

# DA Form 1 – Development application details

**Approved form (version 1.1 effective 22 JUNE 2018) made under section 282 of the Planning Act 2016.**

This form **must** be used to make a development application **involving code assessment or impact assessment**, except when applying for development involving building work.

For a development application involving **building work only**, use *DA Form 2 – Building work details*.

For a development application involving **building work associated with any other type of assessable development (i.e. material change of use, operational work or reconfiguring a lot)**, use this form (*DA Form 1*) and parts 4 to 6 of *DA Form 2 – Building work details*.

Unless stated otherwise, all parts of this form **must** be completed in full and all required supporting information **must** accompany the development application.

One or more additional pages may be attached as a schedule to this development application if there is insufficient space on the form to include all the necessary information.

This form and any other form relevant to the development application must be used to make a development application relating to strategic port land and Brisbane core port land under the *Transport Infrastructure Act 1994*, and airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*. For the purpose of assessing a development application relating to strategic port land and Brisbane core port land, any reference to a planning scheme is taken to mean a land use plan for the strategic port land, Brisbane port land use plan for Brisbane core port land, or a land use plan for airport land.

**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) <i>(individual or company full name)</i>	Austart Homes Pty Ltd
Contact name <i>(only applicable for companies)</i>	Patrick Clifton, GMA Certification
Postal address <i>(P.O. Box or street address)</i>	PO Box 831
Suburb	Port Douglas
State	QLD
Postcode	4877
Country	Australia
Contact number	07 4098 5150
Email address <i>(non-mandatory)</i>	Patrick.C@gmacert.com.au
Mobile number <i>(non-mandatory)</i>	0438 755 374
Fax number <i>(non-mandatory)</i>	
Applicant's reference number(s) <i>(if applicable)</i>	20190541

2) Owner's consent	
2.1) Is written consent of the owner required for this development application?	
<input checked="" type="checkbox"/> Yes – the written consent of the owner(s) is attached to this development application	
<input type="checkbox"/> No – proceed to 3)	

## PART 2 – LOCATION DETAILS

### 3) Location of the premises (complete 3.1) or 3.2), and 3.3) as applicable)

**Note:** Provide details below and attach a site plan for any or all premises part of the development application. For further information, see [DA Forms Guide: Relevant plans](#).

#### 3.1) Street address and lot on plan

☒ Street address **AND** lot on plan (all lots must be listed), **or**

☐ Street address **AND** lot on plan for an adjoining or adjacent property of the premises (appropriate for development in water but adjoining or adjacent to land e.g. jetty, pontoon; all lots must be listed).

a)	Unit No.	Street No.	Street Name and Type	Suburb
		11-15	Dickson Street	Craigie
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4873	404	C2251	Douglas Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)

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

**Note:** Place each set of coordinates in a separate row. Only one set of coordinates is required for this part.

☐ 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:	

☐ 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 are relevant to this development application and their details have been attached in a schedule to this application

☒ Not required

#### 4) Identify any of the following that apply to the premises and provide any relevant details

☐ In or adjacent to a water body or watercourse or in or above an aquifer

Name of water body, watercourse or aquifer:

☐ On strategic port land under the *Transport Infrastructure Act 1994*

Lot on plan description of strategic port land:

Name of port authority for the lot:

☐ In a tidal area

Name of local government for the tidal area (if applicable):

Name of port authority for tidal area (if applicable):

☐ On airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*

Name of airport:

<input type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>	
EMR site identification:	
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>	
CLR site identification:	

**5) Are there any existing easements over the premises?**

*Note: Easement uses vary throughout Queensland and are to be identified correctly and accurately. For further information on easements and how they may affect the proposed development, see [DA Forms Guide](#).*

- ☐ Yes – All easement locations, types and dimensions are included in plans submitted with this development application
- ☒ No

## PART 3 – DEVELOPMENT DETAILS

### Section 1 – Aspects of development

#### 6.1) Provide details about the first development aspect

a) What is the type of development? *(tick only one box)*

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

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

- ☒ Development permit      ☐ Preliminary approval      ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

- ☒ Code assessment      ☐ Impact assessment *(requires public notification)*

d) Provide a brief description of the proposal *(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):*

Reconfiguring a Lot (1 into 3 lots)

e) Relevant plans

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

- ☒ Relevant plans of the proposed development are attached to the development application

#### 6.2) Provide details about the second development aspect

a) What is the type of development? *(tick only one box)*

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

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

- ☐ Development permit      ☐ Preliminary approval      ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

- ☐ Code assessment      ☐ Impact assessment *(requires public notification)*

d) Provide a brief description of the proposal *(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):*

e) Relevant plans

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

- ☐ Relevant plans of the proposed development are attached to the development application

**6.3) Additional aspects of development**

- ☐ Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application
- ☒ Not required

**Section 2 – Further development details****7) Does the proposed development application involve any of the following?**

Material change of use	<input type="checkbox"/> Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	<input checked="" type="checkbox"/> Yes – complete division 2
Operational work	<input type="checkbox"/> Yes – complete division 3
Building work	<input type="checkbox"/> Yes – complete <i>DA Form 2 – Building work details</i>

**Division 1 – Material change of use**

**Note:** This division is only required to be completed if any part of the development application involves a material change of use assessable against a local planning instrument.

**8.1) Describe the proposed material change of use**

Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m <sup>2</sup> ) (if applicable)

**8.2) Does the proposed use involve the use of existing buildings on the premises?**

<input type="checkbox"/> Yes		
<input type="checkbox"/> No		

**Division 2 – Reconfiguring a lot**

**Note:** This division is only required to be completed if any part of the development application involves reconfiguring a lot.

**9.1) What is the total number of existing lots making up the premises?**

1

**9.2) What is the nature of the lot reconfiguration? (tick all applicable boxes)**

<input checked="" type="checkbox"/> Subdivision (complete 10))	<input type="checkbox"/> Dividing land into parts by agreement (complete 11))
<input type="checkbox"/> Boundary realignment (complete 12))	<input type="checkbox"/> Creating or changing an easement giving access to a lot from a construction road (complete 13))

**10) Subdivision****10.1) For this development, how many lots are being created and what is the intended use of those lots:**

Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created	3			

**10.2) Will the subdivision be staged?**

- ☐ Yes – provide additional details below
- ☒ No

How many stages will the works include?	
What stage(s) will this development application apply to?	

11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts?

Intended use of parts created	Residential	Commercial	Industrial	Other, please specify:
Number of parts created				

12) Boundary realignment

12.1) What are the current and proposed areas for each lot comprising the premises?

Current lot		Proposed lot	
Lot on plan description	Area (m <sup>2</sup> )	Lot on plan description	Area (m <sup>2</sup> )

12.2) What is the reason for the boundary realignment?

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13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement? (attach schedule if there are more than two easements)

Existing or proposed?	Width (m)	Length (m)	Purpose of the easement? (e.g. pedestrian access)	Identify the land/lot(s) benefitted by the easement

### Division 3 – Operational work

**Note:** This division is only required to be completed if any part of the development application involves operational work.

14.1) What is the nature of the operational work?

- |  |                                     |  |
|--|-------------------------------------|--|
| <input type="checkbox"/> Road work   | <input type="checkbox"/> Stormwater | <input type="checkbox"/> Water infrastructure  |
| <input type="checkbox"/> Drainage work   | <input type="checkbox"/> Earthworks | <input type="checkbox"/> Sewage infrastructure |
| <input type="checkbox"/> Landscaping   | <input type="checkbox"/> Signage    | <input type="checkbox"/> Clearing vegetation   |
| <input type="checkbox"/> Other – please specify: <table border="1" style="display: inline-table; width: 300px; height: 20px;"></table> |                                     |  |

14.2) Is the operational work necessary to facilitate the creation of new lots? (e.g. subdivision)

<input type="checkbox"/> Yes – specify number of new lots:	
<input type="checkbox"/> No	

14.3) What is the monetary value of the proposed operational work? (include GST, materials and labour)

\$
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## PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application

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16) Has the local government agreed to apply a superseded planning scheme for this development application?

