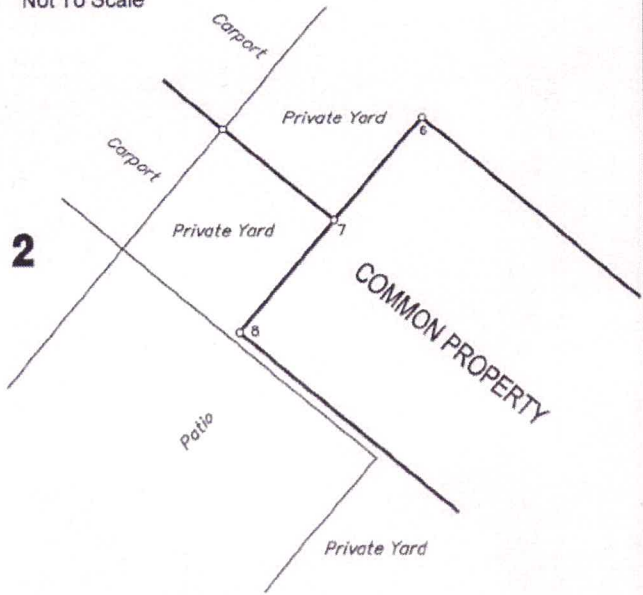
# LEVEL A

Scale 1:200



## DIAGRAM

Not To Scale



Peg placed at all new corners of Private Yards, unless otherwise stated.

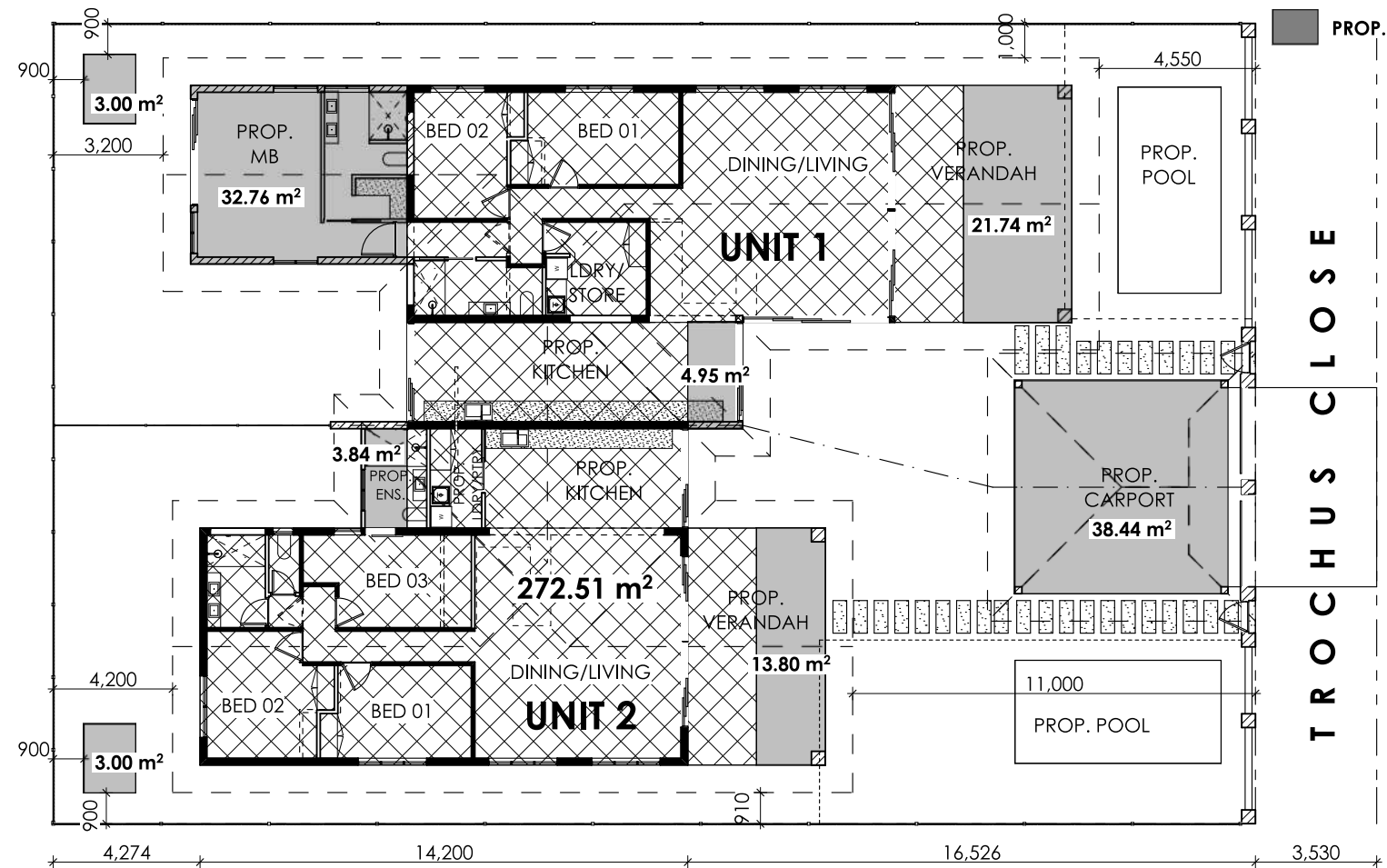
Nail placed in Conc at Stns 6-8.

State copyright reserved.

Insert Plan Number **SP248510**

## Appendix 2.

# PROPOSAL PLANS

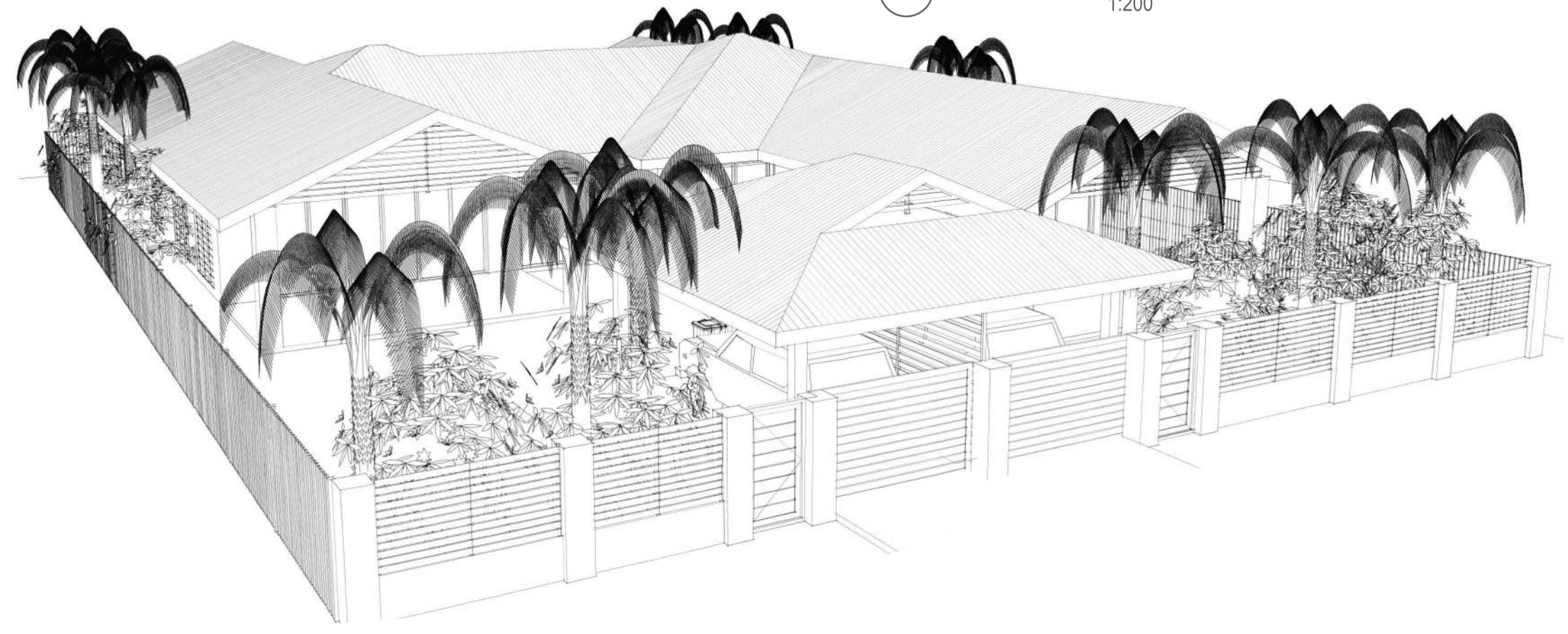


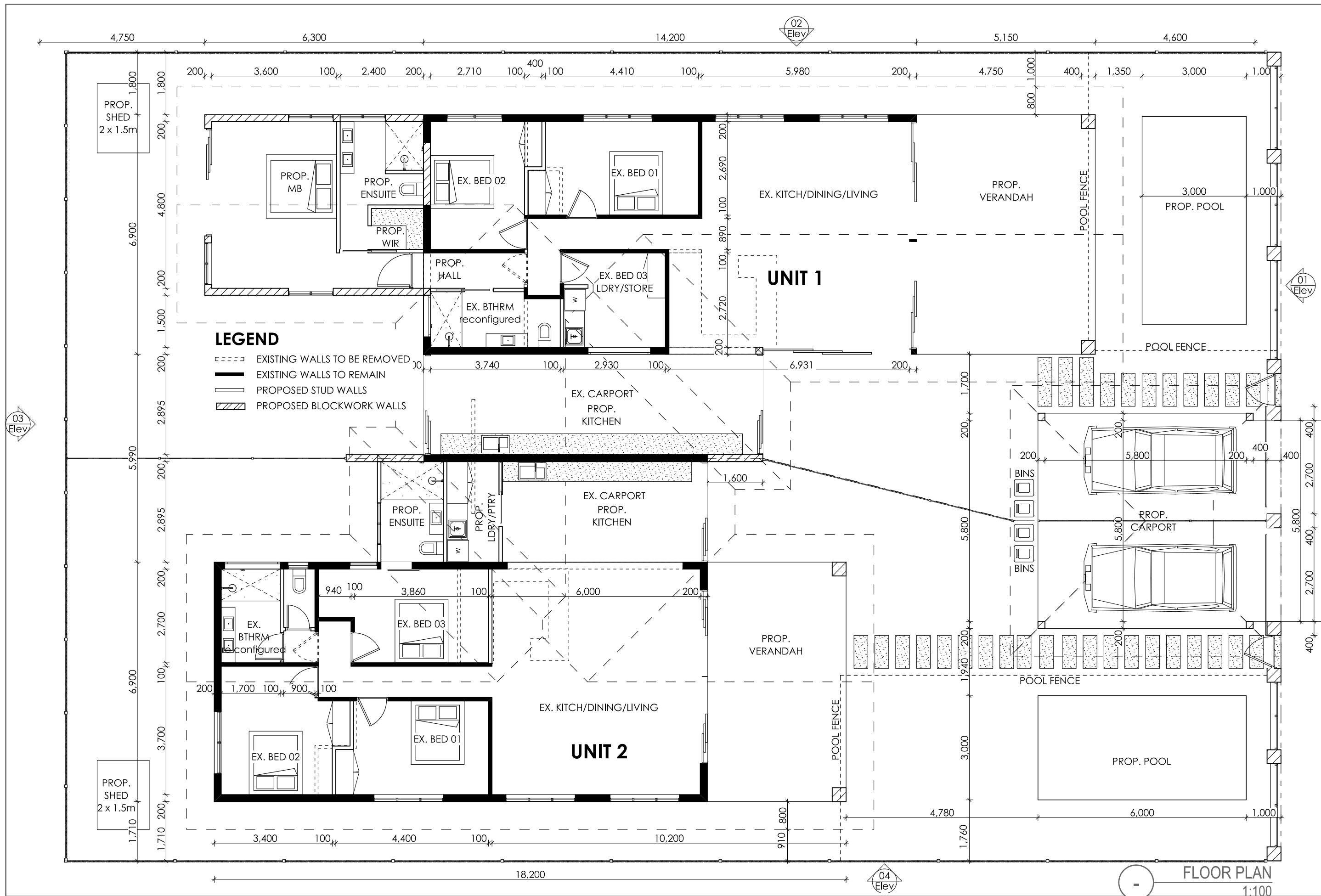
PROP. ADDITIONAL AREA

AREAS	
EXISTING BUILDING	272.51 m <sup>2</sup>
ADDITIONAL AREAS	121.53 m <sup>2</sup>
<b>TOTAL</b>	<b>394.04 m<sup>2</sup></b>