- ☐ Yes – a copy of the decision notice is attached to this development application
- ☐ Local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
- ☒ No

## PART 5 – REFERRAL DETAILS

### 17) Do any aspects of the proposed development require referral for any referral requirements?

**Note:** A development application will require referral if prescribed by the Planning Regulation 2017.

☐ No, there are no referral requirements relevant to any development aspects identified in this development application – proceed to Part 6

#### Matters requiring referral to the **Chief Executive of the Planning Regulation 2017:**

- ☐ Clearing native vegetation
- ☐ Contaminated land (*unexploded ordnance*)
- ☐ Environmentally relevant activities (ERA) (*only if the ERA have not been devolved to a local government*)
- ☐ Fisheries – aquaculture
- ☐ Fisheries – declared fish habitat area
- ☐ Fisheries – marine plants
- ☐ Fisheries – waterway barrier works
- ☐ Hazardous chemical facilities
- ☐ Queensland heritage place (*on or near a Queensland heritage place*)
- ☐ Infrastructure – designated premises
- ☐ Infrastructure – state transport infrastructure
- ☒ Infrastructure – state transport corridors and future state transport corridors
- ☐ Infrastructure – state-controlled transport tunnels and future state-controlled transport tunnels
- ☒ Infrastructure – near a state-controlled road intersection
- ☐ On Brisbane core port land near a State transport corridor or future State transport corridor
- ☐ On Brisbane core port land – ERA
- ☐ On Brisbane core port land – tidal works or work in a coastal management district
- ☐ On Brisbane core port land – hazardous chemical facility
- ☐ On Brisbane core port land – taking or interfering with water
- ☐ On Brisbane core port land – referable dams
- ☐ On Brisbane core port land - fisheries
- ☐ Land within Port of Brisbane's port limits
- ☐ SEQ development area
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – tourist activity or sport and recreation activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – community activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – indoor recreation
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – urban activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – combined use
- ☐ Tidal works or works in a coastal management district
- ☐ Reconfiguring a lot in a coastal management district or for a canal
- ☐ Erosion prone area in a coastal management district
- ☐ Urban design
- ☐ Water-related development – taking or interfering with water
- ☐ Water-related development – removing quarry material (*from a watercourse or lake*)
- ☐ Water-related development – referable dams
- ☐ Water-related development – construction of new levees or modification of existing levees (*category 3 levees only*)
- ☐ Wetland protection area

#### Matters requiring referral to the **local government:**

- ☐ Airport land
- ☐ Environmentally relevant activities (ERA) (*only if the ERA have been devolved to local government*)
- ☐ Local heritage places

Matters requiring referral to the <b>chief executive of the distribution entity or transmission entity</b> : <input type="checkbox"/> Electricity infrastructure
Matters requiring referral to: <ul style="list-style-type: none"> <li>• The <b>Chief executive of the holder of the licence</b>, if not an individual</li> <li>• The <b>holder of the licence</b>, if the holder of the licence is an individual</li> </ul> <input type="checkbox"/> Oil and gas infrastructure
Matters requiring referral to <b>the Brisbane City Council</b> : <input type="checkbox"/> Brisbane core port land
Matters requiring referral to the <b>Minister under the Transport Infrastructure Act 1994</b> : <input type="checkbox"/> Brisbane core port land (inconsistent with Brisbane port LUP for transport reasons) <input type="checkbox"/> Strategic port land
Matters requiring referral to the <b>relevant port operator</b> : <input type="checkbox"/> Land within Port of Brisbane's port limits (below high-water mark)
Matters requiring referral to the <b>Chief Executive of the relevant port authority</b> : <input type="checkbox"/> Land within limits of another port (below high-water mark)
Matters requiring referral to the <b>Gold Coast Waterways Authority</b> : <input type="checkbox"/> Tidal works, or work in a coastal management district in Gold Coast waters
Matters requiring referral to the <b>Queensland Fire and Emergency Service</b> : <input type="checkbox"/> Tidal works marina ( <i>more than six vessel berths</i> )

<b>18) Has any referral agency provided a referral response for this development application?</b>		
<input type="checkbox"/> Yes – referral response(s) received and listed below are attached to this development application <input checked="" type="checkbox"/> No		
Referral requirement	Referral agency	Date of referral response
Identify and describe any changes made to the proposed development application that was the subject of the referral response and the development application the subject of this form, or include details in a schedule to this development application ( <i>if applicable</i> ).		

## PART 6 – INFORMATION REQUEST

<b>19) Information request under Part 3 of the DA Rules</b>
<input checked="" type="checkbox"/> I agree to receive an information request if determined necessary for this development application <input type="checkbox"/> I do not agree to accept an information request for this development application
<b>Note:</b> By not agreeing to accept an information request I, the applicant, acknowledge:
<ul style="list-style-type: none"> <li>• that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties</li> <li>• Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.</li> </ul>
Further advice about information requests is contained in the <u>DA Forms Guide</u> .

## PART 7 – FURTHER DETAILS

20) Are there any associated development applications or current approvals? (e.g. a preliminary approval)

- ☒ Yes – provide details below or include details in a schedule to this development application  
☐ No

List of approval/development application references	Reference number	Date	Assessment manager
<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Development application	CA 2019_3131/1	1 October 2010	Douglas Shire Council
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			

21) Has the portable long service leave levy been paid? (only applicable to development applications involving building work or operational work)

- ☐ Yes – a copy of the receipted QLeave form is attached to this development application  
☐ No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid  
☒ Not applicable (e.g. building and construction work is less than \$150,000 excluding GST)

Amount paid	Date paid (dd/mm/yy)	QLeave levy number
\$		

22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?

- ☐ Yes – show cause or enforcement notice is attached  
☒ No

23) Further legislative requirements

### Environmentally relevant activities

23.1) Is this development application also taken to be an application for an environmental authority for an **Environmentally Relevant Activity (ERA)** under section 115 of the *Environmental Protection Act 1994*?

- ☐ Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below  
☒ No

**Note:** Application for an environmental authority can be found by searching “ESR/2015/1791” as a search term at [www.qld.gov.au](http://www.qld.gov.au). An ERA requires an environmental authority to operate. See [www.business.qld.gov.au](http://www.business.qld.gov.au) for further information.

Proposed ERA number:		Proposed ERA threshold:	
Proposed ERA name:			

- ☐ Multiple ERAs are applicable to this development application and the details have been attached in a schedule to this development application.

### Hazardous chemical facilities

23.2) Is this development application for a **hazardous chemical facility**?

- ☐ Yes – Form 69: Notification of a facility exceeding 10% of schedule 15 threshold is attached to this development application  
☒ No

**Note:** See [www.business.qld.gov.au](http://www.business.qld.gov.au) for further information about hazardous chemical notifications.

### Clearing native vegetation



23.3) Does this development application involve **clearing native vegetation** that requires written confirmation that the chief executive of the *Vegetation Management Act 1999* is satisfied the clearing is for a relevant purpose under section 22A of the *Vegetation Management Act 1999*?

☐ Yes – this development application includes written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)

☒ No

**Note:** 1. Where a development application for operational work or material change of use requires a s22A determination and this is not included, the development application is prohibited development.

2. See <https://www.qld.gov.au/environment/land/vegetation/applying> for further information on how to obtain a s22A determination.

### **Environmental offsets**

23.4) Is this development application taken to be a prescribed activity that may have a significant residual impact on a **prescribed environmental matter** under the *Environmental Offsets Act 2014*?

☐ Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as having a significant residual impact on a prescribed environmental matter

☒ No

**Note:** The environmental offset section of the Queensland Government's website can be accessed at [www.qld.gov.au](http://www.qld.gov.au) for further information on environmental offsets.

### **Koala conservation**

23.5) Does this development application involve a material change of use, reconfiguring a lot or operational work within an assessable development area under Schedule 10, Part 10 of the Planning Regulation 2017?

☐ Yes

☒ No

**Note:** See guidance materials at [www.des.qld.gov.au](http://www.des.qld.gov.au) for further information.

### **Water resources**

23.6) Does this development application involve **taking or interfering with underground water through an artesian or subartesian bore, taking or interfering with water in a watercourse, lake or spring, or taking overland flow water under the Water Act 2000**?

☐ Yes – the relevant template is completed and attached to this development application and I acknowledge that a relevant authorisation or licence under the *Water Act 2000* may be required prior to commencing development

☒ No

**Note:** Contact the Department of Natural Resources, Mines and Energy at [www.dnrme.qld.gov.au](http://www.dnrme.qld.gov.au) for further information.