<b>SITE AREA</b>	815 m <sup>2</sup>
<b>SITE COVERAGE</b>	48.3 %

○ SITE & AREA PLAN  
1:200

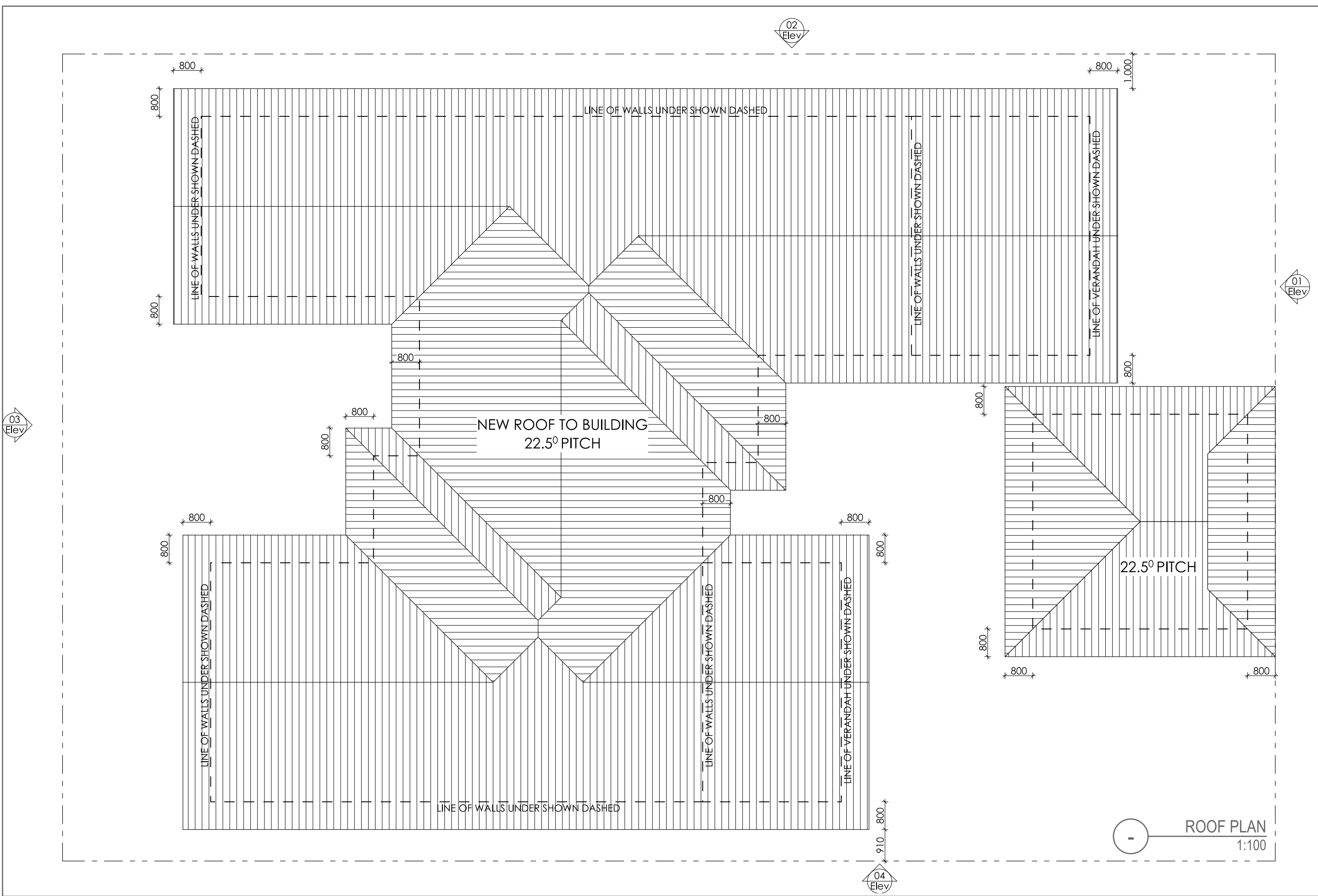




REV E  
A3 SHEET

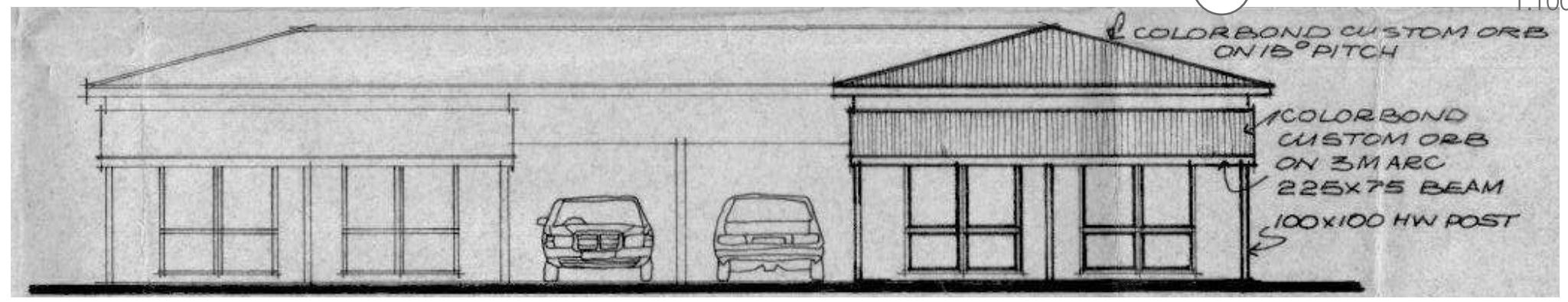
14/02/2019



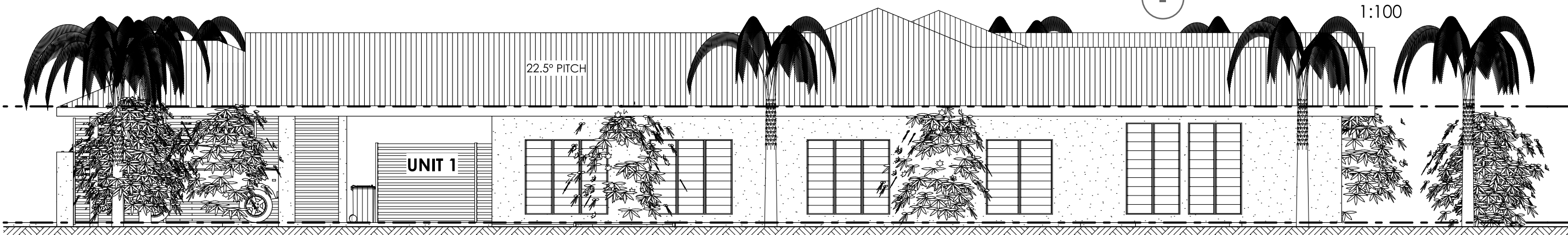




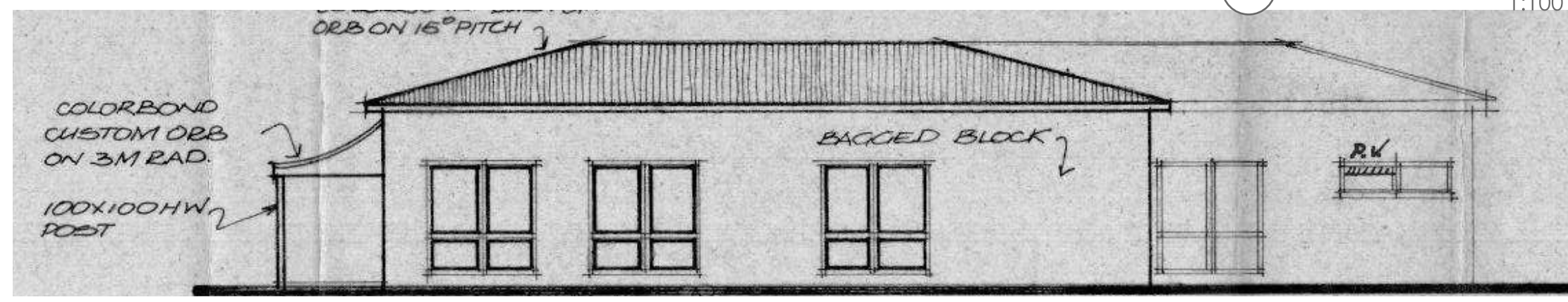
PROPOSED ELEV 01  
1:100



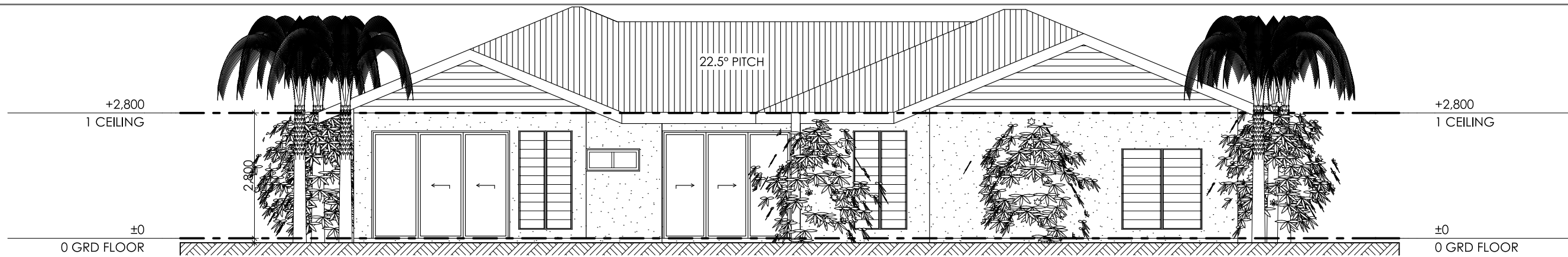
EXISTING ELEVATION 01  
1:100



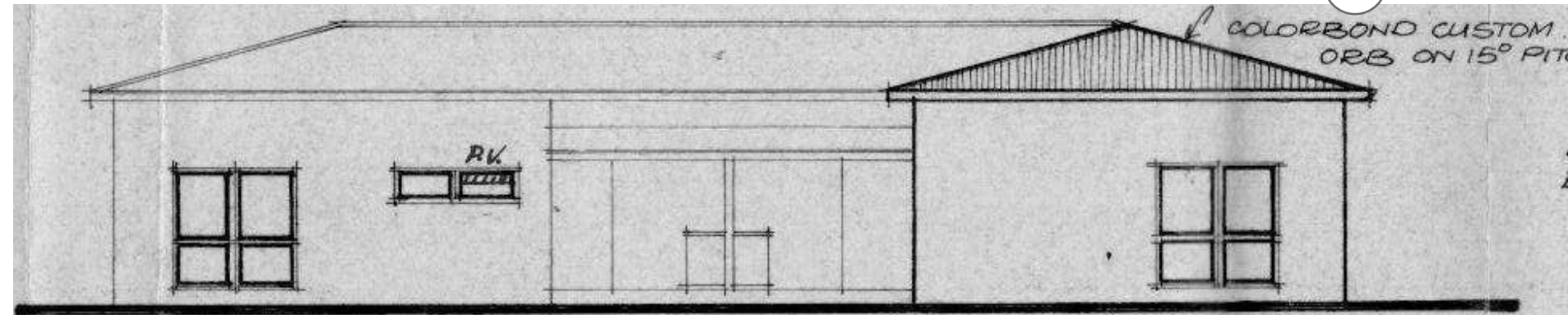
PROPOSED ELEV 02  
1:100



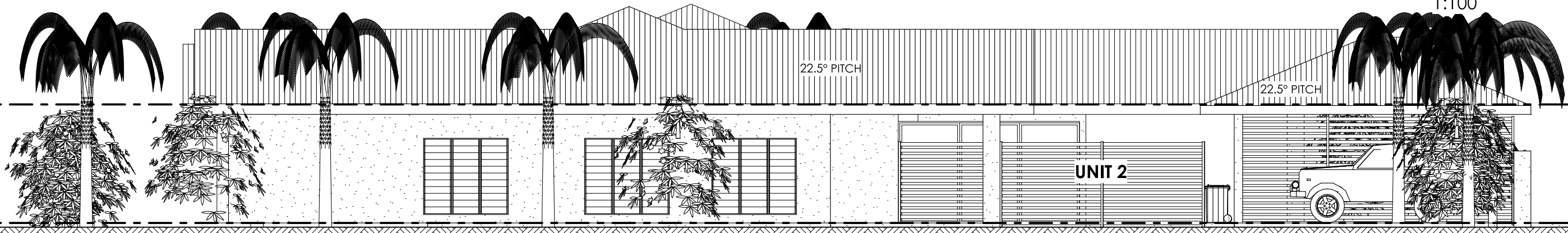
EXISTING ELEVATION 02  
1:100



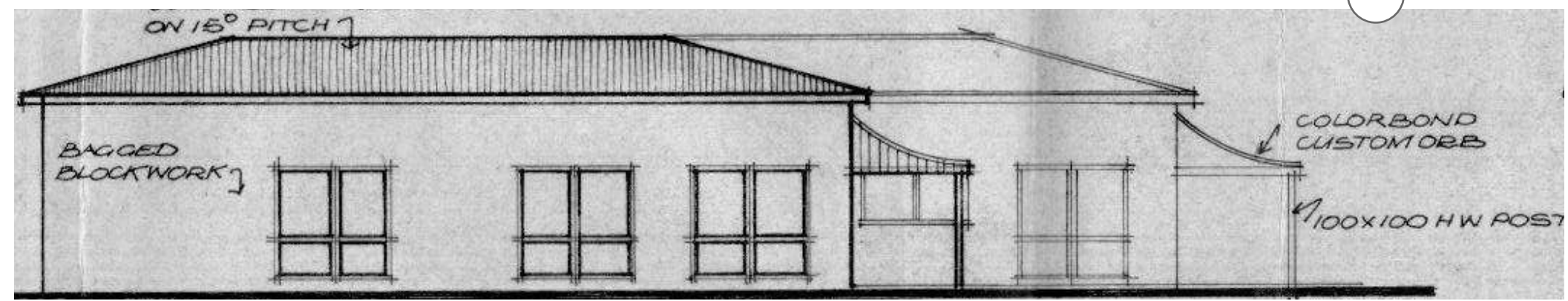
PROPOSED ELEV 03  
1:100



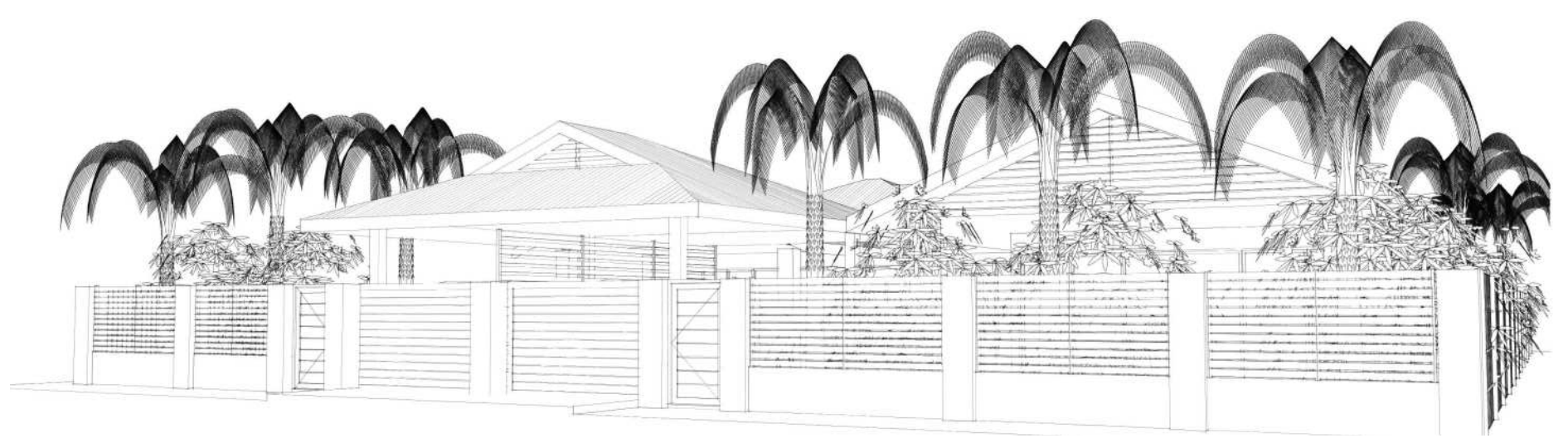
EXISTING ELEVATION 03  
1:100



PROPOSED ELEV 04  
1:100



EXISTING ELEVATION 04  
1:100



## 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
<b>For self-assessable and assessable development</b>		
<b>PO1</b> The height of all buildings and structures must be in keeping with the residential character of the area.	<b>AO1</b> Buildings and structures are not more than 8.5 metres and two storeys in height. Note – Height is inclusive of the roof height.	<b>Complies with AO1</b> There would be no increase in height above the existing development on the site.



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Performance outcomes	Acceptable outcomes	Compliance
<b>Setbacks (other than for a dwelling house)</b>		
<p><b>PO2</b></p> <p>Buildings are setback to:</p> <ul style="list-style-type: none"> <li>(a) maintain the character of residential neighbourhoods;</li> <li>(b) achieve separation from neighbouring buildings and from road frontages;</li> <li>(c) maintain a cohesive streetscape;</li> <li>(d) provide daylight access, privacy and appropriate landscaping.</li> </ul>	<p><b>AO2</b></p> <p>Buildings are setback:</p> <ul style="list-style-type: none"> <li>(a) a minimum of 6 metres from the main street frontage;</li> <li>(b) a minimum of 4 metres from any secondary street frontage;</li> <li>(c) 4.5 metres from a rear boundary;</li> <li>(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</li> </ul>	<p><b>Complies with PO2</b></p> <p>The proposed development would involve the construction of a car port on the front boundary and a verandah within 6 metres of the front boundary.</p> <p>The verandah and car port would be open structures and with the car port enclosed by an automatic sliding gate with a height consistent with the proposed front boundary fencing of 1.8 metres.</p> <p>The proposed setbacks is not inconsistent with the character of residential neighbourhoods with many residences having open car ports built to the front boundary and with front boundaries dominated by substantial fencing.</p> <p>Within Trochus Close, at the corner of Trochus Close and Reef Street, the premises is built within close proximity of the street front and has a</p>





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Performance outcomes	Acceptable outcomes	Compliance
		<p>double enclosed garage built to the Trochus Close boundary; 1 Trochus Close has a carport constructed to the front boundary with a boundary fence of 1.8 metres; 8 Trochus Close has a shade sail operating as a car port built to the front boundary; and, a substantial shade structure is built to the front boundary at 11 Trochus Close.</p> <p>The proposed front setback would be consistent with the character of the neighbourhood, would achieve suitable separation of buildings, maintain the existing streetscape and provide suitable daylight access.</p> <p>The side setbacks exist at 1.5 metres and it is proposed to improve the tropical design of the development by increasing the eaves and resulting in side setbacks of 910mm and 1m to outermost projection and retaining the exiting setback to wall. The development is a single storey building and the proposed eave extension</p>



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Performance outcomes	Acceptable outcomes	Compliance
		<p>would not adversely affect the daylight access or privacy of adjoining properties.</p> <p>The proposed development is considered to comply with Performance Outcome PO2.</p>
<b>Site Coverage</b>		
<p><b>PO3</b></p> <p>The site coverage of all buildings does not result in a built form that is bulky or visually obtrusive.</p>	<p><b>AO3</b></p> <p>The site coverage of any building is limited to 50%.</p>	<p><b>Complies with AO3</b></p> <p>The site cover would be approximately 48%.</p>
<b>For assessable development</b>		
<p><b>PO4</b></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><b>AO4</b></p> <p>Uses identified in Table 6.2.7.3.b are not established in the Low-medium density residential zone.</p>	<p><b>Complies with AO4</b></p> <p>The use is not identified as being inconsistent.</p>
<p><b>PO5</b></p>	<p><b>AO5</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Complies with AO5</b></p>



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Performance outcomes	Acceptable outcomes	Compliance
<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>The proposal is the extension of an existing dual occupancy development. It does not result in the introduction of a new use or adverse impacts on the natural characteristics of the site.</p>
<p><b>PO6</b></p> <p>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.</p>	<p><b>AO6</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Complies with AO6</b></p> <p>The proposal would not introduce any new impacts above those associated with the existing development and use.</p>
<p><b>PO7</b></p> <p>New lots contain a minimum area of 450m<sup>2</sup></p>	<p><b>AO7</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>No new lots are proposed.</p>
<p><b>PO8</b></p> <p>New lots have a minimum road frontage of 15 metres</p>	<p><b>AO8</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>No new lots are proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<b>PO9</b> New lots contain a 20 metre x 15 metre rectangle	<b>AO9</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b> No new lots are proposed.

**Table 6.2.7.3.b — Inconsistent uses within the Low-medium density residential zone**

Inconsistent uses		
<ul style="list-style-type: none"> <li>• Adult store</li> <li>• Agricultural supplies store</li> <li>• Air services</li> <li>• Animal husbandry</li> <li>• Aquaculture</li> <li>• Bar</li> <li>• Brothel</li> <li>• Bulk landscape supplies</li> <li>• Car wash</li> <li>• Club</li> <li>• Crematorium</li> <li>• Cropping</li> <li>• Detention facility</li> <li>• Emergency services</li> <li>• Extractive industry</li> <li>• Food and drink outlet</li> <li>• Function facility</li> </ul>	<ul style="list-style-type: none"> <li>• Hospital</li> <li>• Hotel</li> <li>• Indoor sport and recreation</li> <li>• Intensive animal industry</li> <li>• Intensive horticulture</li> <li>• Landing</li> <li>• Low impact industry</li> <li>• Major electricity infrastructure</li> <li>• Major sport, recreation and entertainment facility</li> <li>• Marine industry</li> <li>• Medium impact industry</li> <li>• Motor sport facility</li> <li>• Nature based tourism</li> <li>• Nightclub entertainment facility</li> <li>• Non-resident workforce accommodation</li> <li>• Office</li> </ul>	<ul style="list-style-type: none"> <li>• Permanent plantation</li> <li>• Port services</li> <li>• Renewable energy facility</li> <li>• Research and technology industry</li> <li>• Resort complex</li> <li>• Roadside stall</li> <li>• Rooming accommodation</li> <li>• Rural industry</li> <li>• Rural workers accommodation</li> <li>• Service industry</li> <li>• Shop</li> <li>• Shopping Centre</li> <li>• Showroom</li> <li>• Special industry</li> <li>• Theatre</li> <li>• Transport depot</li> <li>• Veterinary services</li> </ul>



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<ul style="list-style-type: none"><li>• Funeral parlour</li><li>• Garden centre</li><li>• Hardware and trade supplies</li><li>• High impact industry</li></ul>	<ul style="list-style-type: none"><li>• Outdoor sales</li><li>• Outstation</li><li>• Parking station</li></ul>	<ul style="list-style-type: none"><li>• Warehouse</li><li>• Wholesale nursery</li><li>• Winery</li></ul>
--	--	--

Note – This table does not imply that all other uses not listed in the table are automatically consistent uses within the zone. Assessable development must still demonstrate consistency through the assessment process.



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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



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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.

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.