DA templates are available from <https://planning.dsdmip.qld.gov.au/>. If the development application involves:

- Taking or interfering with underground water through an artesian or subartesian bore: complete DA Form 1 Template 1
- Taking or interfering with water in a watercourse, lake or spring: complete DA Form 1 Template 2
- Taking overland flow water: complete DA Form 1 Template 3.

### **Waterway barrier works**

23.7) Does this application involve **waterway barrier works**?

☐ Yes – the relevant template is completed and attached to this development application

☒ No

DA templates are available from <https://planning.dsdmip.qld.gov.au/>. For a development application involving waterway barrier works, complete DA Form 1 Template 4.

### **Marine activities**

23.8) Does this development application involve **aquaculture, works within a declared fish habitat area or removal, disturbance or destruction of marine plants**?

☐ Yes – an associated resource allocation authority is attached to this development application, if required under the *Fisheries Act 1994*

☒ No

**Note:** See guidance materials at [www.daf.qld.gov.au](http://www.daf.qld.gov.au) for further information.

### **Quarry materials from a watercourse or lake**

23.9) Does this development application involve the **removal of quarry materials from a watercourse or lake** under the *Water Act 2000*?

- ☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development  
☒ No

**Note:** Contact the Department of Natural Resources, Mines and Energy at [www.dnrme.qld.gov.au](http://www.dnrme.qld.gov.au) and [www.business.qld.gov.au](http://www.business.qld.gov.au) for further information.

### **Quarry materials from land under tidal waters**

23.10) Does this development application involve the **removal of quarry materials from land under tidal water** under the *Coastal Protection and Management Act 1995*?

- ☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development  
☒ No

**Note:** Contact the Department of Environment and Science at [www.des.qld.gov.au](http://www.des.qld.gov.au) for further information.

### **Referable dams**

23.11) Does this development application involve a **referable dam** required to be failure impact assessed under section 343 of the *Water Supply (Safety and Reliability) Act 2008* (the Water Supply Act)?

- ☐ Yes – the 'Notice Accepting a Failure Impact Assessment' from the chief executive administering the Water Supply Act is attached to this development application  
☒ No

**Note:** See guidance materials at [www.dnrme.qld.gov.au](http://www.dnrme.qld.gov.au) for further information.

### **Tidal work or development within a coastal management district**

23.12) Does this development application involve **tidal work or development in a coastal management district**?

- ☐ Yes – the following is included with this development application:  
☐ Evidence the proposal meets the code for assessable development that is prescribed tidal work (*only required if application involves prescribed tidal work*)  
☐ A certificate of title  
☒ No

**Note:** See guidance materials at [www.des.qld.gov.au](http://www.des.qld.gov.au) for further information.

### **Queensland and local heritage places**

23.13) Does this development application propose development on or adjoining a place entered in the **Queensland heritage register** or on a place entered in a local government's **Local Heritage Register**?

- ☐ Yes – details of the heritage place are provided in the table below  
☒ No

**Note:** See guidance materials at [www.des.qld.gov.au](http://www.des.qld.gov.au) for information requirements regarding development of Queensland heritage places.

Name of the heritage place:		Place ID:	
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### **Brothels**

23.14) Does this development application involve a **material change of use for a brothel**?

- ☐ Yes – this development application demonstrates how the proposal meets the code for a development application for a brothel under Schedule 3 of the *Prostitution Regulation 2014*  
☒ No

### **Decision under section 62 of the Transport Infrastructure Act 1994**

23.15) Does this development application involve new or changed access to a state-controlled road?

- ☐ Yes - this application will be taken to be an application for a decision under section 62 of the *Transport Infrastructure Act 1994* (subject to the conditions in section 75 of the *Transport Infrastructure Act 1994* being satisfied)  
☒ No

## PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist	
I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17 <i>Note: See the Planning Regulation 2017 for referral requirements</i>	<input checked="" type="checkbox"/> Yes
If building work is associated with the proposed development, Parts 4 to 6 of <i>DA Form 2 – Building work details</i> have been completed and attached to this development application	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable
Supporting information addressing any applicable assessment benchmarks is with development application <i>Note: This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see <a href="#">DA Forms Guide: Planning Report Template</a>.</i>	<input checked="" type="checkbox"/> Yes
Relevant plans of the development are attached to this development application <i>Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see <a href="#">DA Forms Guide: Relevant plans</a>.</i>	<input checked="" type="checkbox"/> Yes
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued ( <i>see 21</i> )	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable

25) Applicant declaration
<input checked="" type="checkbox"/> By making this development application, I declare that all information in this development application is true and correct <input checked="" type="checkbox"/> Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the <i>Electronic Transactions Act 2001</i> <i>Note: It is unlawful to intentionally provide false or misleading information.</i>
<p><b>Privacy</b> – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website.</p> <p>Personal information will not be disclosed for a purpose unrelated to the <i>Planning Act 2016</i>, Planning Regulation 2017 and the DA Rules except where:</p> <ul style="list-style-type: none"> <li>such disclosure is in accordance with the provisions about public access to documents contained in the <i>Planning Act 2016</i> and the Planning Regulation 2017, and the access rules made under the <i>Planning Act 2016</i> and Planning Regulation 2017; or</li> <li>required by other legislation (including the <i>Right to Information Act 2009</i>); or</li> <li>otherwise required by law.</li> </ul> <p>This information may be stored in relevant databases. The information collected will be retained as required by the <i>Public Records Act 2002</i>.</p>

## PART 9 – FOR OFFICE USE ONLY

Date received:  Reference number(s):

Notification of engagement of alternative assessment manager	
Prescribed assessment manager	
Name of chosen assessment manager	
Date chosen assessment manager engaged	
Contact number of chosen assessment manager	

Relevant licence number(s) of chosen assessment manager	
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#### QLeave notification and payment

*Note: For completion by assessment manager if applicable*

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



GMA Certification  
Group

*Leader's in  
Building Certification Services*



## **PLANNING STATEMENT**

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For: Phill Matthews, Austart Homes Pty Ltd  
Development: Reconfiguring a Lot (1 into 3 lots)  
At: 11-15 Dickson Street, Craigie (Lot 404 C2251)  
Prepared by: GMA Certification Group  
File Ref: 20190541  
Revision: A

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## 1.0 Introduction

This report has been prepared in behalf of Austart Homes Pty Ltd in support of a Development Application to Douglas Shire Council for a Development Permit for Reconfiguring a Lot (1 lot into 3 lots) on land located at 11-15 Dickson Street, Craiglie and described as Lot 404 on C2251.

The application site is a single allotment located on the corner of Dickson and Davidson Streets, Craiglie. The site contains an area of 3,738m<sup>2</sup> and has frontage to both Davidson Street and Dickson Street, which are formed roads at the site frontage. However, Dickson Street does not extend for the full length of the site frontage. The site is currently improved by a single detached dwelling that is used for the purpose of an Austart display home. Access to the dwelling is provided from Davidson Street via a concrete driveway.

It is proposed to reconfigure the site to create three allotments with each allotment containing an area of greater than 1,000m<sup>2</sup>. The application is identified as being Code Assessable and consideration is required to be given to the assessment benchmarks contained in the Douglas Shire Planning Scheme and relevant state codes only.

The proposed development is considered to be consistent with the Assessment Benchmarks and the application is submitted for approval, subject to reasonable and relevant conditions.

## 2.0 Development Summary

<b>Address:</b>	11-15 Dickson Street, Craiglie
<b>Real Property Description:</b>	Lot 404 on C2251
<b>Easements &amp; Encumbrances:</b>	Nil
<b>Site Area/Frontage:</b>	Area: 3,738m <sup>2</sup> Frontage:  (a) Davidson Street – Approx. 82 metres. (b) Dickson Street – Approx. 54 metres.
<b>Registered Owner:</b>	Peace World Pty Ltd
<b>Proposal:</b>	Reconfiguring a Lot (1 Lot into 3 Lots)
<b>Approval Sought:</b>	Development Permit
<b>Level of Assessment:</b>	Code Assessment
<b>State Interests – State Planning Policy</b>	<ul style="list-style-type: none"> <li>• Economic Growth – Agricultural land classification – class A and B</li> <li>• Safety and Resilience to Hazards – Flood Area – level 1 – Queensland Floodplain.</li> <li>• Infrastructure - Davidson Street – Active Transport corridor.</li> </ul>
<b>State Interests – SARA Mapping:</b>	<ul style="list-style-type: none"> <li>• Native Vegetation Clearing – Category X on the regulated vegetation management map.</li> <li>• State Transport :               <ul style="list-style-type: none"> <li>○ Within 25m of a state controlled road;</li> <li>○ Within 100m of a state controlled intersection;</li> </ul> </li> </ul>
<b>Referral Agencies:</b>	SARA – for consideration of state-controlled road matters
<b>State Development Assessment Provisions:</b>	SDAP Code 1 – Development in a State Controlled Road environment.
<b>Regional Plan Designation:</b>	Urban Footprint



<b>Zone:</b>	Medium Density Residential Zone
<b>Local Plan Designation:</b>	Port Douglas Craiglie Local Plan
<b>Overlays:</b>	<ul style="list-style-type: none"> <li>• Acid Sulfate Soils Overlay - &lt;5m AHD;</li> <li>• Transport Network (Road Hierarchy) Overlay – Major Transport Noise Corridor</li> </ul>

### 3.0 Site and Locality

The application site is a single allotment located on the corner of Dickson and Davidson Streets, Craiglie. The site contains an area of 3,738m<sup>2</sup> and has frontage to both Davidson Street and Dickson Street, which are formed roads at the site frontage. However, Dickson Street does not extend for the full length of the site frontage. The site is currently improved by a single detached dwelling that is used for the purpose of an Austart display home. The site is generally clear of all vegetation with the exception of a single tree located centrally within the site and trees along the common boundary with the site to the east. Access to the dwelling is provided from Davidson Street via a concrete driveway.

The locality containing the site is generally characterised by a mix of development. On the opposite side of Davidson Street to the west is a child care centre and to the north east are established dwelling houses on larger allotments. Further to the north east is a conventional residential subdivision. Immediately to the north the site adjoins large vacant allotments and further to the north are dwellinghouses on conventional sized allotments. To the north east and east is the Sea Temple Golf Course and Country Club with a limited number of residential allotments located within the golf course. To the south is the Craiglie trades and services area which contains a mix of older residences, and trade and services uses.



## 4.0 Proposal

It is proposed to reconfigure the application site to subdivide the land to create three lots from the existing one lot.

Lot 11 would be located in the north of the site and would contain an area of 1,001.11m<sup>2</sup> and having frontage to Davidson Street (Old Port Road) of 19.5 metres. Lot 12 would be located centrally on the site and would contain the existing dwelling. Lot 12 would have an area of 1,070.13m<sup>2</sup> and would have frontage to Davidson Street (Old Port Road) of 20.67 metres. Lot 13 would be located in the south of the site and would have an area of 1,710.25m<sup>2</sup> with frontage to Davidson Street (Old Port Road) and Dickson Street of 42.723 metres and 54.257 metres, respectively.

The application site is relatively flat with a gentle fall from the west, Davidson Street (Old Port Road) frontage, to the east. Consequently, It is not proposed to undertake any excavation or fill as part of the proposed development.

The site is a serviced site with a 150mm gravity sewer main traversing the site adjacent the northern boundary and 150mm water supply mains within both the Davidson street and Dickson Street road reserves. The gravity sewer main falls to the east to a pump station within the Downing Street Road Reserve. These mains would be extended to provide services to the proposed new allotments and Councils Local Government Infrastructure Plan (LGIP) has identified that the Council networks have sufficient capacity to accommodate the development.