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### 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
- (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) Craigie will develop as an integrated residential community with some low scale tourism development opportunities in appropriate locations. Craigie 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.





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- (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
    - (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:.



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- (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;
  - (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;



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- (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;



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- (l) the functionality of the Balley Hooley tourist rail is retained.

### **Sub-precinct 1c – Waterfront South sub-precinct**

- (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:



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- (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**

- (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:



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- (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;
- (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;



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- (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**

Performance outcomes	Acceptable outcomes	Compliance
<b>For self-assessable and assessable development</b>		
<b>Development in the Port Douglas / Craiglie local plan area generally</b>		
<b>PO1</b> Pedestrians, cyclists, motorists and public transport users can easily move into and through the precinct along planned connectivity routes,	<b>AO1</b> A pedestrian and cycle movement network is integrated and delivered through development.	<b>Complies with AO1</b> The proposed development would not affect existing pedestrian and cycle movement networks.





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Performance outcomes	Acceptable outcomes	Compliance
<p>identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2.</p>		
<p><b>PO2</b></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 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>	<p><b>AO2.1</b></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> <ul style="list-style-type: none"> <li>(a) the tree covered backdrop of Flagstaff Hill;</li> <li>(b) natural vegetation along watercourses, in particular the Mowbray River, Beor Creek and Dickson Inlet;</li> <li>(c) the tidal vegetation along the foreshore;</li> <li>(d) beachfront vegetation along Four Mile Beach, including the fringe of Coconut Palms;</li> <li>(e) the oil palm avenues along the major roads;</li> </ul>	<p><b>Not Applicable</b></p> <p>The site does not contain and elements identified on the Townscape Plan map and is not considered to contain any significant vegetation.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	(f) the lush landscaping within major roundabouts at key nodes; (g) Macrossan Street and Warner Street; (h) Port Douglas waterfront.	
	<b>AO2.2</b> Development protects and does not intrude into important views and vistas as identified on the Port Douglas Townscape Plan map contained in Schedule 2, in particular: (a) Flagstaff Hill; (b) Four Mile Beach; (c) Across to the ranges over Dickson Inlet; (d) Mowbray Valley.	<b>Not Applicable</b> The site is not within the Port Douglas Townscape area.
	<b>AO2.3</b>	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
	Important landmarks, memorials and monuments are retained.	The site does not contain any landmarks, memorials or monuments.
<p><b>PO3</b></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><b>AO3</b></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 and design elements that enhance the sense of arrival and way finding within the town.</p>	<p><b>Not Applicable</b></p> <p>The site is not adjacent a gateway or node.</p>
<p><b>PO4</b></p> <p>Landscaping of development sites complements the existing tropical character of Port Douglas and Craiglie.</p>	<p><b>AO4</b></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><b>Complies with AO4</b></p> <p>The site contains an existing dual occupancy that would be extended as part of this proposal. Landscaping would be consistent with the tropical character of Port Douglas and screening of the development would be achieved by a combination of soft landscaping and hard landscaping features.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO5</b></p> <p>Development does not compromise the safety and efficiency of the State-controlled road network.</p>	<p><b>A05</b></p> <p>Direct access is not provided to a State-controlled road where legal and practical access from another road is available.</p>	<p><b>Complies with A05</b></p> <p>The access to the site would be as existing from a local road.</p>
<p><b>For assessable development</b></p>		
<p><b>Additional requirements in Precinct 1 – Port Douglas precinct</b></p>		
<p><b>PO6</b></p> <p>The views and vistas identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2 are maintained.</p>	<p><b>A06.1</b></p> <p>Development does not impede continued views to scenic vistas and key streetscapes within the local plan area.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
	<p><b>A06.2</b></p> <p>Unless otherwise specified within this Local Plan, buildings are set back not less than 6 metres from the primary street frontage.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO7</b></p> <p>Vehicle access, parking and service areas:</p> <p>(a) do not undermine the relationship between buildings and street or dominate the streetscape;</p> <p>(b) are designed to minimise pedestrian vehicle conflict;</p> <p>(c) are clearly identified and maintain ease of access at all times.</p>	<p><b>A07.1</b></p> <p>For all buildings, parking is:</p> <p>(a) to the side of buildings and recessed behind the main building line; or</p> <p>(b) behind buildings; or</p> <p>(c) wrapped by the building façade, and not visible from the street.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
	<p><b>A07.2</b></p> <p>Ground level parking incorporates clearly defined pedestrian routes.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
	<p><b>A07.3</b></p> <p>Any porte-cocheres, disabled and pedestrian accesses are accommodated within the boundary of new or refurbished development.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p><b>A07.4</b></p> <p>Where the development is an integrated mixed-use development incorporating short term accommodation or multiple dwellings and either food and drink outlet or hotel or shop or shopping centre or office, on-site parking spaces are provided as per the number prescribed in the Parking and access code with a relaxation of 30% of spaces required for the non-residential uses.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
	<p><b>A07.5</b></p> <p>On-site car parking available for public use is clearly signed at the site frontage.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
	<p><b>A07.6</b></p> <p>Boom gates, pay machines or other regulatory devices to control access to a publicly available car parking area are not constructed or installed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO8</b></p> <p>Precinct 1 – Port Douglas precinct is not characterised by a proliferation of advertising signs.</p>	<p><b>A08</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>Additional requirements for Sub-precinct 1a – Town Centre sub-precinct</b></p>		
<p><b>PO9</b></p> <p>Building heights:</p> <p>(a) do not overwhelm or dominate the town centre;</p> <p>(b) respect the desired streetscape;</p> <p>(c) ensure a high quality appearance when viewed from both within the town centre sub-precinct and external to the town centre sub-precinct;</p>	<p><b>A09</b></p> <p>Buildings and structures are not more than 3 storeys and 13.5 metres in height, with a roof height of not less than 3 metres.</p> <p>Note – Height is inclusive of the roof height.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(d) remain subservient to the natural environment and the backdrop of Flagstaff Hill.</p> <p>(e) do not exceed 3 storeys.</p>		
<p><b>PO10</b></p> <p>Building design, the streetscape, pedestrian paths and street front spaces promote integration with the surrounding area and the rest of Precinct 1 – Port Douglas Precinct.</p>	<p><b>AO10</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO11</b></p> <p>Buildings:</p> <p>(a) address street frontages;</p> <p>(b) ensure main entrances front the street or public spaces;</p> <p>(c) do not focus principally on internal spaces or parking areas.</p>	<p><b>AO11</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>





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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO12</b></p> <p>Setbacks at ground level provide for:</p> <ul style="list-style-type: none"> <li>(a) connection between pedestrian paths and public places;</li> <li>(b) areas for convenient movement of pedestrians;</li> <li>(c) changes in gradient of the street.</li> </ul>	<p><b>AO12</b></p> <p>Setbacks at ground level:</p> <ul style="list-style-type: none"> <li>(a) are clear of columns and other obstructions;</li> <li>(b) have pavement matching the gradient of adjoining footpaths and connecting pedestrian areas on adjoining sites;</li> <li>(c) connect without any lip or step to adjoining footpaths.</li> </ul>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>AO13</b></p> <p>Buildings do not result in a reduction of views and vistas from public places to:</p> <ul style="list-style-type: none"> <li>(a) Flagstaff Hill;</li> <li>(b) Dickson Inlet;</li> <li>(c) public open space;</li> <li>(d) places of significance.</li> </ul>	<p><b>AO13</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO14</b></p> <p>Development enhances the distinctive tropical resort town and identity of Port Douglas and encourages pedestrian activity at street level including shade protection across the footpath for the length of the building.</p>	<p><b>AO14</b></p> <p>Development is built up to the street frontage/s at the street level and incorporates a light frame awning, a minimum of 3 metres in width for the length of the street frontage/s;</p> <p>or</p> <p>If a development includes an outdoor dining area at ground/footpath level, the dining area has a maximum setback of 3 metres and the required awning is still maintained along the length of the street frontage/s.</p> <p>Note – PO24 provides more detail on awning design.\</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO15</b></p>	<p><b>AO15.1</b></p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>Development is predominantly commercial in nature with any tourist accommodation having a secondary focus and not located on the street-level frontage where active frontages are encouraged as identified the Port Douglas local plan maps contained in Schedule 2.</p>	<p>Centre activities establish: at street level on active street frontages; a maximum of one level above street level.</p>	
	<p><b>AO15.2</b></p> <p>Any residential development activities or short term accommodation is located above street level of the active frontage, but not on or up to the street frontage in any development, including mixed use development.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO16</b></p> <p>Detailed building design:</p> <p>(a) enhances the visual amenity of the streetscape;</p> <p>(b) has a legible and attractive built form that is visually enhanced by architectural elements;</p>	<p><b>AO16</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(c) contributes to a distinctive tropical north Queensland, seaside tourist town character;</p> <p>(d) integrates major landscaping elements to maximise their aesthetic value to ensure that the lush, vegetated character of the Town Centre sub-precinct is maintained.</p>		
<p><b>PO17</b></p> <p>Buildings exhibit variations to their external appearance and the shape of the built form to provide visual interest through:</p> <p>(a) surface decoration;</p> <p>(b) wall recesses and projections;</p> <p>(c) a variation in wall finishes; windows, balconies, awnings and other visible structural elements.</p> <p>(d) differentiating between the lower, middle and upper parts of the building by varying the</p>	<p><b>AO17</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>façade and/or the shape of the built form, where comprised of more than two storeys.</p>		
<p><b>PO18</b></p> <p>Roofs are not characterised by a cluttered display of plant and equipment, in particular:</p> <p>(a) building caps and rooftops contribute to the architectural distinction of the building and create a coherent roofscape for the Town Centre sub-precinct;</p> <p>(b) service structures, lift motor rooms and mechanical plant and equipment are designed as an architectural feature of the building or are screened from public view;</p> <p>(c) rooftops are not used for advertising.</p>	<p><b>AO18</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>P019</b></p>	<p><b>AO19</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>Windows and sun/rain control devices are used in the building form, in particular, sun shading devices are provided to:</p> <ul style="list-style-type: none"> <li>(a) shade windows;</li> <li>(b) reduce glare;</li> <li>(c) assist in maintaining comfortable indoor temperatures;</li> <li>(d) minimising heat loads;</li> <li>(e) enrich the North Queensland tropical character of the Town Centre sub-precinct;</li> <li>(f) provide architectural interest to building façades.</li> </ul>		
<p><b>PO20</b></p> <p>Buildings are finished with high quality materials, selected for:</p>	<p><b>AO20</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(a) their ability to contribute the character of Town Centre sub-precinct;</p> <p>(b) easy maintenance, durability and an ability not to readily stain, discolour or deteriorate.</p>		
<p><b>PO21</b></p> <p>Buildings do not incorporate any type of glass or other materials that are likely to reflect the sun's rays in a manner that may create a nuisance, discomfort or a hazard.</p>	<p><b>AO21</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO22</b></p> <p>Façades and elevations do not include large blank walls. Openings and setbacks are used to articulate vertical building surfaces.</p>	<p><b>AO22.1</b></p> <p>Development has a maximum length of unbroken building facade of 20 metres and a maximum extent of overall development in the same style/design along the street frontage/s of 40 metres.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p><b>AO22.2</b></p> <p>Any break in the building façade varies the alignment by a 1 metre minimum deviation.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
	<p><b>AO22.3</b></p> <p>A minimum of three of the following building design features and architectural elements detailed below are incorporated to break the extended facade of a development:</p> <ul style="list-style-type: none"> <li>(a) a change in roof profile;</li> <li>(b) a change in parapet coping;</li> <li>(c) a change in awning design;</li> <li>(d) a horizontal or vertical change in the wall plane; or</li> <li>(e) a change in the exterior finishes and exterior colours of the development.</li> </ul>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>





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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO23</b></p> <p>Building facades that face public spaces at ground level:</p> <ul style="list-style-type: none"> <li>(a) complement the appearance of the development and surrounding streetscape;</li> <li>(b) enhance the visual amenity of the public place;</li> <li>(c) include a variety of human scale architectural elements and details;</li> <li>(d) provide an opportunity for the casual and convenient surveillance of public space from within the development.</li> </ul>	<p><b>AO23</b></p> <p>Building facades at the ground floor of development that face public space are designed to ensure:</p> <ul style="list-style-type: none"> <li>(a) a minimum of 70% of the façade area is comprised of windows, wall openings or shop fronts that permit the casual surveillance of the public space from the development;</li> <li>(b) a visually prominent main entrance that faces the principal public place;</li> <li>(c) vertical architectural elements and features are incorporated at 3 metre or less intervals along the length of the façade.</li> </ul>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO24</b></p> <p>Awnings for pedestrian shelter are consistent with the character setting of the Town Centre sub-precinct and:</p>	<p><b>AO24</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(a) extend and cover the footpath to provide protection from the sun and rain;</p> <p>(b) include lighting under the awning;</p> <p>(c) are continuous across the frontage of the site;</p> <p>(d) align to provide continuity with existing or future awnings on adjoining sites;</p> <p>(e) are a minimum of 3.0 metres in width and generally not more than 3.5 metres above pavement height;</p> <p>(f) do not extend past a vertical plane, 1.2 metres inside the kerb-line to enable street trees to be planted and grow;</p> <p>(g) are cantilevered from the main building with any posts within the footpath being non load-bearing.</p>		
<p><b>PO25</b></p>	<p><b>AO25</b></p>	<p><b>Not Applicable</b></p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>Development integrates with the streetscape and landscaping improvements for Port Douglas.</p>	<p>Development fronting Davidson Street, Macrossan Street, Wharf Street, Mowbray Street and Warner Street is designed to integrate with the on-street landscaping and design improvements as outlined within the Port Douglas landscape master plan contained within Planning scheme policy SC6.7 – Landscaping.</p> <p>Note - Planning scheme policy SC6.7 - Landscaping provides guidance on meeting the Performance Outcome.</p>	<p>The site is not in an identified precinct.</p>
<p><b>Additional requirements for Sub-precinct 1b – Waterfront North sub-precinct</b></p>		
<p><b>PO26</b></p> <p>The establishment of uses is consistent with the outcomes sought for sub-precinct 1b – Waterfront North.</p>	<p><b>AO26</b></p> <p>Uses identified as inconsistent uses in Table 7.2.4.4.b – inconsistent uses in sub-precinct 1b – Waterfront North sub-precinct are not established in sub-precinct 1b - Waterfront North.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO27</b></p> <p>The bulk and scale of buildings is consistent with surrounding development and steps down to complement the open space areas in the adjoining limited development sub-precinct.</p>	<p><b>AO27</b></p> <p>Buildings and structures are not more than:</p> <ul style="list-style-type: none"> <li>(a) 3 storeys and 13.5 metres in height , with a roof height of not less than 3 metres, in those parts of the precinct south of Inlet Street;</li> <li>(b) 2 storeys and 8.5 metres in height, with a roof height of not less than 3 metres, in those parts of the precinct north of Inlet Street.</li> </ul> <p>Note – Height is inclusive of roof height.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO28</b></p> <p>Building design, streetscape, pedestrian paths and street front spaces promote integration with the surrounding area and the rest of Precinct 1 – Port Douglas Precinct.</p>	<p><b>AO28</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO29</b></p> <p>Public pedestrian access along the water's edge is maximised.</p>	<p><b>AO29.1</b></p> <p>Public pedestrian access is provided along the frontage of the water's edge consisting of a boardwalk of a minimum width of 4 metres that is available of 24-hour use.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
	<p><b>AO29.2</b></p> <p>A public plaza is incorporated into the design generally reflecting the requirements of the Port Douglas Waterfront Master Plan, focussing in the vicinity of the 'Duck Pond'.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
	<p><b>AO29.3</b></p> <p>Built envelopes are setback a minimum of 3.0 metres from the board walk, with a shelter/shade zone between the building envelopes and the boardwalk consisting of shade structure, canopies, verandahs and the like.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO30</b></p> <p>Buildings:</p> <p>(a) address street frontages;</p> <p>(b) ensure main entrances front the street or public spaces.</p>	<p><b>AO30</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO31</b></p> <p>Setbacks at ground level provide for:</p> <p>(a) connection between pedestrian paths and public places;</p> <p>(b) areas for convenient movement of pedestrians;</p> <p>(c) changes in gradient.</p>	<p><b>AO31</b></p> <p>Setbacks at ground level:</p> <p>(a) are clear of columns and other obstructions;</p> <p>(b) have pavement matching the gradient of adjoining footpaths and connecting pedestrian areas on adjoining sites;</p> <p>(c) connect without any lip or step to adjoining footpaths.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO32</b></p>	<p><b>AO32</b></p>	<p><b>Not Applicable</b></p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p>Buildings do not result in a reduction of views and vistas from public places to:</p> <p>(a) Dickson Inlet;</p> <p>(b) public open space;</p> <p>(c) places of significance.</p>	<p>No acceptable outcomes are prescribed.</p>	<p>The site is not in an identified precinct.</p>
<p><b>PO33</b></p> <p>Development enhances the distinctive tropical resort town and identity of Port Douglas and encourages pedestrian activity at ground level including shade protection across the footpath and open space areas.</p>	<p><b>AO33</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO34</b></p> <p>Development is predominantly commercial in nature with any tourist accommodation having a secondary focus and not located on the street-level frontage where active frontages are</p>	<p><b>AO34.1</b></p> <p>Centre activities establish:</p> <p>(a) at street level on active street frontages;</p> <p>(b) a maximum of one level above street level.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p>encouraged as identified the Port Douglas local plan maps contained in Schedule 2.</p>	<p><b>AO34.2</b></p> <p>Residential development activities or short term accommodation is located above street /ground floor level of the active frontage, but not on or up to the street / public frontage in any development, including mixed use development.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO35</b></p> <p>Detailed building design:</p> <p>(a) enhances the visual amenity of the streetscape;</p> <p>(b) has a legible and attractive built form that is visually enhanced by architectural elements;</p> <p>(c) contributes to a distinctive tropical north Queensland, seaside tourist town character;</p> <p>(d) integrates major landscaping elements to maximise their aesthetic value to ensure that</p>	<p><b>AO35</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>