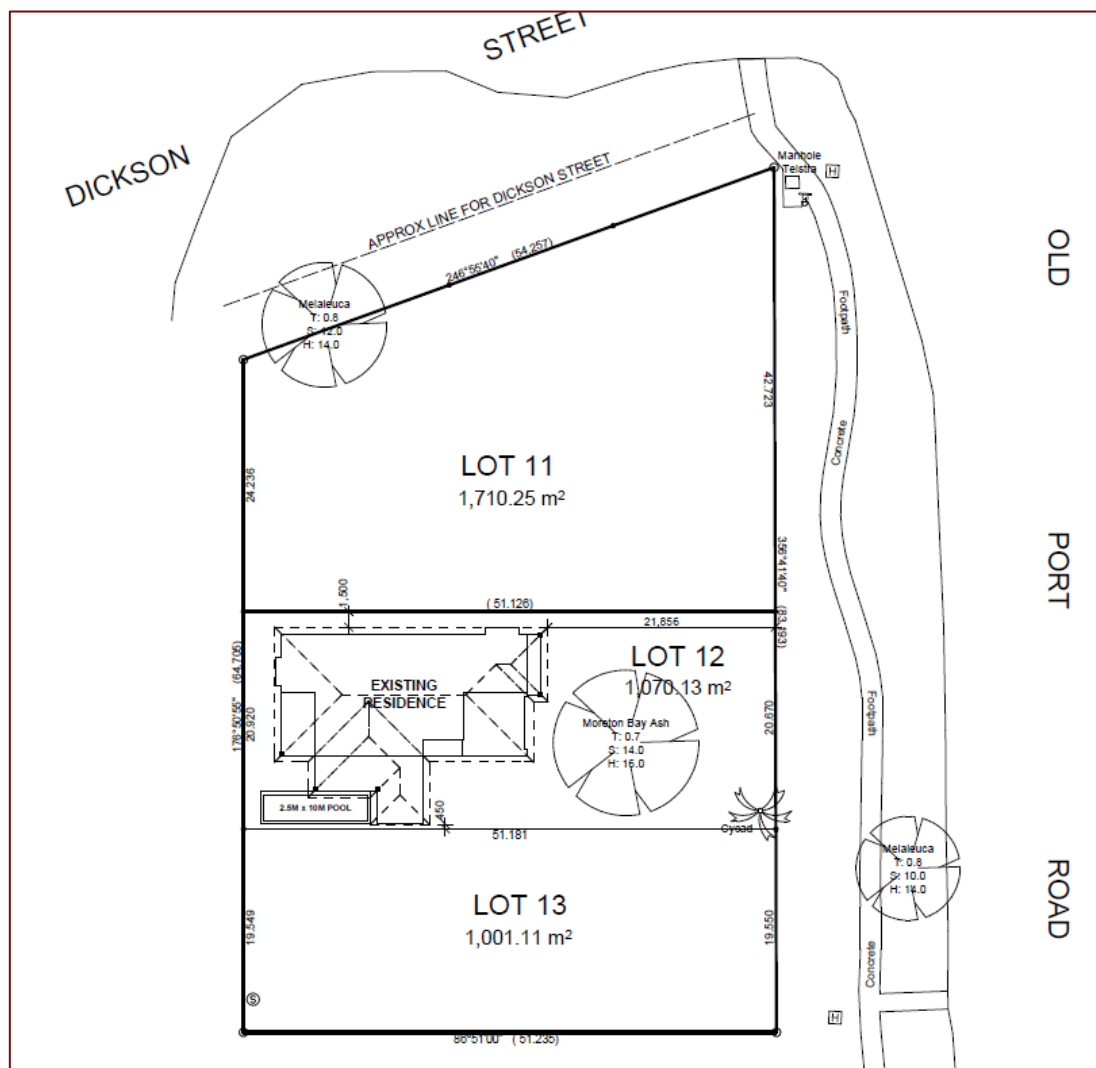


Image 1 – Plan of reconfiguration

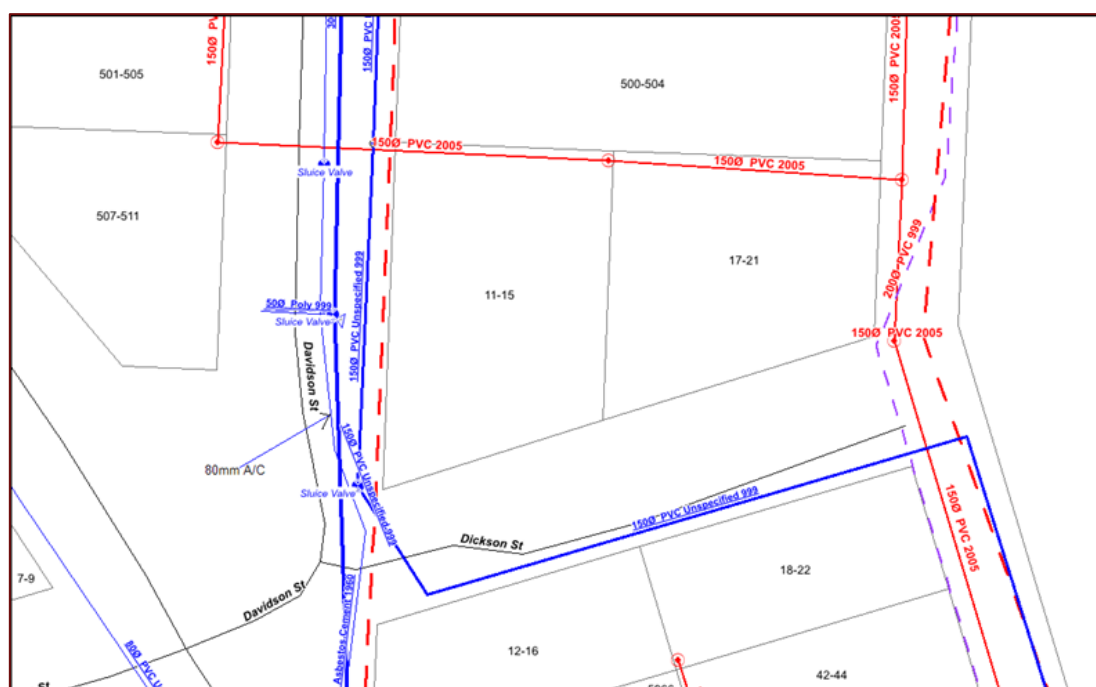


Image 2 – Location Water Supply and Sewer Mains

Proposal Plans are attached at **Appendix 2**.

The key development features of the proposed development are summarised in the table below:

Development Feature	Proposal
Site Area:	3,738m <sup>2</sup>
Site Frontage:	Dickson Street – 54 metres Davidson Street – 83.193 metres
Proposed Lot 13	Area: 1,001.11m <sup>2</sup> Frontage: 19.55 metres Dimensions: 19.55m x 51.23m
Proposed Lot 12	Area: 1,070.13m <sup>2</sup> Frontage: 20.67 metres Dimensions: 20.67m x 51.181m
Proposed Lot 11	Area: 1,710.13m <sup>2</sup> Frontage: 42.723 metres (Davidson Street) 54.257 metres (Dickson Street) Dimensions: 24.236m x 51.126m

## 5.0 Statutory Planning Considerations

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

### 5.1 Planning Act 2016

#### 5.1.1 Categorisation of Development

The proposed development is not identified as prohibited development having regard to the relevant instruments that can prohibit development under the *Planning Act 2016*, including

- Schedule 10 of the Planning Regulations 2017
- Relevant Categorising Instruments.

The development is made assessable under the Douglas Shire Council Planning Scheme, which is a categorising instrument for the purpose of s43 of the *Planning Act 2016*.

#### 5.1.2 Assessment Manager

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

#### 5.1.3 Level of Assessment

The application Reconfiguring a Lot to create 3 allotments. The table below identifies the level of assessment and the categorising section of the Douglas Shire Planning Scheme.

Development	Categorising Section	Level of Assessment
Reconfiguring a Lot	Table 5.6.h – Medium density residential zone	Code Assessable

#### 5.1.4 Statutory Considerations for Assessable Development

As the application is subject to Code Assessment, in deciding the application, pursuant to s60 of the *Planning Act 2016*, the Council, as Assessment Manager, can only have regard to the matters established in the relevant planning benchmarks.

This assessment is further discussed in Section 6.0 of this report and a detailed assessment of the proposed development against the assessment benchmarks is provided at **Appendix 3**.

#### 5.1.5 State Planning Policy

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

- Economic Growth – Agricultural land classification – class A and B
- Safety and Resilience to Hazards – Flood Area – level 1 – Queensland Floodplain.
- Infrastructure - Davidson Street – Active Transport corridor.

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

### 5.1.6 Regional Plan

The application site is identified in the Urban Footprint designation of the Far North Queensland 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

The application is required to be referred to the State Assessment and Referral Agency, pursuant to the *Planning Regulation 2017* Schedule 10, Subdivision 2, Table 1 as the application involves the reconfiguration of land located within 25 metres of a state transport corridor and Table 3, as the site is within 100 metres of a state controlled intersection.

### 5.1.8 State Development Assessment Provisions

The application is required to be considered against State Code 1 – Development in a State Controlled Road Environment. An assessment against the relevant benchmarks contained within this code indicate that the proposed development would satisfy the relevant Acceptable Outcomes.

A detailed assessment against this state code is contained in [Appendix 3](#).

## 6.0 Local Planning Considerations

### 6.1 Douglas Shire Council Planning Scheme

Within the Douglas Shire Council Planning Scheme (version 1.0), the site is identified within the Medium Density Residential Zone and is affected by the Acid Sulfate Soils and Transport Network (Road hierarchy) Overlay.

The Table below identifies the applicable Assessment Benchmarks contained within the Planning Scheme. A detailed assessment of the proposed development against the Planning Scheme codes is attached at [Appendix 3](#).

Assessment Benchmark	Applicability	Compliance
Medium Density Residential Zone Code	Applies	Consideration is required to be given to frontage and dimensions for proposed lot 13 – Performance Outcome PO10 and PO11. (refer below)
Port Douglas Craiglie Local Plan Code	Applies	Complies with all Acceptable Outcomes
Acid Sulfate Soils Overlay Code	Applies	Complies with all relevant Acceptable Outcomes.
Transport Network Overlay Code	Applies	Complies with all relevant Acceptable Outcomes.
Access, Parking and Servicing Code	Applies	Complies with all relevant Acceptable Outcomes
Environmental Performance Code	Applies	Complies with all relevant Acceptable Outcomes.
Filling and Excavation Code	Not Applicable	No relevant Acceptable Outcomes.
Infrastructure Works Code	Applies	Complies or able to comply with relevant Acceptable Outcomes. Council are requested to attach a condition to secure compliance where it is considered necessary.
Landscaping Code	Applies	Complies or able to



		comply with relevant Acceptable Outcomes. Council are requested to attach a condition to secure compliance where it is considered necessary.
Reconfiguring a Lot Code	Applies	Consideration is required to be given to proposed setbacks to boundaries, Performance Outcome PO6 (refer below).
Vegetation Management Code	Applies	Complies with relevant Acceptable Outcomes.

## 6.1.2 Statement of Compliance – Benchmark Assessment

### 6.1.2.1 Medium Density Residential Zone Code – Frontage and Dimensions

Performance Outcomes PO10 and PO11 states that new lots have a minimum road frontage of 20 metres and contain a 20 metre x 25 metre rectangle.

Proposed lot 13 would have a frontage of 19.55 metres, which is 450mm less than the 20 metres required. The length of frontage is constrained by the existing dwelling house and the requirement to satisfy the Queensland Development Code requirements in respect of future setbacks. The minor non-compliance is not considered to result in a development that is inconsistent with the purpose of the zone and is considered to be generally in accordance with the performance outcome.

### 6.1.2.2 Reconfiguring a Lot Code – Setbacks

Performance Outcome PO6 of the Reconfiguring a Lot Code identifies that:

*Where existing buildings or structures are to be retained, development results in:*

- (c) boundaries that offer regular lot shapes and usable spaces;*
- (d) existing improvements complying with current building and amenity standards in relation to boundary setbacks.*

Acceptable Outcome AO6 identifies that the following complies with the Performance Outcome.

*Development ensures setbacks between existing buildings or structures and proposed boundaries satisfy relevant building standards or zone code requirements, whichever is the greater.*

In this instance, the proposed reconfiguration would result in the existing dwelling on

proposed Lot 12 being setback 450mm to the northern side boundary, which is less than the 1.5 metres established by the Queensland Development Code. The part of the dwelling within the setback area is the alfresco and BBQ area and relates to part of that alfresco area that is approximately 4 metres in length and 1.9 metres in height. The balance of the dwellings is setback more than 2.5 metres from the common boundary.