20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p>the lush, vegetated character of the Waterfront North sub-precinct is maintained.</p>		
<p><b>PO36</b></p> <p>Buildings exhibit variations to their external appearance and the shape of the built form to provide visual interest through:</p> <p>(a) surface decoration;</p> <p>(b) wall recesses and projections;</p> <p>(c) a variation in wall finishes; windows, balconies, awnings and other visible structural elements.</p> <p>(d) differentiating between the lower, middle and upper parts of the building by varying the façade and/or the shape of the built form, where comprised of more than two storeys.</p>	<p><b>AO36</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO37</b></p>	<p><b>AO37</b></p>	<p><b>Not Applicable</b></p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p>Roofs are not characterised by a cluttered display of plant and equipment, in particular:</p> <p>(a) building caps and rooftops contribute to the architectural distinction of the building and create a coherent roofscape for the Waterfront North sub-precinct;</p> <p>(b) service structures, lift motor rooms and mechanical plant and equipment are designed as an architectural feature of the building or are screened from public view;</p> <p>(c) rooftops are not used for advertising.</p>	<p>No acceptable outcomes are prescribed.</p>	<p>The site is not in an identified precinct.</p>
<p><b>PO38</b></p> <p>Windows and sun/rain control devices are used in the building form, in particular, sun shading devices are provided to:</p> <p>(a) shade windows;</p> <p>(b) reduce glare;</p>	<p><b>AO38</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p>(c) assist in maintaining comfortable indoor temperatures;</p> <p>(d) minimising heat loads;</p> <p>(e) enriching the North Queensland tropical character of the Waterfront North sub-precinct;</p> <p>(f) architectural interest to building façades.</p>		
<p><b>PO39</b></p> <p>Buildings are finished with high quality materials, selected for:</p> <p>(a) their ability to contribute the character of Waterfront North sub-precinct;</p> <p>(b) easy maintenance, durability and an ability not to readily stain, discolour or deteriorate.</p>	<p><b>AO39</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO40</b></p>	<p><b>AO40</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
Buildings do not incorporate any type of glass or other materials that are likely to reflect the sun's rays in a manner that may create a nuisance, discomfort or a hazard.		
<b>PO41</b> Façades and elevations do not include large blank walls and openings and setbacks are used to articulate vertical building surfaces.	<b>AO41.1</b> Development has a maximum length of unbroken building facade of 20 metres and a maximum extent of overall development in the same style/design along the street frontage/s of 40 metres.	<b>Not Applicable</b> The site is not in an identified precinct.
	<b>AO41.2</b> Any break in the building façade varies the alignment by a 1 metre minimum deviation.	<b>Not Applicable</b> The site is not in an identified precinct.
	<b>AO41.3</b> A minimum of three of the following building design features and architectural elements	<b>Not Applicable</b> The site is not in an identified precinct.



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
	<p>detailed below are incorporated to break the extended facade of a development:</p> <ul style="list-style-type: none"> <li>(a) a change in roof profile;</li> <li>(b) a change in parapet coping;</li> <li>(c) a change in awning design;</li> <li>(d) a horizontal or vertical change in the wall plane; or</li> <li>(e) a change in the exterior finishes and exterior colours of the development.</li> </ul>	
<p><b>PO42</b></p> <p>Building facades that face public spaces at ground level:</p> <ul style="list-style-type: none"> <li>(a) complement the appearance of the development and surrounding streetscape;</li> <li>(b) enhance the visual amenity of the public place;</li> </ul>	<p><b>AO42</b></p> <p>Building facades at the ground floor of development that face public space are designed to ensure:</p> <ul style="list-style-type: none"> <li>(a) a minimum of 70% of the façade area is comprised of windows, wall openings or shop</li> </ul>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p>(c) include a variety of human scale architectural elements and details;</p> <p>(d) provide an opportunity for the casual and convenient surveillance of public space from within the development.</p>	<p>fronts that permit the casual surveillance of the public space from the development;</p> <p>(b) a visually prominent main entrance that faces the principal public place;</p> <p>(c) vertical architectural elements and features are incorporated at 3 metre or less intervals along the length of the façade.</p>	
<p><b>PO43</b></p> <p>Awnings for pedestrian shelter are consistent with the character setting of the Waterfront North sub-precinct and:</p> <p>(a) extend and cover the footpath to provide protection from the sun and rain;</p> <p>(b) include lighting under the awning;</p> <p>(c) are continuous across pedestrian circulation areas;</p>	<p><b>AO43</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p>(d) align to provide continuity with existing or future awnings on adjoining sites;</p> <p>(e) are a minimum of 3 metres in width and generally not more than 3.5 metres above pavement height;</p> <p>(f) do not extend past a vertical plane, 1.2 metres inside the street kerb-line to enable street trees to be planted and grow;</p> <p>(g) are cantilevered from the main building with any posts within the footpath being non load-bearing.</p>		
<p><b>PO44</b></p> <p>The Balley Hooley rail line and turn-table is retained and incorporated into development and maintains its functionality.</p>	<p><b>AO44.1</b></p> <p>Bally Hooley rail line and turn-table is retained and incorporated into development to maintain its functionality.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
	<p><b>AO44.2</b></p>	<p><b>Not Applicable</b></p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
	Where development provides floor area for the Bally Hooley rail station, the gross floor area of the rail line and station does not generate a requirement for additional vehicle parking.	The site is not in an identified precinct.
<p><b>PO45</b></p> <p>Development recognises the importance of and relationship between the marina, commercial and residential development in the Waterfront North sub-precinct, and includes measures to mitigate the impact of:</p> <p>(a) noise;</p> <p>(b) odour;</p> <p>(c) hazardous materials;</p> <p>(d) waste and recyclable material storage.</p>	<p><b>AO45</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO46</b></p>	<p><b>AO46</b></p>	<p><b>Not Applicable</b></p>





20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p>Formalised public spaces and pedestrian paths/areas on freehold land are made accessible to the public.</p>	<p>No acceptable outcomes are prescribed.</p>	<p>The site is not in an identified precinct.</p>
<p><b>PO47</b></p> <p>Buildings, civic spaces, roads and pedestrian links are enhanced by:</p> <ul style="list-style-type: none"> <li>(a) appropriate landscape design and planting;</li> <li>(b) themed planting that defines entry points, and creates strong ‘entry corridors’ into the waterfront;</li> <li>(c) lighting and well-considered discrete signage that complements building and landscape design;</li> <li>(d) public artwork and other similar features that reflect the heritage and character of the Port Douglas Waterfront.</li> </ul>	<p><b>AO47</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO48</b></p> <p>Buildings are designed and sited to provide vistas along shared pedestrian/open space and movement areas in suitable locations.</p>	<p><b>AO48</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO49</b></p> <p>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, particularly with respect to the slipway operation.</p>	<p><b>AO49</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO50</b></p> <p>Marine infrastructure to service the tourism, fishing and private boating community is provided.</p>	<p><b>AO50</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO51</b></p>	<p><b>AO51</b></p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p>Changes to the Port Douglas Waterfront quay-line do not cause adverse impacts to the environmentally sensitive Dickson Inlet.</p>	<p>Development that results in changes to the Port Douglas Waterfront quay-line is only established where an Ecological assessment report provides support to the changes.</p> <p>Note - Planning scheme policy SC6.8 – Natural environment provides guidance on preparing an ecological assessment report.</p>	
<p><b>Additional requirements for Sub-precinct 1c – Waterfront South sub-precinct</b></p>		
<p><b>PO52</b></p> <p>The establishment of uses is consistent with the outcomes sought for Precinct 1c – Waterfront South.</p>	<p><b>AO52</b></p> <p>Uses identified as inconsistent uses Table 7.2.4.4.c – are not established in Precinct 1c – Waterfront South.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO53</b></p>	<p><b>AO53.1</b></p> <p>An Ecological assessment report is prepared identifying the environmental qualities of the</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p>Development does not adversely impact on the natural environment, natural vegetation or watercourses.</p>	<p>surrounding natural and built features which are to be managed.</p> <p>Note - Planning scheme policy SC6.8 – Natural environment provides guidance on preparing an ecological assessment report.</p>	
	<p><b>AO53.2</b></p> <p>An Environmental Management Plan is prepared to manage potential impacts of the operation of the development on surrounding natural areas.</p> <p>Note - Planning scheme policy SC6.4 – Environmental management plans contains information to demonstrate compliance and guidance on preparing an Environmental Management Plan.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO54</b></p> <p>Development of land at the end of Port Street adjacent to Dickson Inlet incorporates a slipway, or an alternative functioning facility, with capacity</p>	<p><b>AO54</b></p> <p>A master plan for the development is provided and implemented to demonstrate the integration of the slipway, or an alternative functioning facility,</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
to service the Port Douglas marine and tourism industry.	with other supporting service industry activities that service the marine and tourism industry of Port Douglas.	
<p><b>PO55</b></p> <p>Buildings and structures are of a height and are set back from side boundaries and other sensitive areas to ensure the scenic amenity and environmental qualities of the adjacent area are not adversely affected.</p>	<p><b>AO55.1</b></p> <p>Development has a height of not more than 10 metres.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
	<p><b>AO55.2</b></p> <p>Development is setback from all property boundaries not less than 3 metres.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO56</b></p> <p>The site coverage of all buildings and structures ensures development:</p> <p>(a) is sited in an existing cleared area or in an area approved for clearing;</p>	<p><b>AO56</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p>(b) has sufficient area for the provision of services;</p> <p>(c) development does not have an adverse effect on the environmental, habitat, conservation or landscape values of the on-site and surrounding sensitive areas.</p>		
<p><b>PO57</b></p> <p>Premises include adequate provision for service vehicles, to cater for generated demand. Loading areas for service vehicles are designed to:</p> <p>(a) be accommodated on-site;</p> <p>(b) maximise safety and efficiency of loading;</p> <p>(c) protect the visual and acoustic amenity of sensitive land use activities;</p>	<p><b>AO57.1</b></p> <p>Sufficient manoeuvring area is provided on-site to allow a Medium Rigid Vehicle to enter and leave the site in a forward gear.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
	<p><b>AO57.2</b></p> <p>Development is designed to ensure all service vehicles are contained within the site when being loaded/unloaded.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p>(d) minimise adverse impacts on natural characteristics of adjacent areas.</p>	<p><b>AO57.3</b></p> <p>Driveways, parking and manoeuvring areas are constructed and maintained to:</p> <p>(a) minimise erosion from storm water runoff;</p> <p>(b) retain all existing vegetation.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO58</b></p> <p>Development ensures adverse impacts from service vehicles on the road network, external to the site, are minimised.</p>	<p><b>AO58</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO59</b></p> <p>Entry to the site is landscaped to enhance the amenity of the area and provide a pleasant working environment.</p>	<p><b>AO59</b></p> <p>Areas used for loading and unloading, storage, utilities and car parking are screened from public view:</p> <p>(a) by a combination of landscaping and screen fencing;</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
	(b) dense planting along any road frontage is a minimum width of 3 metres.	
<p><b>PO60</b></p> <p>Landscaping is informal in character and complementary to the existing natural environment, provides screening and enhances the visual appearance of the development.</p>	<p><b>AO60</b></p> <p>For any development landscaping is in accordance with the Plant species schedule in Planning scheme policy SC6.7– Landscaping.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>Additional requirements for Sub-precinct 1d – Limited Development sub-precinct</b></p>		
<p><b>PO61</b></p> <p>The height of buildings and structures contributes to the desired form and outcomes for the sub-precinct and are limited to a single storey.</p>	<p><b>AO61</b></p> <p>Buildings and structures are not more than one storey and 4 metres in height.</p> <p>Note - Height is inclusive of the roof height.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>Additional requirements for Sub-precinct 1e – Community and recreation sub-precinct</b></p>		





20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO62</b></p> <p>The precinct is developed for organised sporting activities and other community uses.</p>	<p><b>AO62</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>Additional requirements for Sub-precinct 1f – Flagstaff Hill sub-precinct</b></p>		
<p><b>PO63</b></p> <p>Flagstaff Hill is protected from inappropriate development to protect the hill as an important natural landmark feature of Port Douglas and as a vegetated backdrop to the Town centre.</p>	<p><b>AO63</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
<p><b>PO64</b></p> <p>All development on Flagstaff Hill is designed to minimise the visibility of the development and to ensure development is subservient to the natural landscape and topography of the site, including through:</p>	<p><b>AO64</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
<p>(a) building design which minimises excavation and filling;</p> <p>(b) buildings being designed to step down the site and incorporate foundations and footings on piers or poles;</p> <p>(c) buildings being visually unobtrusive and incorporating exterior finishes and muted colours which are non-reflective and complement the colours of the surrounding vegetation and view-shed;</p> <p>(d) protection of the views from public viewing points in the Port Douglas precinct.</p>		
<p><b>Additional requirements for Precinct 3 – Craiglie Commercial and Light Industry precinct</b></p>		
<p><b>PO65</b></p> <p>Development supports the tourism and marine industries in Port Douglas, along with the small-scale commercial and light industry land uses that</p>	<p><b>AO65</b></p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
support the local economy that would otherwise be better suited to a location outside the Port Douglas Town Centre Precinct.	Development consists of service and light industries and associated small scale commercial activities.	
<p><b>PO66</b></p> <p>Development on lots adjacent to the Captain Cook Highway is sited, designed and landscaped to provide an attractive visual approach to Port Douglas with all buildings, structures and car parking areas setback a sufficient distance from the frontage to enable landscaping to soften or screen the appearance of the development.</p>	<p><b>AO66.1</b></p> <p>Buildings and structures are setback 8 metres from the Captain Cook Highway frontage, or no closer to the Captain Cook Highway frontage than buildings and structures on adjoining sites (averaged), whichever is the greater.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
	<p><b>AO66.2</b></p> <p>The setback area to the Captain Cook Highway frontage is landscaped with advanced dense planting including tree species (100 litre bag stock), which will, at maturity, exceed the height of the building(s) on the site.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>
	<p><b>AO66.3</b></p>	<p><b>Not Applicable</b></p>



20190100 – 5 Trochus Close, Port Douglas

Performance outcomes	Acceptable outcomes	Compliance
	<p>Advertising signs are discreet in appearance with no large advertising signs, including tenancy signs, located on or near the Captain Cook Highway frontage, or within any landscaped setback area</p>	<p>The site is not in an identified precinct.</p>
	<p><b>AO66.4</b></p> <p>Car parking areas, loading and other service areas are designed to be screened from the Captain Cook Highway and are located so as to not be visually prominent from the Captain Cook Highway.</p>	
<p><b>Additional requirements for Precinct 6 – Very Low Residential Density / Low Scale Recreation / Low Scale Educational / Low Scale Entertainment Uses precinct</b></p>		
<p><b>PO67</b></p> <p>No additional lots are created within the precinct.</p>	<p><b>AO67</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO68</b></p> <p>Reconfigured lots have a minimum lot size of 2 hectares, unless the lot reconfiguration transfers lots to the higher parts of the land, to avoid the need to fill existing lots to accommodate dwelling houses.</p>	<p><b>AO68</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in an identified precinct.</p>

**Table 7.2.4.4.b — Inconsistent uses in sub-precinct 1b - Waterfront North sub-precinct**

Inconsistent uses		
<ul style="list-style-type: none"> <li>• Agricultural supplies store</li> <li>• Air services</li> <li>• Animal husbandry</li> <li>• Animal keeping</li> <li>• Aquaculture</li> <li>• Brothel</li> <li>• Bulk landscape supplies</li> <li>• Car wash</li> <li>• Cemetery</li> <li>• Crematorium</li> </ul>	<ul style="list-style-type: none"> <li>• Extractive industry</li> <li>• Funeral parlour</li> <li>• High impact industry</li> <li>• Intensive animal industry</li> <li>• Intensive horticulture</li> <li>• Major electricity infrastructure</li> <li>• Major sport, recreation and entertainment facility</li> <li>• Medium impact industry</li> <li>• Motor sport facility,</li> </ul>	<ul style="list-style-type: none"> <li>• Relocatable home park</li> <li>• Roadside stall</li> <li>• Rural industry</li> <li>• Rural workers accommodation</li> <li>• Service station</li> <li>• Showroom</li> <li>• Special industry</li> <li>• Tourist park</li> <li>• Transport depot</li> <li>• Veterinary services</li> </ul>



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<ul style="list-style-type: none"> <li>• Cropping</li> <li>• Detention facility</li> <li>• Dual occupancy</li> <li>• Dwelling house</li> </ul>	<ul style="list-style-type: none"> <li>• Outstation</li> <li>• Permanent plantation</li> </ul>	<ul style="list-style-type: none"> <li>• Warehouse</li> <li>• Wholesale nursery</li> <li>• Winery</li> </ul>
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**Table 7.2.4.4.c — Inconsistent uses in sub-precinct 1c - Waterfront South sub-precinct**

<b>Inconsistent uses</b>		
<ul style="list-style-type: none"> <li>• Adult store</li> <li>• Agricultural supplies store</li> <li>• Air services</li> <li>• Animal husbandry</li> <li>• Animal keeping</li> <li>• Brothel</li> <li>• Bulk landscape supplies</li> <li>• Car wash</li> <li>• Cemetery</li> <li>• Child care centre</li> <li>• Community care centre</li> <li>• Community residence</li> <li>• Community use</li> <li>• Crematorium</li> <li>• Cropping</li> <li>• Detention facility</li> <li>• Dual occupancy</li> <li>• Dwelling house</li> </ul>	<ul style="list-style-type: none"> <li>• Hardware and trade supplies</li> <li>• Health care services</li> <li>• Home based business</li> <li>• Hospital</li> <li>• Hotel</li> <li>• Indoor sport and recreation</li> <li>• Intensive animal industry</li> <li>• Intensive horticulture</li> <li>• Major electricity infrastructure</li> <li>• Major sport, recreation and entertainment facility</li> <li>• Market</li> <li>• Motor sport facility</li> <li>• Multiple dwelling</li> <li>• Nature-based tourism</li> <li>• Nightclub entertainment facility</li> <li>• Outdoor sales</li> <li>• Outdoor sport and recreation</li> </ul>	<ul style="list-style-type: none"> <li>• Permanent plantation</li> <li>• Place of worship</li> <li>• Relocatable home park</li> <li>• Residential care facility</li> <li>• Resort complex</li> <li>• Retirement facility</li> <li>• Roadside stall</li> <li>• Rooming accommodation</li> <li>• Rural industry</li> <li>• Rural workers accommodation</li> <li>• Sales office</li> <li>• Shopping centre</li> <li>• Short-term accommodation</li> <li>• Showroom</li> <li>• Special industry</li> <li>• Theatre</li> <li>• Tourist attraction</li> <li>• Tourist park</li> </ul>



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<ul style="list-style-type: none"><li>• Dwelling unit</li><li>• Extractive industry</li><li>• Function facility</li><li>• Funeral parlour</li><li>• Garden centre</li></ul>	<ul style="list-style-type: none"><li>• Outstation</li></ul>	<ul style="list-style-type: none"><li>• Transport depot</li><li>• Veterinary services</li><li>• Warehouse</li><li>• Wholesale nursery</li><li>• Winery</li></ul>
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## **8.2.1 Acid sulfate soils overlay code**

### **8.2.1.1 Application**

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Acid sulfate soils 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 Acid sulphate soils overlay is identified on the Acid sulfate soils overlay map in Schedule 2 and includes the following sub-categories:
  - (a) Land at or below the 5m AHD sub-category;
  - (b) Land above the 5m AHD and below the 20m AHD sub-category.
- (3) When using this code, reference should be made to Part 5.

### **8.2.1.2 Purpose**

- (1) The purpose of the acid sulfate soils overlay code is to:
  - (a) implement the policy direction in the Strategic Framework, in particular:
    - (i) Theme 2: Environment and landscape values, Element 3.5.4 Coastal zones.
    - (ii) Theme 3: Natural resource management, Element 3.6.2 land and catchment management, Element 3.6.3 Primary production, forestry and fisheries.
- (2) enable an assessment of whether development is suitable on land within the Acid sulfate soils overlay sub-categories.





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- (2) The purpose of the code will be achieved through the following overall outcomes:
- (a) Development ensures that the release of any acid and associated metal contaminant is avoided by not disturbing acid sulfate soils when excavating, removing soil or extracting ground water or filling land;
  - (b) Development ensures that disturbed acid sulphate soils, or drainage waters, are treated and, if required, on-going management practices are adopted that minimise the potential for environmental harm from acid sulfate soil and protect corrodible assets from acid sulfate soil.

### 8.2.1.3 Criteria for assessment

**Table Error! No text of specified style in document..a – Acid sulphate soils overlay code –assessable development**

Performance outcomes	Acceptable outcomes	Compliance
<b>For assessable development</b>		
<p><b>PO1</b></p> <p>The extent and location of potential or actual acid sulfate soils is accurately identified.</p>	<p><b>AO1.1</b></p> <p>No excavation or filling occurs on the site.</p> <p>or</p> <p><b>AO1.2</b></p> <p>An acid sulfate soils investigation is undertaken.</p>	<p><b>Complies with AO1.1</b></p> <p>No excavation or filling would occur as part of this development.</p>



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	<p>Note - Planning scheme policy SC 6.12– Potential and actual acid sulfate soils provides guidance on preparing an acid sulfate soils investigation.</p>	
<p><b>PO2</b></p> <p>Development avoids disturbing potential acid sulfate soils or actual acid sulfate soils, or is managed to avoid or minimise the release of acid and metal contaminants.</p>	<p><b>AO2.1</b></p> <p>The disturbance of potential acid sulfate soils or actual acid sulfate soils is avoided by:</p> <ul style="list-style-type: none"> <li>(a) not excavating, or otherwise removing, soil or sediment identified as containing potential or actual acid sulfate soils;</li> <li>(b) not permanently or temporarily extracting groundwater that results in the aeration of previously saturated acid sulfate soils;</li> <li>(c) not undertaking filling that results in:</li> <li>(d) actual acid sulfate soils being moved below the water table;</li> <li>(e) previously saturated acid sulfate soils being aerated.</li> </ul> <p>or</p>	<p><b>Not Applicable</b></p> <p>No excavation or filling would occur as part of this development.</p>



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	<p><b>AO2.2</b></p> <p>The disturbance of potential acid sulfate soils or actual acid sulfate soils is undertaken in accordance with an acid sulfate soils management plan and avoids the release of metal contaminants by:</p> <ul style="list-style-type: none"><li>(a) neutralising existing acidity and preventing the generation of acid and metal contaminants;</li><li>(b) preventing the release of surface or groundwater flows containing acid and metal contaminants into the environment;</li><li>(c) preventing the in situ oxidisation of potential acid sulfate soils and actual acid sulfate soils through ground water level management;</li><li>(d) appropriately treating acid sulfate soils before disposal occurs on or off site;</li><li>(e) documenting strategies and reporting requirements in an acid sulfate soils environmental management plan.</li></ul>	
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	<p>Note - Planning scheme policy SC 6.12 – Acid sulfate soils provides guidance on preparing an acid sulfate soils management plan.</p>	
<p><b>PO3</b></p> <p>No environmental harm is caused as a result of exposure to potential acid sulfate soils or actual acid sulfate soils.</p>	<p><b>AO3</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Complies with AO3</b></p> <p>No excavation or filling would occur as part of this development.</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;



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(ii) Theme 6 Infrastructure and transport: Element 3.9.2 Energy.

(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
<b>For self-assessable and assessable development</b>		
<b>Compatible development</b>		
<p><b>PO1</b> 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><b>AO1</b> 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><b>Complies with AO1</b> The proposal does not involve a vulnerable use.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>Note – Planning scheme policy SC6.9 - Natural hazards, provides a guide to the preparation of a Bushfire Management Plan.</p>	
<p><b>PO2</b> Emergency services and uses providing community support services are able to function effectively during and immediately after a bushfire hazard event.</p>	<p><b>AO2</b> 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><b>Not Applicable</b> The proposal does not involve an emergency service or community support service.</p>
<p><b>PO3</b> Development involving hazardous materials manufactured or stored in bulk is not located in bushfire hazard sub-category.</p>	<p><b>AO3</b> The manufacture or storage of hazardous material in bulk does not occur within bushfire hazard sub-category.</p>	<p><b>Not Applicable</b> The sue does not involve the manufacture or storage of hazardous material.</p>
<p><b>Development design and separation from bushfire hazard – reconfiguration of lots</b></p>		
<p><b>PO4.1</b> 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</p>	<p><b>AO4.1</b> No new lots are created within a bushfire hazard sub-category.  or</p>	<p><b>Not Applicable</b> The proposal does not involve reconfiguring a lot.</p>





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Performance outcomes	Acceptable outcomes	Compliance
<p>a radiant heat flux level of 29kW/m<sup>2</sup> at the edge of the proposed lot(s).</p> <p>Note - “Urban purposes” and “urban area” are defined in the <i>Sustainable Planning Regulations 2009</i>. Reconfiguration will be taken to be for rural residential purposes where proposed lots are between 2000m<sup>2</sup> and 2ha in area. “Smaller scale” rural residential purposes will be taken to be where the average proposed lot size is 6000m<sup>2</sup> 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><b>PO4.2</b></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/m<sup>2</sup> at any point.</p>	<p><b>AO4.2</b></p> <p>Lots are separated from hazardous vegetation by a distance that:</p> <ul style="list-style-type: none"> <li>(a) achieves radiant heat flux level of 29kW/m<sup>2</sup> at all boundaries; and</li> <li>(b) is contained wholly within the development site.</li> </ul> <p>Note - Where a separation distance is proposed to be achieved by utilising existing cleared developed areas</p>	<p><b>Not Applicable</b></p> <p>The proposal does not involve reconfiguring a lot</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><b>PO5</b> 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><b>AO5.1</b> Lot boundaries are separated from hazardous vegetation by a public road which:</p> <ul style="list-style-type: none"> <li>(a) has a two lane sealed carriageway;</li> <li>(b) contains a reticulated water supply;</li> <li>(c) is connected to other public roads at both ends and at intervals of no more than 500m;</li> <li>(d) accommodates geometry and turning radii in accordance with Queensland Fire and</li> </ul>	<p><b>Not Applicable</b> The proposal does not involve reconfiguring a lot</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>The access is available for both fire fighting and maintenance/defensive works.</p>	<p>Emergency Services' Fire Hydrant and Vehicle 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><b>AO5.2</b></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><b>Not Applicable</b></p> <p>The proposal does not involve reconfiguring a lot</p>
<p><b>PO6</b></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><b>AO6</b></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>Not Applicable</b></p> <p>The proposal does not involve reconfiguring a lot</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>	<ul style="list-style-type: none"> <li>(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;</li> <li>(c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path;</li> <li>(d) a minimum of 4.8m vertical clearance;</li> <li>(e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines;</li> <li>(f) a maximum gradient of 12.5%;</li> <li>(g) a cross fall of no greater than 10 degrees;</li> <li>(h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy;</li> <li>(i) vehicular access at each end which is connected to the public road network at intervals of no more than 500m;</li> <li>(j) designated fire trail signage;</li> </ul>	



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Performance outcomes	Acceptable outcomes	Compliance
	<ul style="list-style-type: none"> <li>(k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and</li> <li>(l) if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services.</li> </ul>	
<p><b>PO7</b> 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><b>A07</b> Lot boundaries are separated from hazardous vegetation by a public road or fire trail which has:</p> <ul style="list-style-type: none"> <li>(a) a reserve or easement width of at least 20m;</li> <li>(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;</li> <li>(c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path;</li> <li>(d) a minimum of 4.8m vertical clearance;</li> <li>(e) turning areas for fire-fighting appliances in accordance with Queensland Fire and</li> </ul>	<p><b>Not Applicable</b> The proposal does not involve reconfiguring a lot</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>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;</p> <p>(j) designated fire trail signage;</p> <p>(k) if used, has gates locked with a system authorised by Queensland Fire and Emergency 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><b>PO8</b> 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><b>A08</b> The lot layout:</p>	<p><b>Not Applicable</b> The proposal does not involve reconfiguring a lot</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(a) minimises the length of the development perimeter exposed to, or adjoining hazardous vegetation;</p> <p>(b) avoids the creation of potential bottle-neck points in the movement network;</p> <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>	



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Performance outcomes	Acceptable outcomes	Compliance
	Advice from the Queensland Fire and Emergency Services (QFES) should be sought as appropriate	
<p><b>PO9</b> Critical infrastructure does not increase the potential bushfire hazard.</p>	<p><b>AO9</b> Critical or potentially hazardous infrastructure such as water supply, electricity, gas and telecommunications are placed underground.</p>	<p><b>Not Applicable</b> The proposal does not involve reconfiguring a lot</p>
<p><b>Development design and separation from bushfire hazard – material change of use</b></p>		
<p><b>PO10</b> 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:  (e) 10kW/m<sup>2</sup> where involving a vulnerable use; or (f) 29kW/m<sup>2</sup> otherwise.  The radiant heat flux level is achieved by separation unless this is not practically achievable.</p>	<p><b>AO10</b> Buildings or building envelopes are separated from hazardous vegetation by a distance that:  (a) achieves a radiant heat flux level of at any point on the building or envelope respectively, of 10kW/m<sup>2</sup> for a vulnerable use or 29kW/m<sup>2</sup> otherwise; and  (b) is contained wholly within the development site.  Note - Where a separation distance is proposed to be achieved by utilising existing cleared developed areas external to the site, certainty must be established</p>	<p><b>Not Applicable</b> The proposal does not involve reconfiguring a lot</p>





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Performance outcomes	Acceptable outcomes	Compliance
<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>(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 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><b>PO11</b> 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.</p> <p>However, a fire trail will not be required where it would not serve a practical fire management purpose.</p>	<p><b>AO11</b> Development sites are separated from hazardous vegetation by a public road or fire trail which has:</p> <ul style="list-style-type: none"> <li>(a) a reserve or easement width of at least 20m;</li> <li>(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;</li> </ul>	<p><b>Complies with AO11</b> The site is significantly removed from hazardous vegetation.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>Note - Fire trails are unlikely to be required where a development site involves less than 2.5ha</p>	<ul style="list-style-type: none"> <li>(c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path;</li> <li>(d) a minimum of 4.8m vertical clearance;</li> <li>(e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines;</li> <li>(f) a maximum gradient of 12.5%;</li> <li>(g) a cross fall of no greater than 10 degrees;</li> <li>(h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy;</li> <li>(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;</li> <li>(j) designated fire trail signage;</li> <li>(k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and</li> </ul>	



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Performance outcomes	Acceptable outcomes	Compliance
	(l) if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services.	
<b>All development</b>		
<p><b>PO12</b> All premises are provided with vehicular access that enables safe evacuation for occupants and easy access by fire fighting appliances.</p>	<p><b>AO12</b> Private driveways:</p> <ul style="list-style-type: none"> <li>(a) do not exceed a length of 60m from the street to the building;</li> <li>(b) do not exceed a gradient of 12.5%;</li> <li>(c) have a minimum width of 3.5m;</li> <li>(d) have a minimum of 4.8m vertical clearance;</li> <li>(e) accommodate turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; and</li> <li>(f) serve no more than 3 dwellings or buildings.</li> </ul>	<p><b>Complies with AO12</b> The site is serviced by an all weather public road.</p>
<p><b>PO13</b></p>	<p><b>AO13</b></p>	<p><b>Not Applicable</b></p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>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>A water tank is provided within 10m of each building (other than a class 10 building) which:</p> <ul style="list-style-type: none"> <li>(a) is either below ground level or of non-flammable construction;</li> <li>(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:               <ul style="list-style-type: none"> <li>(i) 10,000l for residential buildings</li> </ul> </li> </ul> <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> <ul style="list-style-type: none"> <li>(ii) 45,000l for industrial buildings; and</li> <li>(iii) 20,000l for other buildings;</li> </ul> <ul style="list-style-type: none"> <li>(c) includes shielding of tanks and pumps in accordance with the relevant standards;</li> <li>(d) includes a hardstand area allowing medium rigid vehicle (15 tonne fire appliance) access within 6m of the tank;</li> </ul>	<p>The site is serviced by reticulated water.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<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>	
<p><b>PO14</b> Landscaping does not increase the potential bushfire risk.</p>	<p><b>AO14</b> Landscaping uses species that are less likely to exacerbate a bushfire event and does not increase fuel loads within separation areas.</p>	<p><b>Able to comply with AO14</b> Landscaping species would not exacerbate a bushfire event.</p>
<p><b>PO15</b> 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><b>AO15</b> 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>	



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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
<b>For assessable and self-assessable development</b>		
<b>PO1</b>	<b>AO1.1</b>	<b>Complies with PO1</b>



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Performance outcomes	Acceptable outcomes	Compliance
<p>Development is located and designed to:</p> <ul style="list-style-type: none"> <li>(a) ensure the safety of all persons; minimise damage to the development and contents of buildings;</li> <li>(b) provide suitable amenity; minimise disruption to residents, recovery time, and rebuilding or restoration costs after inundation events.</li> </ul> <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>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><b>AO1.2</b></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>The proposed additions would have a finished floor level consistent with the finished floor level of the existing development and would not:</p> <ul style="list-style-type: none"> <li>• compromise the existing safety of any persons or increase damage to buildings;</li> <li>• adversely affect the existing amenity, disruption to residents, increase recovery time or rebuilding and restoration costs.</li> </ul>
	<p><b>AO1.3</b></p> <p>New buildings are:</p> <ul style="list-style-type: none"> <li>(a) not located within the overlay area;</li> <li>(b) located on the highest part of the site to minimise entrance of flood waters;</li> <li>(c) provided with clear and direct pedestrian and vehicle evacuation routes off the site.</li> </ul>	<p><b>Complies with PO1</b></p> <p>The proposed additions would have a finished floor level consistent with the finished floor level of the existing development and would not:</p> <ul style="list-style-type: none"> <li>• compromise the existing safety of any persons or increase damage to buildings;</li> </ul>





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Performance outcomes	Acceptable outcomes	Compliance
		<ul style="list-style-type: none"> <li>adversely affect the existing amenity, disruption to residents, increase recovery time or rebuilding and restoration costs</li> </ul>
	<p><b>AO1.4</b> 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><b>Not Applicable</b> The site is not within a non-urban area.</p>
<b>For assessable development</b>		
<p><b>PO2</b> The development is compatible with the level of risk associated with the natural hazard.</p>	<p><b>AO2</b> The following uses are not located in land inundated by the Defined Flood Event (DFE) / Storm tide: (a) Retirement facility; (b) Community care facility; (c) Child care centre.</p>	<p><b>Complies with AO2</b> The proposal does not include any of the identified uses.</p>
<p><b>PO3</b></p>	<p>For Material change of use</p>	<p><b>Not Applicable</b></p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>Development siting and layout responds to flooding potential and maintains personal safety</p>	<p><b>AO3.1</b>            New buildings are:</p> <ul style="list-style-type: none"> <li>(a) not located within the overlay area;</li> <li>(b) located on the highest part of the site to minimise entrance of flood waters;</li> <li>(c) provided with clear and direct pedestrian and vehicle evacuation routes off the site.</li> </ul> <p>or</p> <p><b>AO3.2</b>            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><b>AO3.3</b>            Where involving an extension to an existing dwelling house that is situated below DFE /Storm</p>	<p>The proposal is not considered to be a material change of use.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>tide, the maximum size of the extension does not exceed 70m<sup>2</sup> 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><b>AO3.4</b></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><b>Not Applicable</b></p> <p>The proposal does not involve reconfiguring a lot.</p>
	<p><b>AO3.5</b></p>	<p><b>Not Applicable</b></p>