Relevant to the assessment of the setback is Queensland Development Code MP1.2, Design and Siting Standard for Single Detached Housing on Lots 450m<sup>2</sup> and over. In particular, Performance Criteria P2, which states:

*P2 Buildings and structures –*

- (a) provide adequate daylight and ventilation to habitable rooms; and*
- (b) allow adequate light and ventilation to habitable rooms of buildings on adjoining lots.*
- (c) do not adversely impact on the amenity and privacy of residents on adjoining lots.*

In this instance, the proposed built form within the setback area is not a habitable room and the adjoining land is currently vacant. It is considered that the future development of the adjoining lot is able to be appropriately designed to provide suitable amenity and privacy for the future occupants, notwithstanding the reduced setback. The proposed boundary location is considered to facilitate development in accordance with the relevant housing design standards and on that basis is considered consistent with the Performance Outcome of the Planning Scheme.

## **6.2 Adopted Infrastructure Charges Resolution**

The proposed development is likely to attract an Infrastructure Charge in accordance with the Councils Adopted Infrastructure Charges Resolution. In accordance with the current infrastructure charges the rate would be \$19,491 per new Dwelling House or allotment or in the order of \$38,982.00.

## 7.0 Summary and Conclusion

This report has been prepared in behalf of Austart Homes Pty Ltd in support of a Development Application to Douglas Shire Council for a Development Permit for Reconfiguring a Lot (1 lot into 3 lots) on land located at 11-15 Dickson Street, Craiglie and described as Lot 404 on C2251.

The application site is a single allotment located on the corner of Dickson and Davidson Streets, Craiglie. The site contains an area of 3,738m<sup>2</sup> and has frontage to both Davidson Street and Dickson Street, which are formed roads at the site frontage. However, Dickson Street does not extend for the full length of the site frontage. The site is currently improved by a single detached dwelling that is used for the purpose of an Austart display home. Access to the dwelling is provided from Davidson Street via a concrete driveway.

It is proposed to reconfigure the site to create three allotments with each of the proposed lots having an area greater than 1,000m<sup>2</sup>. The application is identified as being Code Assessable and consideration is required to be given to the assessment benchmarks contained in the Douglas Shire Planning Scheme and relevant state codes only.

An assessment indicates that the proposed development is considered to be consistent with the Assessment Benchmarks and the intent of the Planning Scheme. The proposed lots are considered to be of a size and dimensions that would facilitate their development in accordance with the intended development form.

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

## Appendix 1.

# CERTIFICATE OF TITLE

# CURRENT TITLE SEARCH

## NATURAL RESOURCES, MINES AND ENERGY, QUEENSLAND

Request No: 30573497

Search Date: 12/02/2019 12:50

Title Reference: 20342142

Date Created: 08/09/1939

Previous Title: 20022249

### REGISTERED OWNER

Dealing No: 717778433 16/01/2017

PEACE WORLD PTY LTD A.C.N. 064 606 346

### ESTATE AND LAND

Estate in Fee Simple

LOT 404 CROWN PLAN C2251  
Local Government: DOUGLAS

### EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by  
Deed of Grant No. 10410231 (ALLOT 4 SEC 4)
2. MORTGAGE No 717778434 16/01/2017 at 11:15  
BENDIGO AND ADELAIDE BANK LIMITED A.B.N. 11 068 049 178

ADMINISTRATIVE ADVICES - NIL

UNREGISTERED DEALINGS - NIL

### CERTIFICATE OF TITLE ISSUED - No

Caution - Charges do not necessarily appear in order of priority

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

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Requested By: D-ENQ GLOBALX TERRAIN

## Appendix 2.

# PROPOSAL PLANS

DICKSON

STREET

APPROX LINE FOR DICKSON STREET

Melaleuca  
T: 0.8  
S: 12.0  
H: 14.0

246°55'40" (54.257)

Manhole  
Telstra

Footpath

Concrete

OLD

PORT

ROAD

LOT 404 ON C2251  
OLD PORT ROAD  
CRAIGLIE



LOT 11  
1,710.25 m<sup>2</sup>

176°50'55" (64.705)

20.920

19.549

Ⓢ

EXISTING  
RESIDENCE

2.5M x 10M POOL

51.181

LOT 13  
1,001.11 m<sup>2</sup>

86°51'00" ( 51.235)

( 51.126)

LOT 12  
1,070.13 m<sup>2</sup>

Moreton Bay Ash  
T: 0.7  
S: 14.0  
H: 16.0

21.856

02.902

366°41'40" (83.193)

42.723

Cycad

Melaleuca  
T: 0.8  
S: 10.0  
H: 14.0

Concrete

Footpath

LOT PLAN



**AUSTART HOMES**  
Austart Homes Pty. Ltd.  
QBSA Act Licence No. 1200115  
Address : P.O. Box 1077, SMITHFIELD, 4878  
Phone: 0740383855 Fax: 0740383899

PEACEWORLD Pty. Ltd.  
LOT 404, OLD PORT ROAD  
CRAIGLIE

N.B. ALL WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED SIZES - THIS DESIGN IS THE EXCLUSIVE PROPERTY OF AUSTART HOMES AUSTRALIA Pty. Ltd.

Design:	Drawn By:	Amendments:
Facade:	Date:	07/05/19, 16/08/19, 11/02/20
Inclusions:	24/04/2019	Job Number:
	1:400	000
		Sheet Number:
		0 or 00

## Appendix 3.

# PLANNING BENCHMARK ASSESSMENT





20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

# State code 1: Development in a state-controlled road environment

**Table 1.2.1: Development in a state-controlled road environment**

Performance outcomes	Acceptable outcomes	Response
<b>Buildings and structures</b>		
<b>PO1</b> The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure	<b>AO1.1</b> Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road.  AND	<b>Complies with AO1.1</b>  No buildings or structures would be located in the state controlled road reserve.
	<b>AO1.2</b> Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	<b>Complies with AO1.1</b>  No buildings or structures would be located in the state controlled road reserve.
<b>PO2</b> The design and construction of Buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	<b>AO2.1</b> Facades of buildings and structures facing a state-controlled road are made of non-reflective materials.  OR	<b>Not Applicable</b>  No buildings would face a state controlled road reserve.



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Response
	<b>AO2.2</b> Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road.  AND	<b>Not Applicable</b>  No buildings would face a state controlled road reserve.
	<b>AO2.3</b> External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights.  AND	<b>Not Applicable</b>  No external lights would be installed as part of this development.
	<b>AO2.4</b> Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside advertising guide, Department of Transport and Main Roads, 2013.	<b>Not Applicable</b>  No advertising devices would be installed as part of this development.
<b>PO3</b> Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.	<b>AO3.1</b> Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design criteria for bridges and other structures manual, Department of Transport and Main Roads, 2014.	<b>Not Applicable</b>  No bridges would be constructed as part of this development.



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Response
<b>Filling, excavation and retaining structures</b>		
<p><b>PO4</b> Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road.</p> <p>Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service.</p> <p>Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.</p>	No acceptable outcome is prescribed.	<p><b>Not Applicable</b></p> <p>No filling or excavation would occur as part of this development.</p>
<p><b>PO5</b> Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with</p>	No acceptable outcome is prescribed.	<p><b>Not applicable</b></p> <p>The application is for reconfiguring a lot only.</p>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Response
Volume 3 of the Road Planning and Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.		
<p><b>PO6</b> Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road planning and design manual 2<sup>nd</sup> edition, Department of Transport and Main Roads, 2016, is provided.</p>	No acceptable outcome is prescribed.	<p><b>Not applicable</b></p> <p>The application is for reconfiguring a lot only.</p>
<p><b>PO7</b> Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning and Design Manual 2<sup>nd</sup></p>	No acceptable outcome is prescribed.	<p><b>Not applicable</b></p> <p>The application is for reconfiguring a lot only.</p>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Response
edition, Department of Transport and Main Roads, 2016, is provided.		
<p><b>PO8</b> Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended a pavement impact assessment is provided in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	<p><b>AO8.1</b> Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.</p>	<p><b>Complies with AO8.1</b></p> <p>It is not proposed to remove any spoil for the application site.</p>
<p><b>PO9</b> Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies with PO9</b></p> <p>Any excavation would be significantly removed from the State controlled road reserve.</p>
<p><b>PO10</b> Fill material used on a development site does not result in contamination of a state-controlled road.</p>	<p><b>AO10.1</b> Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering</p>	<p><b>Complies with P10.1</b></p> <p>It is not proposed to import any fill to the application site.</p>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Response
	purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes.	
	AND <b>AO10.2</b> Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	<b>Not Applicable</b>  It is not proposed to import any fill to the application site.
<b>PO11</b> Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.	<b>AO11.1</b> Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	<b>Not applicable</b>  The application is for reconfiguring a lot only.
	AND <b>AO11.2</b> Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	<b>Not applicable</b>  The application is for reconfiguring a lot only.
<b>Stormwater and drainage</b>		
<b>PO12</b> Development does not result in an actionable nuisance, or worsening of,	No acceptable outcome is prescribed.	<b>Able to Comply with PO12</b>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Response
stormwater, flooding or drainage impacts in a state-controlled road.		Stormwater from the proposed development is able to be directed to a lawful point of discharge, being the local drainage network.
<b>PO13</b> Run-off from the development site is not unlawfully discharged to a state-controlled road.	<b>AO13.1</b> Development does not create any new points of discharge to a state-controlled road.  AND	<b>Complies with AO13.1</b>  No stormwater would be discharged to a state controlled road reserve.
	<b>AO13.2</b> Stormwater run-off is discharged to a lawful point of discharge.  Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge.  AND	<b>Complies with AO13.2</b>  Stormwater would be discharged to a lawful point of discharge.
	<b>AO13.3</b> Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	<b>Not Applicable</b>  Stormwater would not be discharged to a state controlled road reserve.
<b>PO14</b> Run-off from the development site during construction does not cause siltation of	<b>AO14.1</b> Run-off from the development site during construction is not discharged to	<b>Complies with AO14.1</b>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Response
stormwater infrastructure affecting a state-controlled road.	stormwater infrastructure for a state-controlled road.	Stormwater would not be discharged to a state controlled road reserve.
<b>Vehicular access to a state-controlled road</b>		
<b>PO15</b> Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.	<b>AO15.1</b> Development does not require new or changed access to a limited access road.  Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system.  OR	<b>Complies with AO15.1</b>  No new access would be from a limited access road.
	<b>AO15.2</b> A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road.  Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office.	<b>Not Applicable</b>  No new access would be from a limited access road
	AND	





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Performance outcomes	Acceptable outcomes	Response
	<p><b>AO15.3</b> Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road.</p> <p>Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.</p>	<p><b>Not Applicable</b></p> <p>No new access would be from a limited access road</p>
<p><b>PO16</b> The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled</p>	<p><b>AO16.1</b> Vehicular access is provided from a local road.</p>	<p><b>Complies with AO16.1</b></p> <p>Access would be from a local road.</p>
	<p>OR all of the following acceptable outcomes apply:</p>	<p><b>Not Applicable</b></p>



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Performance outcomes	Acceptable outcomes	Response
<p>road or result in a worsening of operating conditions on a state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p>	<p><b>AO16.2</b> Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p>	
	<p><b>AO16.3</b> Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	<p><b>Complies with AO16.3</b></p> <p>Access would be from a local road.</p>
	<p><b>AO16.4</b> Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p>	<p><b>Not Applicable</b></p> <p>Access would be from a local road.</p>



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Performance outcomes	Acceptable outcomes	Response
	Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application.  AND	
	<b>AO16.5</b> Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.	<b>Complies with AO16.5</b>  Vehicles would not queue in a road intersection.
<b>PO17</b> Vehicular access to a state-controlled road or local road (and associated road access works) are located and designed to not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	<b>AO17.1</b> Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure.  AND	<b>Complies with AO17.1</b>  There is no public transport infrastructure within the vicinity of the site.
	<b>AO17.2</b> The location and design of vehicular access for a development does not necessitate the relocation of existing public passenger transport infrastructure.	<b>Complies with AO17.2</b>  There is no public transport infrastructure within the vicinity of the site.



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Performance outcomes	Acceptable outcomes	Response
	AND	
	<b>AO17.3</b> On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	<b>Complies with AO17.3</b>  There is no public transport infrastructure within the vicinity of the site.
	AND	
	<b>AO17.4</b> The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	<b>Complies with AO17.4</b>  There is no public transport infrastructure within the vicinity of the site.
<b>Vehicular access to local roads within 100 metres of an intersection with a state-controlled road</b>		
<b>PO18</b> The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not	<b>AO18.1</b> Vehicular access is located as far as possible from the state-controlled road intersection.	<b>Complies with AO18.1</b>  Access to the proposed allotments would be located as far as practical from the state controlled road intersection.
	AND	



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Performance outcomes	Acceptable outcomes	Response
create a safety hazard for users of a state-controlled road.	<b>AO18.2</b> Vehicular access is in accordance with volume 3, parts, 3, 4 and 4A of the Road Planning and Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.  AND	<b>Complies with AO18.2</b>  All access would be in accordance with the design requirements.
	<b>AO18.3</b> Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.	<b>Complies with AO18.3</b>  Vehicles would not queue in a road intersection
<b>Planned upgrades</b>		
<b>PO19</b> Development does not impede delivery of planned upgrades of state-controlled roads.	<b>AO19.1</b> Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.  Note: Land required for the planned upgrade of a state-controlled road is identified in the DA mapping system.  OR	<b>Complies with AO19.1</b>  The site is not located on land identified for a planned upgrade.
	<b>AO19.2</b> Development is sited and designed so that permanent buildings, structures,	<b>Complies with AO19.2</b>



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Performance outcomes	Acceptable outcomes	Response
	infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.	The site is not located on land identified for a planned upgrade.
	OR all of the following acceptable outcomes apply:  <b>AO19.3</b> Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development.  AND	<b>Not Applicable</b>
	<b>AO19.4</b> Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road.  AND	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Response
	<b>AO19.5</b> Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road.	<b>Not Applicable</b>
	AND <b>AO19.6</b> Land is able to be reinstated to the pre-development condition at the completion of the use.	<b>Not Applicable</b>
<b>Network impacts</b>		
<b>PO20</b> Development does not result in a worsening of operating conditions on the state-controlled road network.  Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	No acceptable outcome is prescribed.	<b>Complies with PO20</b>  The proposed development would not generate traffic movements that would worsen the operation of the state controlled road network.
<b>PO21</b> Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	<b>AO21.1</b> The layout and design of the development directs traffic generated by the development to the local road network.	<b>Complies with AO21.1</b>



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Performance outcomes	Acceptable outcomes	Response
		Local traffic movements would be directed to the local road network.
<b>PO22</b> Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	<b>AO22.1</b> Upgrade works required as a result of the development are designed and constructed in accordance with the Road planning and design manual, 2 <sup>nd</sup> edition, Department of Transport and Main Roads, 2016.  Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.	<b>Not Applicable</b>  No upgrade works are considered to be required to the state controlled road network.





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## **6.2.8 Medium density residential zone code**

### **6.2.8.1 Application**

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

### **6.2.8.2 Purpose**

- (1) The purpose of the 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 3.4.3 Element – Activity centres, Element 3.4.5 – Residential areas and activities.
    - (ii) Theme 4 : Strong communities and identity, Element 3.7.5 Housing choice and affordability.
  - (b) establish a medium density residential character consisting predominantly of low to medium-rise dwelling houses, dual occupancies and multiple dwellings (up to 3 storeys in height).
- (3) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Development provides a wider choice of predominantly permanent-living housing in terms of form, size and affordability to meet the needs of



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residents.

- (b) Development is of an appropriate scale and achieves an attractive built form which incorporates the character and natural attributes of the site and the surrounding area as integral features of the theme and design of the development.
- (c) Development is designed to take into account the tropical climate by incorporating appropriate architectural elements and design features.
- (d) Landscaping enhances the visual appearance of development and the streetscape, provides attractive outdoor spaces and privacy between adjoining development.
- (e) Community facilities, open space and recreational areas and appropriate infrastructure to support the needs of the local community are provided.