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Performance outcomes	Acceptable outcomes	Compliance
	<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>No new roads and pathways are being constructed as part of this proposal.</p>
	<p><b>AO3.6</b></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, such as at floodway crossings or entrances to low-lying reserves.</p>	<p><b>Not Applicable</b></p> <p>The site is an existing dual occupancy development and signage is not considered necessary.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	or	
	<p><b>AO3.7</b></p> <p>There is no intensification of residential uses within the flood affected areas on land situated below the DFE/Storm tide.</p>	<p><b>Complies with AO3.7</b></p> <p>The proposal is for the extension of an existing dual occupancy only.</p>
	<p>For Material change of use (Residential uses)</p> <p><b>AO3.1</b></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><b>Not Applicable</b></p> <p>The proposal is not considered to be a material change of use.</p>
<b>PO4</b>	<p>For Material change of use (Non-residential uses)</p> <p><b>AO4.2</b></p>	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
<p>Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding.</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>The proposal is not considered to be a material change of use.</p>
	<p><b>AO4.3</b></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>(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</p>	<p><b>Not Applicable</b></p> <p>The proposal would not involve materials storage.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>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><b>PO5</b></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><b>AO5.1</b></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><b>AO5.2</b></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 50m<sup>3</sup>; or</p>	<p><b>Not Applicable</b></p> <p>The proposal is not for operational works.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<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> <ul style="list-style-type: none"> <li>(i) loss of flood storage;</li> <li>(ii) loss of/changes to flow paths;</li> <li>(iii) acceleration or retardation of flows or any reduction in flood warning times elsewhere on the flood plain.</li> </ul>	
	<p>For Material change of use</p> <p><b>AO5.3</b></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</p>	<p><b>Not Applicable</b></p> <p>The proposal is not a material change of use.</p>





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Performance outcomes	Acceptable outcomes	Compliance
	<p>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>For Material change of use and Reconfiguring a lot</p> <p><b>AO5.4</b></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>Note – Fences and irrigation infrastructure (e.g. irrigation tape) in rural areas should be managed</p>	<p><b>Not Applicable</b></p> <p>The proposal is not a material change of use or reconfiguring a lot.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	to minimise adverse the impacts that they may have on downstream properties in the event of a flood.	
<p><b>PO6</b> Development avoids the release of hazardous materials into floodwaters.</p>	<p>For Material change of use</p> <p><b>AO6.1</b> 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><b>AO6.2</b> 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><b>Not Applicable</b> The proposal is not a material change of use.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p><b>AO6.3</b></p> <p>Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by the DFE</p>	<p><b>Not Applicable</b></p> <p>No new infrastructure would be provided as part of the development.</p>
	<p><b>AO6.4</b></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 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><b>Not Applicable</b></p> <p>The proposal does not involve hazardous material.</p>
<p><b>PO7</b></p> <p>The development supports, and does not unduly burden, disaster management response or recovery capacity and capabilities.</p>	<p><b>AO7</b></p> <p>Development does not:</p> <p>(a) increase the number of people calculated to be at risk of flooding;</p>	<p><b>Complies with AO7</b></p> <p>The proposal would not affect calculated population density, flood warning times or traffic routes.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	(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><b>PO8</b></p> <p>Development involving community infrastructure:</p> <p>(a) remains functional to serve community need during and immediately after a flood event;</p> <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><b>AO8.1</b></p> <p>The following uses are not located on land inundated during a DFE/Storm tide:</p> <p>(a) community residence; and</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><b>AO8.2</b></p>	<p><b>Not Applicable</b></p> <p>The proposal does not involve community infrastructure.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(d) is able to remain functional even when other infrastructure or services may be compromised in a flood event.</p>	<p>The following uses are not located on land inundated during a 1% AEP flood event:</p> <ul style="list-style-type: none"> <li>(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,</li> <li>(b) community centres;</li> <li>(c) meeting halls;</li> <li>(d) galleries;</li> <li>(e) libraries.</li> </ul> <p>The following uses are not located on land inundated during a 0.5% AEP flood event.</p> <ul style="list-style-type: none"> <li>(a) emergency shelters;</li> <li>(b) police facilities;</li> <li>(c) sub stations;</li> <li>(d) water treatment plant</li> </ul>	



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Performance outcomes	Acceptable outcomes	Compliance
	<p>The following uses are not located on land inundated during a 0.2% AEP flood event:</p> <ul style="list-style-type: none"> <li>(a) correctional facilities;</li> <li>(b) emergency services;</li> <li>(c) power stations;</li> <li>(d) major switch yards.</li> </ul>	
	<p><b>AO8.3</b></p> <p>The following uses have direct access to low hazard evacuation routes as defined in Table 8.2.4.3.c:</p> <ul style="list-style-type: none"> <li>(a) community residence; and</li> <li>(b) emergency services; and</li> <li>(c) hospitals; and</li> <li>(d) residential care facility; and</li> <li>(e) sub stations; and</li> <li>(f) utility installations involving water and sewerage treatment plants.</li> </ul>	<p><b>Not Applicable</b></p> <p>The proposal does not involve an identified use.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>and/or</p> <p><b>AO8.4</b></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> <p>(a) located above DFE/Storm tide or the highest known flood level for the site;</p> <p>(b) designed and constructed to exclude floodwater intrusion / infiltration.</p>	<p><b>Not Applicable</b></p> <p>The proposal does not involve community infrastructure.</p>
	<p><b>AO8.5</b></p> <p>Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by a flood.</p>	<p><b>Not Applicable</b></p> <p>The proposal does not involve community infrastructure.</p>



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**Table 8.2.4.3.b- Minimum immunity (floor levels) for development**

Minimum immunity to be achieved (floor levels)	Uses and elements of activities acceptable in the event
20% AEP level	<ul style="list-style-type: none"> <li>• Parks and open space.</li> </ul>
5% AEP level	<ul style="list-style-type: none"> <li>• Car parking facilities (including car parking associated with use of land).</li> </ul>
1% AEP level	<ul style="list-style-type: none"> <li>• All development (where not otherwise requiring an alternative level of minimum immunity).</li> </ul>
0.5% AEP level	<ul style="list-style-type: none"> <li>• Emergency services (if for a police station);</li> <li>• Industry activities (if including components which store, treat or use hazardous materials);</li> <li>• Substation;</li> <li>• Utility installation.</li> </ul>
0.2% AEP level	<ul style="list-style-type: none"> <li>• Emergency services;</li> <li>• Hospital;</li> <li>• Major electricity infrastructure;</li> <li>• Special industry.</li> </ul>





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**Table 8.2.4.3.c - Degree of flood**

Criteria	Low	Medium	High	Extreme
Wading ability	If necessary children and the elderly could wade. (Generally, safe wading velocity depth product is less than 0.25)	Fit adults can wade. (Generally, safe wading velocity depth product is less than 0.4)	Fit adults would have difficulty wading. (Generally, safe wading velocity depth product is less than 0.6)	Wading is not an option.
Evacuation distances	< 200 metres	200-400 metres	400-600 metres	600 metres
Maximum flood depths	< 0.3 metre	< 0.6 metre	< 1.2 metres	1.2 metres
Maximum flood velocity	< 0.4 metres per second	< 0.8 metres per second	< 1.5 metres per second	1.5 metres per second
Typical means of egress	Sedan	Sedan early, but 4WD or trucks later	4WD or trucks only in early stages, boats or helicopters	Large trucks, boats or helicopters
Timing Note: This category cannot be implemented until evacuation times have been established in the Counter Disaster Plan (Flooding)	Ample flood forecasting. Warning and evacuation routes remain passable for twice as long as evacuation time.	Evacuation routes remain trafficable for 1.5 times as long as the evacuation.	Evacuation routes remain trafficable for only up to minimum evacuation time.	There is insufficient evacuation time.



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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**



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Performance outcomes	Acceptable outcomes	Compliance
<b>For self-assessable and assessable development</b>		
<b>Design</b>		
<p><b>PO1</b></p> <p>The dual occupancy contributes to housing choice while maintaining the residential character and amenity of the neighbourhood.</p>	<p><b>AO1</b></p> <p>The dual occupancy is established on land with a minimum size of 1000m<sup>2</sup></p>	<p><b>Not Applicable</b></p> <p>The site contains a dual occupancy that would be extended as part of this development. The principle of the development of a dual occupancy has been established on the site by the existing development.</p>
<p><b>PO2</b></p> <p>Buildings and structures are setback from property boundaries such that:</p> <ul style="list-style-type: none"> <li>(a) the setback from the street frontages reflects the positive attributes of the streetscape;</li> <li>(b) the setback from side and rear boundaries retains daylight access and privacy for adjoining properties;</li> <li>(c) the setback from all boundaries is sufficient to allow areas of deep planting;</li> </ul>	<p><b>AO2</b></p> <p>Buildings and structures are set back from property boundaries as follows:</p> <ul style="list-style-type: none"> <li>(a) primary road frontage - 6 metres;</li> <li>(b) secondary road frontage - 3 metres;</li> <li>(c) side and rear boundaries - 2 metres, or</li> <li>(d) where private open space occurs in the side or rear setback – 4 metres for the extent of the open space.</li> </ul>	<p><b>Complies with PO2</b></p> <p>The proposed development would involve the construction of a car port on the front boundary and a verandah within 6 metres of the front boundary.</p> <p>The verandah and car port would be open structures and with the car port enclosed by an automatic sliding gate with a height consistent with the proposed front boundary fencing of 1.8 metres.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(d) the setback from street frontages provides for the desired streetscape pattern.</p>		<p>The proposed setbacks are not inconsistent with the character of residential neighbourhoods with many residences having open car ports built to the front boundary and with front boundaries dominated by substantial fencing.</p> <p>Within Trochus Close, at the corner of Trochus Close and Reef Street, the premises is built within close proximity of the street front and has a double enclosed garage built to the Trochus Close boundary; 1 Trochus Close has a carport constructed to the front boundary with a boundary fence of 1.8 metres; 8 Trochus Close has a shade sail operating as a car port built to the front boundary; and, a substantial shade structure is built to the front boundary at 11 Trochus Close.</p> <p>The proposed front setback would be consistent with the character of the neighbourhood, would achieve suitable separation of buildings, maintain the existing streetscape and provide suitable daylight access.</p>



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Performance outcomes	Acceptable outcomes	Compliance
		<p>The side setbacks exist at 1.5 metres and it is proposed to improve the tropical design of the development by increasing the eaves and resulting in side setbacks of 910mm and 1m to outermost projection and retaining the existing setback to wall. The development is a single storey building and the proposed eave extension would not adversely affect the daylight access or privacy of adjoining properties.</p> <p>The proposed development is considered to comply with Performance Outcome PO2.</p>
<p><b>PO3</b> 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><b>AO3.1</b> 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><b>Complies with A03.1</b> The proposed car ports would have a width of 6 metres or 25.75% of the site frontage.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p><b>AO3.2</b></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><b>Not Applicable</b></p> <p>The site is not a corner allotment.</p>
<p><b>PO4</b></p> <p>The development addresses the road frontage to facilitate casual surveillance and to enhance the amenity of the streetscape.</p>	<p><b>AO4.1</b></p> <p>The building has balconies or windows or verandahs that face the street.</p>	<p><b>Complies with AO4.1</b></p> <p>The extensions would include verandahs that face the street.</p>
	<p><b>AO4.2</b></p> <p>Fences and walls to road frontages are not more than:</p> <ul style="list-style-type: none"> <li>(a) 1.2 metres in height if less than 50% transparent; or</li> <li>(b) 1.5 metres in height if greater than 50% transparency.</li> </ul>	<p><b>Complies with PO4</b></p> <p>The proposed development would provide the principal recreation area within the front boundary setback and would provide 1.8 metre high fencing to the road frontage consisting of pillars and batten infill panels.</p> <p>The fencing is consistent with existing fencing in the locality and would maintain and enhance the amenity whilst protecting privacy and providing for casual surveillance.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO5</b></p> <p>Residents are provided with a functional private open space and recreation area.</p>	<p><b>AO5</b></p> <p>A minimum area of 25m<sup>2</sup> private open space is provided to each dwelling unit which is directly accessible from the living area of each dwelling unit.</p>	<p><b>Complies with AO5</b></p> <p>More than 25m<sup>2</sup> of private open space would be provided for each dwelling and would be directly accessible from the front verandahs and living areas.</p>
<p><b>PO6</b></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><b>AO6.1</b></p> <p>Dwelling units are serviced by:</p> <ul style="list-style-type: none"> <li>(a) a shared unobstructed driveway with a maximum width of 3.6 metres; or</li> <li>(b) by individual unobstructed driveways, having a maximum width of 3 metres each;</li> <li>(c) the surface treatment of any driveway is imperviously sealed;</li> <li>(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.</li> </ul>	<p><b>Complies with PO6</b></p> <p>It is proposed to provide car ports on the front boundary with a resultant driveway width of 5.8 metres.</p> <p>The car ports would be secured behind an automatic sliding gate and fence and would be located with convenient access to the dwelling units.</p> <p>The site is not located on a sub arterial road, where vehicles are required to enter and exit in a forward gear and the proposed driveway width is not inconsistent with double driveways associated with detached dwellings.</p> <p>There are 4 driveways in Trochus Close that exceed the 3.6 metres in width and the proposed</p>



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Performance outcomes	Acceptable outcomes	Compliance
		wider driveway would not be inconsistent with the existing streetscape.
	<p><b>AO6.2</b></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><b>Complies with AO6.2</b></p> <p>The proposed driveway would not require any alteration to existing on-street furniture.</p>
<p><b>PO7</b></p> <p>Fencing is designed to ensure a high degree of privacy and amenity for residents.</p>	<p><b>AO7.1</b></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><b>Complies with AO7.1</b></p> <p>A 1.8 metre screen fence would be provided to side and rear boundaries.</p>
	<p><b>AO7.2</b></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><b>Not Applicable</b></p> <p>The front fence would be consistent in height with the side fence.</p>





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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO8</b></p> <p>Landscaping contributes to establishing an attractive and safe streetscape and a high standard of amenity and privacy for residents.</p>	<p><b>AO8</b></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><b>Complies with PO8</b></p> <p>The proposed development would result in pools setback 1m metres form the front boundary. This is not inconsistent with the existing streetscape where a number of pools are built within close proximity of the front boundary and solid boundary fences provide to the street frontage.</p> <p>The pool area would be fenced from the street front to provide privacy and landscaping would be provided between the pool and the fence.</p>
<p><b>PO9</b></p> <p>The dual occupancy is connected to essential infrastructure services and is sufficient to support individual ownership of each dwelling</p>	<p><b>AO9</b></p> <p>Each dwelling is connected separately to:</p> <ul style="list-style-type: none"> <li>(a) water (separate water meters for each unit);</li> <li>(b) sewerage;</li> <li>(c) drainage;</li> <li>(d) electricity</li> </ul>	<p><b>Complies with AO9</b></p> <p>Each dwelling is provided with existing connections.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO10</b></p> <p>Service facilities are provided to meet the needs of residents and are sited and designed in an unobtrusive and convenient manner.</p>	<p><b>AO10</b></p> <p>Service facilities and structures:</p> <ul style="list-style-type: none"> <li>(a) locate air conditioning equipment behind the front façade of the dwelling;</li> <li>(b) provide storage space to achieve the following minimum requirements:               <ul style="list-style-type: none"> <li>(i) are located to enable access by a motor vehicle;</li> <li>(ii) have a minimum space of 3.5m<sup>2</sup> per dwelling unit;</li> <li>(iii) have a minimum height of 2.1 metres;</li> <li>(iv) are weather proof;</li> <li>(v) are lockable.</li> </ul> </li> </ul> <p>Note - Cupboards and wardrobes inside the dwelling are not storage areas as intended by this acceptable outcome</p>	<p><b>Complies with PO10</b></p> <p>Each dwelling would be provided with a garden shed to provide for the storage of garden maintenance and other items. The garden shed would be 3.0m<sup>2</sup> which is considered more than sufficient to store the anticipated items and is greater than currently provided with the existing application.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO11</b></p> <p>Waste and recyclable storage facilities:</p> <ul style="list-style-type: none"> <li>(a) incorporates two wheelie bins per unit stored external to the garage and screened from view;</li> <li>(b) ensures wheelie bins are able to be wheeled to kerbside for collection</li> </ul>	<p><b>AO11</b></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><b>Complies with AO11</b></p> <p>Waste and recycle bins would be stored within the existing car ports and would have access to the street whilst being screened from view.</p>
<b>Dual Occupancy incorporating an existing dwelling house</b>		
<p><b>PO12</b></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"> <li>(a) existing dwelling(s) are enhanced to:               <ul style="list-style-type: none"> <li>(i) contribute to a sense of individual ownership;</li> <li>(ii) enhance the appearance of the original dwelling house;</li> <li>(iii) enhance the appearance of the streetscape.</li> </ul> </li> </ul>	<p><b>AO12.1</b></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 substantial upgrading occur to the</p>	<p><b>Not Applicable</b></p> <p>The site contains an existing dual occupancy.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(b) driveways are designed to maintain the privacy and amenity of the existing dwelling.</p>	<p>exterior appearance and functionality of the older dwelling house</p>	
	<p><b>AO12.2</b> 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><b>Not Applicable</b> The site contains an existing dual occupancy.</p>
	<p><b>AO12.3</b> Privacy screens are fixed to the external façade of the dwelling house in front of windows adjacent to the driveway.</p>	<p><b>Not Applicable</b> The site contains an existing dual occupancy.</p>
	<p><b>AO12.4</b> Internal living spaces are carefully designed to avoid conflicts between individual dual occupancy tenancies.</p>	<p><b>Not Applicable</b> The site contains an existing dual occupancy.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>Note – For example, the quieter rooms of one tenancy (such as bedrooms) should not be placed directly adjacent to living spaces, kitchens or bathrooms of the adjoining tenancy.</p>	
<p><b>PO13</b> 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><b>AO13</b> The design of the dual occupancy:</p> <ul style="list-style-type: none"> <li>(a) maintains the appearance of a single dwelling house to the street;</li> <li>(b) provides a communal driveway;</li> <li>(c) provides additional enclosed car parking behind the front façade.</li> </ul>	<p><b>Not Applicable</b> The site contains an existing dual occupancy.</p>



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#### **9.4.1 Access, parking and servicing code**

##### **9.4.1.1 Application**

- (1) This code applies to assessing:
  - (a) operational work which requires a compliance assessment as a condition of a development permit; or
  - (b) a material change of use or reconfiguring a lot if:
    - (i) self-assessable or assessable development where this code is identified in the assessment criteria column of the table of assessment;
    - (ii) impact assessable development, to the extent relevant.
- (2) When using this code, reference should be made to Part 5.

##### **9.4.1.2 Purpose**

- (1) The purpose of the Access, parking and servicing code is to assess the suitability of access, parking and associated servicing aspects of a development.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) sufficient vehicle parking is provided on-site to cater for all types of vehicular traffic accessing and parking on-site, including staff, guests, patrons, residents and short term delivery vehicles;
  - (b) sufficient bicycle parking and end of trip facilities are provided on-site to cater for customer and service staff;
  - (c) on-site parking is provided so as to be accessible and convenient, particularly for any short term uses;
  - (d) development provides walking and cycle routes through the site which link the development to the external walking and cycling network;
  - (e) the provision of on-site parking, loading / unloading facilities and the provision of access to the site do not impact on the efficient function of street network or on the area in which the development is located;
  - (f) new vehicular access points are safely located and are not in conflict with the preferred ultimate streetscape character and local character and do not unduly disrupt any current or future on-street parking arrangements.



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### 9.4.1.3 Criteria for assessment

**Table 9.4.1.3.a – Access, parking and servicing code –assessable development**

Performance outcomes	Acceptable outcomes	Compliance
<b>For self-assessable and assessable development</b>		
<p><b>PO1</b></p> <p>Sufficient on-site car parking is provided to cater for the amount and type of vehicle traffic expected to be generated by the use or uses of the site, having particular regard to:</p> <p>(a) the desired character of the area;</p> <p>(b) the nature of the particular use and its specific characteristics and scale;</p>	<p><b>AO1.1</b></p> <p>The minimum number of on-site vehicle parking spaces is not less than the number prescribed in Table 9.4.1.3.b for that particular use or uses.</p> <p>Note - Where the number of spaces calculated from the table is not a whole number, the number of spaces provided is the next highest whole number.</p>	<p><b>Complies with PO1</b></p> <p>The existing approval required the provision of a single parking space per dual occupancy. The proposal would retain this car parking provision.</p> <p>The Planning Act requires the Council to have regard to existing approvals and to consider these approvals when determining applications for minor modification.</p>
<p>(c) the number of employees and the likely number of visitors to the site;</p> <p>(d) the level of local accessibility;</p>	<p><b>AO1.2</b></p> <p>Car parking spaces are freely available for the parking of vehicles at all times and are not used for external storage purposes, the display of products or rented/sub-leased.</p>	<p><b>Complies with AO1.2</b></p> <p>The car parking would be kept exclusively for the parking of motor vehicles.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(e) the nature and frequency of any public transport serving the area;</p> <p>(f) whether or not the use involves the retention of an existing building and the previous requirements for car parking for the building</p>	<p><b>AO1.3</b></p> <p>Parking for motorcycles is substituted for ordinary vehicle parking to a maximum level of 2% of total ordinary vehicle parking.</p>	<p><b>Not Applicable</b></p> <p>No motorcycle parking is proposed.</p>
<p>(g) whether or not the use involves a heritage building or place of local significance;</p> <p>(h) whether or not the proposed use involves the retention of significant vegetation.</p>	<p><b>AO1.4</b></p> <p>For parking areas exceeding 50 spaces parking, is provided for recreational vehicles as a substitute for ordinary vehicle parking to a maximum of 5% of total ordinary vehicle parking rate.</p>	<p><b>Not Applicable</b></p> <p>Only two spaces are provided.</p>
<p><b>PO2</b></p> <p>Vehicle parking areas are designed and constructed in accordance with relevant standards.</p>	<p><b>AO2</b></p> <p>Vehicle parking areas are designed and constructed in accordance with Australian Standard:</p> <p>(a) AS2890.1;</p> <p>(b) AS2890.3;</p>	<p><b>Complies with AO2</b></p> <p>The Australian Standard identifies the site as a Domestic Property and the proposed car parking would satisfy the Australian Standard. Domestic properties are not required to provide for vehicles to enter and leave the site in a forward gear.</p>





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Performance outcomes	Acceptable outcomes	Compliance
	(c) AS2890.6.	
<p><b>PO3</b></p> <p>Access points are designed and constructed:</p> <p>(a) to operate safely and efficiently;</p> <p>(b) to accommodate the anticipated type and volume of vehicles</p> <p>(c) to provide for shared vehicle (including cyclists) and pedestrian use, where appropriate;</p> <p>(d) so that they do not impede traffic or pedestrian movement on the adjacent road area;</p> <p>(e) so that they do not adversely impact upon existing intersections or future road or intersection improvements;</p>	<p><b>AO3.1</b></p> <p>Access is limited to one access cross over per site and is an access point located, designed and constructed in accordance with:</p> <p>(a) Australian Standard AS2890.1;</p> <p>(b) Planning scheme policy SC6.5 – FNQROC Regional Development Manual - access crossovers.</p> <p><b>AO3.2</b></p> <p>Access, including driveways or access crossovers:</p> <p>(a) are not placed over an existing:</p> <p>(i) telecommunications pit;</p> <p>(ii) stormwater kerb inlet;</p>	<p><b>Complies with AO3.1</b></p> <p>The existing driveway would be increased in width to accommodate the proposed car parking. The revised access would be consistent with the Australian Standard and the FNQROC Development Manual.</p> <p><b>Complies with AO3.2</b></p> <p>The driveway would not interfere with any existing infrastructure and would satisfy minimum site distances.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(f) so that they do not adversely impact current and future on-street parking arrangements;</p> <p>(g) so that they do not adversely impact on existing services within the road reserve adjacent to the site;</p> <p>(h) so that they do not involve ramping, cutting of the adjoining road reserve or any built structures (other than what may be necessary to cross over a stormwater channel).</p>	<p>(iii) sewer utility hole;</p> <p>(iv) water valve or hydrant.</p> <p>(b) are designed to accommodate any adjacent footpath;</p> <p>(c) adhere to minimum sight distance requirements in accordance with AS2980.1.</p>	
	<p><b>AO3.3</b></p> <p>Driveways are:</p> <p>(a) designed to follow as closely as possible to the existing contours, but are no steeper than the gradients outlined in Planning scheme policy SC6.5 – FNQROC Regional Development Manual;</p> <p>(b) constructed such that where there is a grade shift to 1 in 4 (25%), there is an area with a grade of no more than 1 in 6 (16.6%) prior to this area, for a distance of at least 5 metres;</p>	<p><b>Complies with AO3.3</b></p> <p>The driveway would not be on sloping land and would comply with the relevant standards.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(c) on gradients greater than 1 in 6 (16.6%) driveways are constructed to ensure the cross-fall of the driveway is one way and directed into the hill, for vehicle safety and drainage purposes;</p> <p>(d) constructed such that the transitional change in grade from the road to the lot is fully contained within the lot and not within the road reserve;</p> <p>(e) designed to include all necessary associated drainage that intercepts and directs storm water runoff to the storm water drainage system.</p>	
	<p><b>AO3.4</b></p> <p>Surface construction materials are consistent with the current or intended future streetscape or character of the area and contrast with the surface construction materials of any adjacent footpath.</p>	<p><b>Complies with AO3.4</b></p> <p>The surface would be impervious and either concrete or paved consistent with the prevailing form of development in the locality.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO4</b></p> <p>Sufficient on-site wheel chair accessible car parking spaces are provided and are identified and reserved for such purposes.</p>	<p><b>A04</b></p> <p>The number of on-site wheel chair accessible car parking spaces complies with the rates specified in AS2890 Parking Facilities.</p>	<p><b>Not Applicable</b></p> <p>No accessible car parking spaces are required.</p>
<p><b>PO5</b></p> <p>Access for people with disabilities is provided to the building from the parking area and from the street.</p>	<p><b>A05</b></p> <p>Access for people with disabilities is provided in accordance with the relevant Australian Standard.</p>	<p><b>Not Applicable</b></p> <p>Access for people with disabilities is not required.</p>
<p><b>PO6</b></p> <p>Sufficient on-site bicycle parking is provided to cater for the anticipated demand generated by the development.</p>	<p><b>A06</b></p> <p>The number of on-site bicycle parking spaces complies with the rates specified in Table 9.4. 1.3.b.</p>	<p><b>Not Applicable</b></p> <p>Access for people with disabilities is not required.</p>
<p><b>PO7</b></p> <p>Development provides secure and convenient bicycle parking which:</p>	<p><b>A07.1</b></p> <p>Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers);</p>	<p><b>Not Applicable</b></p> <p>Bicycle parking is not required.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(a) for visitors is obvious and located close to the building's main entrance;</p> <p>(b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building;</p> <p>(c) is easily and safely accessible from outside the site.</p>	<p><b>A07.2</b></p> <p>Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p>	<p><b>Not Applicable</b></p> <p>Bicycle parking is not required.</p>
	<p><b>A07.3</b></p> <p>Development provides visitor bicycle parking which does not impede pedestrian movement.</p>	<p><b>Not Applicable</b></p> <p>Bicycle parking is not required.</p>
<p><b>PO8</b></p> <p>Development provides walking and cycle routes through the site which:</p> <p>(a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes;</p> <p>(b) encourage walking and cycling;</p>	<p><b>A08</b></p> <p>Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <p>(a) create a walking or cycle route along the full frontage of the site;</p> <p>(b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.</p>	<p><b>Not Applicable</b></p> <p>Walking and Cycling routes are not required.</p>



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Performance outcomes	Acceptable outcomes	Compliance
(c) ensure pedestrian and cyclist safety.		
<p><b>PO9</b></p> <p>Access, internal circulation and on-site parking for service vehicles are designed and constructed:</p> <p>(a) in accordance with relevant standards;</p> <p>(b) so that they do not interfere with the amenity of the surrounding area;</p> <p>(c) so that they allow for the safe and convenient movement of pedestrians, cyclists and other vehicles.</p>	<p><b>AO9.1</b></p> <p>Access driveways, vehicle manoeuvring and on-site parking for service vehicles are designed and constructed in accordance with AS2890.1 and AS2890.2.</p>	<p><b>Complies with AO9.1</b></p> <p>The site is identified in the Australian Standard as a Domestic Property and the proposed car parking would satisfy the Australian Standard. Domestic properties are not required to provide for vehicles to enter and leave in a forward gear.</p>
	<p><b>AO9.2</b></p> <p>Service and loading areas are contained fully within the site.</p>	<p><b>Not Applicable</b></p> <p>No service areas are proposed.</p>
	<p><b>AO9.3</b></p> <p>The movement of service vehicles and service operations are designed so they:</p> <p>(a) do not impede access to parking spaces;</p> <p>(b) do not impede vehicle or pedestrian traffic movement.</p>	<p><b>Not Applicable</b></p> <p>There is not requirement or proposal to accommodate service vehicles.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO10</b></p> <p>Sufficient queuing and set down areas are provided to accommodate the demand generated by the development.</p>	<p><b>AO10.1</b></p> <p>Development provides adequate area on-site for vehicle queuing to accommodate the demand generated by the development where drive through facilities or drop-off/pick-up services are proposed as part of the use, including, but not limited to, the following land uses:</p> <ul style="list-style-type: none"> <li>(a) car wash;</li> <li>(b) child care centre;</li> <li>(c) educational establishment where for a school;</li> <li>(d) food and drink outlet, where including a drive-through facility;</li> <li>(e) hardware and trade supplies, where including a drive-through facility;</li> <li>(f) hotel, where including a drive-through facility;</li> <li>(g) service station.</li> </ul>	<p><b>Not Applicable</b></p> <p>No on-site queuing is anticipated.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p><b>AO10.2</b></p> <p>Queuing and set-down areas are designed and constructed in accordance with AS2890.1.</p>	<p><b>Not Applicable</b></p> <p>No on-site queuing is anticipated.</p>

**Table 9.4.1.3.b – Access, parking and servicing requirements**

Note – Where the number of spaces is not a whole number, the number of spaces to be provided is the next highest whole number.

Note – Where the proposed development involves one or more land use, the minimum number of spaces for the proposed development will be calculated using the minimum number of spaces specified for each land use component.

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Agricultural supplies store	1 space per 50m <sup>2</sup> of GFA and outdoor display area.	1 space per 200m <sup>2</sup> of GFA.	n/a	LRV
Air services	1 car space per 20m <sup>2</sup> of covered reception area, plus 1 car space per 2 staff, plus a covered bus set down	n/a	n/a	LRV





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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	area adjacent to the entry of the reception area and 2 bus parking spaces.			
Bulk landscape supplies	1 space per 50m <sup>2</sup> GFA and outdoor display area.	1 space per 200m <sup>2</sup> of GFA.	n/a	MRV
Caretaker's accommodation	A minimum of 1 space	n/a	n/a	n/a
Child care centre	1 space per 10 children to be used for setting down and picking up of children, with a minimum of 3 car spaces to be provided for set down and collection; plus 1 space per employee.  Any drive-through facility can provide tandem short term parking for 3 car spaces for setting down/picking up of children, on the basis that a	n/a	n/a	VAN



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	passing lane is provided and line-marked to be kept clear of standing vehicles at all times.			
Club	Unlicensed clubrooms: 1 space per 45m <sup>2</sup> of GFA. Licensed clubrooms: 1 space per 15m <sup>2</sup> of GFA.	1 space per 4 employees.	n/a	Licensed and equal or greater than 1500m <sup>2</sup> : RCV  Other: VAN
Community care centre	1 space per 20m <sup>2</sup> of GFA.	A minimum of 1 space.	n/a	RCV
Community residence	A minimum of 2 spaces.	A minimum of 1 space.	n/a	VAN
Community use	1 space per 15m <sup>2</sup> GFA.	1 space per 100m <sup>2</sup> of GFA.	n/a	RCV



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Dual occupancy	A minimum of 2 spaces per dwelling unit which may be in tandem with a minimum of 1 covered space per dwelling unit.	n/a	n/a	n/a
Dwelling house	A minimum of 2 spaces which may be in tandem plus 1 space for a secondary dwelling	n/a	n/a	n/a
Dwelling unit	1.5 spaces per one or two bedroom unit; or 2 spaces per three bedroom unit.	n/a	n/a	n/a
Educational establishment	Primary school or secondary schools: 1 car space per 2 staff members, plus provision of space to be used for setting down and picking up of students.  Tertiary and further education:	Primary school or secondary schools: 1 space per 5 students over year 4.  Tertiary and further education:	Required for all educational establishments with a GFA greater than 2000m <sup>2</sup> .	RCV



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	1 car space per 2 staff members, plus 1 car space per 10 students, plus provision of space to be used for setting down and picking up of students.	2 spaces per 50 full time students.		
Food and drink outlet	1 space per 25m <sup>2</sup> GFA and outdoor dining area. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m <sup>2</sup> of GFA, and outdoor dining area.	1 space per 100m <sup>2</sup> of GFA, and outdoor dining area.	n/a	See Table 9.4.1.3.d
Function facility	1 space per 15m <sup>2</sup> GFA.	1 space per 100m <sup>2</sup> of GFA.	n/a	RCV
Funeral parlour	1 space per 15m <sup>2</sup> GFA.	n/a	n/a	RCV



20190100 – 5 Trochus Close, Port Douglas

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Garden centre	1 space per 50m <sup>2</sup> GFA and outdoor display area	1 space per 200m <sup>2</sup> of GFA.	n/a	AV
Hardware and trade supplies	1 space per 50m <sup>2</sup> GFA and outdoor display area	1 space per 200m <sup>2</sup> of GFA.	n/a	AV
Health care services	1 space per 20m <sup>2</sup> of GFA.	1 space per 100m <sup>2</sup> of GFA.	Required for all health care services with a GFA greater than 2000m <sup>2</sup> .	VAN
High impact industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	AV
Home based business	The parking required for the dwelling house, plus 1 space per bedroom where the Home based business involves the provision of accommodation; or	n/a	n/a	n/a



20190100 – 5 Trochus Close, Port Douglas

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	1 space per 25m <sup>2</sup> GFA for any other Home Based Business.			
Hospital	The greater of 1 space per 2 bedrooms or 1 space per 4 beds; plus 1 car space for ambulance parking, designated accordingly.	1 space per 100m <sup>2</sup> of GFA.	Required for all hospitals with a GFA greater than 2000m <sup>2</sup> .	RCV
Hotel	<p>1 space per 10m<sup>2</sup> GFA and licensed outdoor area; plus</p> <p>For 1 space per 50m<sup>2</sup> GFA of floor area of liquor barn or bulk liquor sales area; plus, if a drive in bottle shop is provided, queuing lane/s on site for 12 vehicles.</p> <p>Note - Use standard for any Short Term Accommodation for hotel accommodation use.</p>	1 space per 100m <sup>2</sup> of GFA.	n/a	LRV



20190100 – 5 Trochus Close, Port Douglas

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Indoor sport and recreation	Squash court or another court game: 4 spaces per court. Basketball, netball, soccer, cricket: 25 spaces per court / pitch. Ten pin bowling: 3 spaces per bowling lane. Gymnasium: 1 space per 15m <sup>2</sup> of GFA.	1 space per 4 employees.	n/a	RCV
Low impact industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	AV
Marine industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	AV
Medium impact industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	AV



20190100 – 5 Trochus Close, Port Douglas

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Multiple dwelling	<p>If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie Local plan: 1 car space per dwelling unit.</p> <p>If outside Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie Local plan: 1.5 car spaces per dwelling unit</p> <p>In all cases 60% of the car parking area is to be covered.</p>	1 bicycle space per 3 units and 1 visitor bicycle space per 12 units.	n/a	RCV (over 10 units)
Office	<p>1 space per 25m<sup>2</sup> of GFA</p> <p>or</p> <p>If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m<sup>2</sup> of GFA</p>	1 space per 200m <sup>2</sup> GFA	Required for all office development with a GFA greater than 2000m <sup>2</sup> .	See Table 9.4.1.3.e





20190100 – 5 Trochus Close, Port Douglas

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Outdoor sales	1 space per 50m <sup>2</sup> GFA and outdoor display area	1 space per 200m <sup>2</sup> of GFA.	n/a	AV
Outdoor sport and recreation	<p>Coursing, horse racing, pacing, trotting: 1 space per 5 seated spectators, plus 1 space per 5m<sup>2</sup> of other spectator areas.</p> <p>Football: 50 spaces per field.</p> <p>Lawn bowls: 30 spaces per green.</p> <p>Swimming pool: 15 spaces; plus 1 space per 100m<sup>2</sup> of useable site area.</p> <p>Tennis court or other court game: 4 spaces per court.</p> <p>Golf course: 4 spaces per tee on the course.</p> <p>Note - Use standard for Club for clubhouse component.</p>	<p>Football: 5 space per field.</p> <p>Lawn bowls: 5 spaces per green.</p> <p>Swimming pool: 1 space per swimming lane.</p> <p>Tennis court or other court game: 4 space per court.</p> <p>Golf course: 1 space per 15m<sup>2</sup> of GFA for clubhouse component.</p>	n/a	RCV



20190100 – 5 Trochus Close, Port Douglas

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Place of worship	1 space per 15m <sup>2</sup> of GFA.	1 space per 100m <sup>2</sup> of GFA.	n/a	LRV
Relocatable home park	1 space per relocatable home site; plus 0.1 space per relocatable home site for visitor parking; plus 1 space for an on-site manager	n/a	n/a	LRV
Research and technology industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	MRV
Residential care facility	1 visitor car space per 5 bedroom units; plus 1 car space per 2 staff members	n/a	n/a	LRV
Resort complex	Use standard for relevant standard for each component.	Use standard for relevant standard for each component.	n/a	RCV



20190100 – 5 Trochus Close, Port Douglas

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	For example: Use Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.	For example: Use Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.		
Retirement facility	1 space per dwelling unit; plus 1 visitor space per 5 dwelling units; plus 1 visitor car space per 10 hostel units, nursing home or similar beds, plus 1 car space per 2 staff members; plus 1 car parking space for ambulance parking.	n/a	n/a	LRV
Sales office	A minimum of 1 space.	n/a	n/a	n/a
Service industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	SRV



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Service station	1 space per 25m <sup>2</sup> of GFA	n/a	n/a	AV
Shop	1 space per 25m <sup>2</sup> of GFA. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m <sup>2</sup> of GFA.	1 space per 100m <sup>2</sup> of GFA.	Required for all shops with a GFA greater than 2000m <sup>2</sup> .	See Table 9.4.1.3.d.
Shopping centre	1 space per 25m <sup>2</sup> of GFA. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m <sup>2</sup> of GFA.	1 space per 200m <sup>2</sup> GFA.	Required for all shopping centres with a GFA greater than 2000m <sup>2</sup> .	See Table 9.4.1.3.d



20190100 – 5 Trochus Close, Port Douglas

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Short term accommodation	<p>If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan: 0.5 car spaces per dwelling unit.</p> <p>If outside Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan:</p> <p>For up to 5 units: 1 car space per dwelling unit, plus 1 space for visitors and 1 service/staff spaces.</p> <p>For 5 – 10 units: 1 car space per dwelling unit, plus 2 spaces for visitors and 1 service/staff spaces.</p> <p>For over 10 units: 0.75 car spaces per dwelling unit, plus 3 spaces for visitors and 2 service/staff parking for the first 10 units and 0.5 additional service/staff space per 10 units, there-above.</p>	1 space per 10 rooms	n/a	SRV



20190100 – 5 Trochus Close, Port Douglas

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	<p>In all cases 60% of the car parking area is to be covered.</p> <p>Note: Where Short term accommodation is to be interchangeable with a Multiple dwelling land use, multiple dwelling parking rates apply.</p>			
Showroom	1 space per 50m <sup>2</sup> GFA.	1 space per 200m <sup>2</sup> GFA.	n/a	AV
Special industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	AV
Tourist park	1 car space per caravan site, tent site or cabin; plus 1 visitor car space per 10 caravan sites, tent sites or cabins; plus 1 car space for an on-site manager.	n/a	n/a	LRV
Theatre	<p>Indoor: 1 space per 15m<sup>2</sup> of GFA.</p> <p>Outdoor cinema: 1 space per 5m<sup>2</sup> of designated viewing area, plus 1 car space per 2 employees.</p>	1 space per 200m <sup>2</sup> GFA.	n/a	VAN



20190100 – 5 Trochus Close, Port Douglas

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Veterinary services	1 space per 50m <sup>2</sup> of GFA.	n/a	n/a	VAN
Warehouse	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	Where self-storage: RCV Other: AV
Any use not otherwise specified in this table.	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time.	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time.		To be determined

**Table 9.4.1.3.c – Design vehicles**

<b>VAN</b>	A 99.8th percentile vehicle equivalent to a large car.
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20190100 – 5 Trochus Close, Port Douglas

<b>SRV</b>	Small rigid vehicle as in AS2890.2-2002 parking facilities – Off-street commercial vehicle facilities but incorporating a body width of 2.33m
<b>MRV</b>	Medium rigid vehicle equivalent to an 8-tonne truck.
<b>LRV</b>	Large rigid vehicle described by AS2890.2-2002 parking facilities – Off-street commercial vehicle facilities as heavy rigid vehicle.
<b>RCV</b>	Industrial refuse collection vehicle
<b>AV</b>	19 metre articulated vehicle from AUSTROADS

**Table 9.4.1.3.d – Standard number of service bays required for Food and drink outlet, Shop or Shopping centre**

Gross floor area (m <sup>2</sup> )	Service bays required			
	VAN	SRV	MRV	LRV
0-199	-	1	-	-
200 – 599	1	-	1	-
600 – 999	1	1	1	-





20190100 – 5 Trochus Close, Port Douglas

1000 – 1499	2	1	1	-
1500 – 1999	2	2	1	-
2000 – 2799	2	2	2	-
2800 – 3599	2	2	2	1
3600 and over	To be determined via a parking study.			

**Table 9.4.1.3.e – Standard number of service bays required for Office**

Gross floor area (m <sup>2</sup> )	Service bays required			
	VAN	SRV	MRV	LRV
0-999	-	1	-	-
1000 – 2499	1	-	1	-
2500 – 3999	2	1	1	-
4000 – 5999	3	1	1	-



20190100 – 5 Trochus Close, Port Douglas

6000 – 7999	4	1	1	-
8000 – 9999	4	2	1	-
10000 and over	To be determined via a parking study.			

## Appendix 4.

# HYDRAULIC ENGINEERS REPORT AND DESIGN

21<sup>st</sup> February 2019

**VOS Architect**  
dgv71@hotmail.com

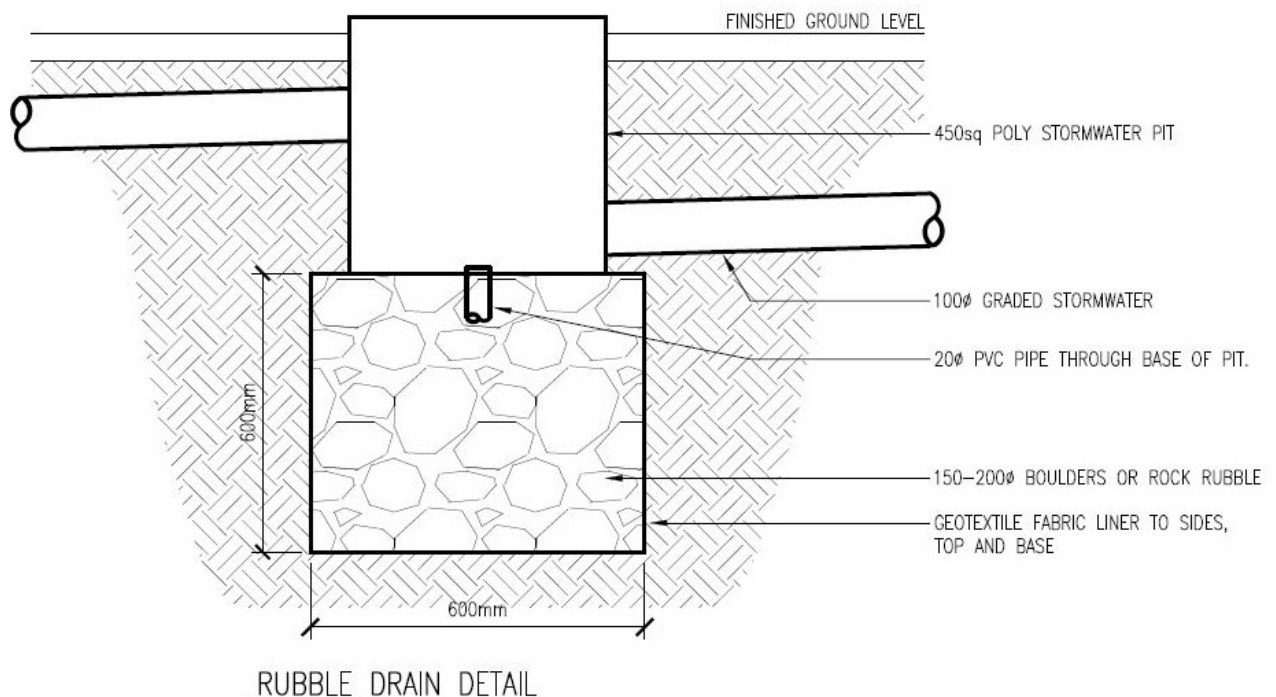
**Att: Danielle Vos**

**Re: 5 Trochus Court – Port Douglas**  
Site Inspection Report

The existing stormwater drainage is to be replaced with new.  
The proposal is to have all downpipes discharge to the street kerb and channel via a gravity drainage system. There is insufficient fall from the rear of the property to the kerb and channel. The proposal is to install a stormwater pit at the front boundary with a rock rubble drain under. This design allows for most of the stormwater to discharge to kerb and channel and the remaining water after the rain event will absorb into the sand.

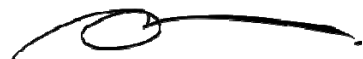
The rear of the property does not have enough fall to gravity fall to the kerb. The proposal is to grade the turfed areas to a stormwater pump station and discharge to kerb and channel.

The location of the Carport/Garage on the boundary is more suitable hydraulically. The downpipes from this roof will be able to discharge direct to kerb. If the garage was recessed into the property, there is insufficient fall to get this to the boundary and another pump station would need to be installed. The additional load on the electrical system and hydraulic system would be too excessive.



For further information or clarification on the above, please do not hesitate to contact the under signed on 40321468.

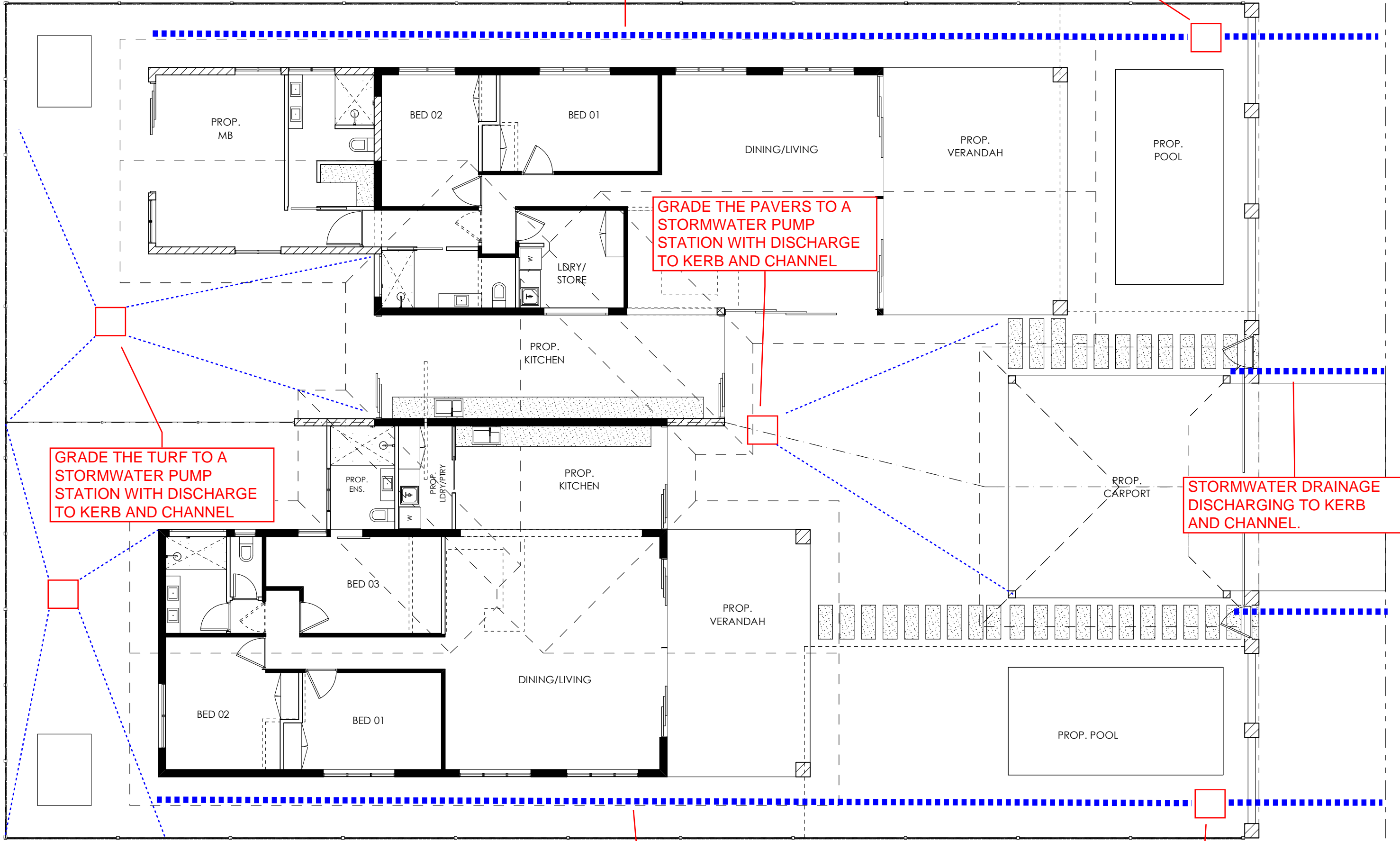
Yours Faithfully



Shane Barnes  
Principal

STORMWATER DRAINAGE  
COLLECTING DOWNPIPES

STORMWATER LIFT PIT  
WITH ABSORPTION BED  
UNDER



GRADE THE PAVERS TO A  
STORMWATER PUMP  
STATION WITH DISCHARGE  
TO KERB AND CHANNEL

GRADE THE TURF TO A  
STORMWATER PUMP  
STATION WITH DISCHARGE  
TO KERB AND CHANNEL

STORMWATER DRAINAGE  
DISCHARGING TO KERB  
AND CHANNEL.

STORMWATER DRAINAGE  
COLLECTING DOWNPIPES

STORMWATER LIFT PIT  
WITH ABSORPTION BED



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T. 07 40410111 F. 07 40410188

**Individual owner's consent for making a development application under the *Planning Act 2016***

P & T Lewis Management Superfund

as owner of the premises identified as follows:

Unit 2, 5 Trochus Close, Port Douglas QLD 4877 (Lot 2 SP248510)

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

Peter and Tracy Lewis

on the premises described above for:

Modification of existing approval for a Dual Occupancy

Handwritten signature and date in black ink.

25-2-18

[signature of owner and  
date signed]

**Individual owner's consent for making a development application under the *Planning Act 2016***

Body Corporate for 5 Trochus Close Community Title Scheme

as owner of the premises identified as follows:

Common Property - 5 Trochus Close, Port Douglas QLD 4877 (Lot 2 SP248510)

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

Peter and Tracy Lewis

on the premises described above for:

Modification of existing approval for a Dual Occupancy



25-2-18

[signature of owner and  
date signed]



# GMA Certification Pty Ltd

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FAX: 07 4098 5180  
EMAIL: adminpd@gmacert.com.au



## PURCHASE ORDER CREDIT CARD AUTHORITY

Purchase Number: PO-8808

Date: 26 Feb 2019

Reference No and Site Address

20190100

Douglas Shire Council  
PO Box 723  
MOSSMAN QLD 4873

Description	GST	Amount
20190100 Planning Application Lot 1 & 2, 5 Trochus Cl, Port Douglas	GST Free	\$320.00
	Subtotal	\$320.00
	Total GST Free	\$0.00
	<b>Total</b>	<b>\$320.00</b>

Please Debit the amount of \$320.00 for the above listed items to our Credit Card as detailed below.  
Receipts can be emailed to the address at the top of this Purchase Order.

Name on Card: Geoffrey R Mitchell  
Card Number: 5163 1040 0003 \_\_\_\_  
Expiry Date: 03/19  
CCV: ---

Signature:

For security reasons please call 07 55 781 622 to obtain the missing card digits. Please quote the Purchase Order Number **PO-8808** when you call

**\*\*\*DISCLAIMER\*\*\***  
*Please note the use of this credit card authority is strictly for the single authorisation of the  
Transaction details as described on this order*