### 6.2.8.3 Criteria for assessment

**Table 6.2.8.3.a – 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 13.5 metres and three storeys in height. Note – Height is inclusive of the roof height.	<b>Not applicable</b> The application is for Reconfiguring a Lot only.
<b>Setbacks (other than for a dwelling house)</b>		



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Performance outcomes	Acceptable outcomes	Compliance
<b>PO2</b> Buildings are setback to: <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>	<b>AO2</b> Buildings are setback: <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>	<b>Not applicable</b> The application is for Reconfiguring a Lot only
<b>Site Coverage</b>		
<b>PO3</b> The site coverage of all buildings does not result in a built form that is bulky or visually obtrusive.	<b>AO3</b> The site coverage of any building is limited to 50%.	<b>Not applicable</b> The application is for Reconfiguring a Lot only
<b>Building proportions and scale (other than for a dwelling house)</b>		
<b>PO4</b>	<b>AO4.1</b>	<b>Not applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
The proportions and scale of any development are in character with the area and local streetscape.	The overall length of a building does not exceed 30 metres and the overall length of any continuous wall does not exceed 15 metres.	The application is for Reconfiguring a Lot only
	<b>AO4.2</b> Balconies, patios and similar spaces are not enclosed or capable of being enclosed and used as a habitable room.	<b>Not applicable</b> The application is for Reconfiguring a Lot only
	<b>AO4.3</b> Balconies, patios and similar spaces are designed to be open and light weight in appearance with a maximum of 20% of the façade being fully enclosed.	<b>Not applicable</b> The application is for Reconfiguring a Lot only.
	<b>AO4.4</b> Roof forms, materials and colours of buildings enhance the amenity of the street and locality, including: (a) the roof of buildings are light coloured and non-reflecting;	<b>Not applicable</b> The application is for Reconfiguring a Lot only



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(b) white and shining metallic finishes are avoided on external surfaces in prominent view.</p> <p>Note – The building incorporates building design features and architectural elements detailed in Planning scheme policy SC6.2 – Building design and architectural elements</p>	
<b>Landscaping (other than for a dwelling house)</b>		
<p><b>PO5</b></p> <p>Landscape planting is provided for the recreational amenity of residents/guests and incorporates dominant tropical vegetation which enhances the streetscape and the amenity of the area.</p>	<p><b>AO5.1</b></p> <p>A minimum of 35% of the site is provided as open space and recreation area with a minimum of 30% of this total area provided for landscape planting.</p>	<p><b>Not applicable</b></p> <p>The application is for Reconfiguring a Lot only</p>
	<p><b>AO5.2</b></p> <p>Within the frontage setback area, a minimum width of 2 metres of landscape area includes a minimum 75% dense planting.</p>	<p><b>Not applicable</b></p> <p>The application is for Reconfiguring a Lot only</p>
	<p><b>AO5.3</b></p>	<p><b>Not applicable</b></p> <p>The application is for Reconfiguring a Lot only</p>



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Performance outcomes	Acceptable outcomes	Compliance
	Within the side and rear setback areas, a minimum width of 1.5 metres of landscape area includes 75% dense planting.	
<b>For assessable development</b>		
<b>P06</b> The establishment of uses is consistent with the outcomes sought for the Medium density residential zone and protects the zone from the intrusion of inconsistent uses.	<b>A06</b> Uses identified in Table 6.2.8.3.b are not established in the Medium density residential zone.	<b>Not applicable</b> The application is for Reconfiguring a Lot only
<b>P07</b> Development is located, designed, operated and managed to respond to the natural characteristics, features and constraints of the site and surrounds.  Note – Planning scheme policy – Site assessments provides guidance on identifying the characteristics and features and constraints of a site and its surrounds.	<b>A07</b> No acceptable outcomes are prescribed.	<b>Complies with P07</b> The subject site is relatively flat and generally clear of vegetation.
<b>P08</b>	<b>A08</b> No acceptable outcomes are prescribed.	<b>Complies with P08</b>



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Performance outcomes	Acceptable outcomes	Compliance
Development does not adversely affect the residential character and amenity of the area in terms of traffic, noise, dust, odour, lighting or other physical or environmental impacts.		The proposed development is for Reconfiguring a Lot only and would not create noise, dust or any other physical or environmental impacts.
<b>PO9</b> New lots contain a minimum area of 1000m <sup>2</sup> .	<b>AO9</b> No acceptable outcomes are prescribed.	<b>Complies with PO9</b> All new lots would have an area of greater than 1,000m <sup>2</sup> .
<b>PO10</b> New lots have a minimum road frontage of 20 metres.	<b>A10</b> No acceptable outcomes are prescribed.	<b>Generally Complies with PO10</b> Proposed lot 11 would have a frontage of 19.55 metres, which is 450mm less than the 20 metres required. The length of frontage is constrained by the existing dwelling house and the requirement to satisfy the Queensland Development Code requirements in respect of future setbacks. The minor non-compliance is not considered to result in a development that is inconsistent with the purpose of the zone and is considered to be generally in accordance with the performance outcome.



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Performance outcomes	Acceptable outcomes	Compliance
<b>PO11</b> New lots contain a 20 metre x 25 metre rectangle.	<b>A11</b> No acceptable outcomes are prescribed.	<b>Generally complies with PO11</b> Proposed lot 11 would have a dimension of 19.55 metres, which is 450mm less than the 20 metres required. This dimension is constrained by the existing dwelling house and the requirement to satisfy the Queensland Development Code requirements in respect of future setbacks. The minor non-compliance is not considered to result in a development that is inconsistent with the purpose of the zone and is considered to be generally in accordance with the performance outcome.

**Table 6.2.8.3.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> </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> </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> </ul>





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<ul style="list-style-type: none"> <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> <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>• 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> <li>• Outdoor sales</li> <li>• Outstation</li> <li>• Parking station</li> </ul>	<ul style="list-style-type: none"> <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> <li>• Warehouse</li> <li>• Wholesale nursery</li> <li>• Winery</li> </ul>
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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/Craiglie local plan code**

### **7.2.4.1 Application**

- (1) This code applies to assessing development within the Port Douglas/Craiglie local plan area as identified on the Port Douglas/Craiglie 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/Craiglie local plan code.

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

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 Craiglie (Four Mile). Craiglie 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/Craiglie 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/Craiglie 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) Craiglie will develop as an integrated residential community with some low scale tourism development opportunities in appropriate locations. Craiglie will also function as small scale commercial and light industry node, providing employment opportunities for the Shire's permanent resident population.
  - (d) All forms of development will complement the tropical image of the town through distinctive tropical vernacular, urban design and landscaping.
  - (e) Character will be enhanced through the identification of gateway sites, landmarks, main approach routes and pedestrian thoroughfares and view corridors;
  - (f) The Flagstaff Hill, Dickson Inlet, Four Mile Beach and other areas of scenic and environmental significance will be protected from development. Vegetation cover will dominate over built form.
  - (g) Vegetation, iconic to the character of Port Douglas, including the avenues of Oil Palms, is retained and where appropriate supplemented.



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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;



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- (B) is compatible with the desired character and amenity of local places and neighbourhoods;
- (C) does not exceed the height of buildings designations which contribute to the desired form of the township which contains three storey development heights in sub-precinct 1a – Town Centre sub-precinct and part of sub-precinct 1b – Waterfront North sub-precinct;
- (D) implements high quality landscaped environments around buildings and on streets;
- (E) protects the recognisable character and locally significance sites throughout the precinct.
- (iii) public spaces and the streetscape are enhanced through:
  - (A) an increase in the quantity and quality of public land and places throughout the precinct;
  - (B) consolidating community recreation and sporting uses to create a precinct of community focussed activity between Mudlo Street and Wharf Street;
  - (C) improved connections between the town centre and the waterfront marina, including an investigation of a plaza on the waterfront;
  - (D) improved streetscapes with high quality landscaping, surface treatments and shaded pedestrian environments;
  - (E) the creation of a sense of place through aesthetic streetscapes and built-form character;
  - (F) managing vegetation to ensure succession of planting and the ongoing presence of significant trees.
- (iv) advertising signage is small scale, low-key and complements the tropical character of the town.

#### **Sub-precinct 1a – Town Centre sub-precinct**

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



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- (e) consolidation of community and cultural land use activities along Mowbray Street between Wharf Street and Mudlo Street;
- (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;





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- (k) Live entertainment activities are concentrated within the Live Entertainment Precinct and are subject to the recommendations of a suitably qualified acoustic engineer;
- (l) the functionality of the Balley Hooley tourist rail is retained.

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

- (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**



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

#### **Sub-precinct 1f – Flagstaff Hill sub-precinct**

- (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.



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### **Precinct 3 – Craiglie Commercial and Light Industry precinct**

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



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

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

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

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

#### **7.2.4.4 Criteria for assessment**

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

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



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Performance outcomes	Acceptable outcomes	Compliance
<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, identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2.	<b>AO1</b> A pedestrian and cycle movement network is integrated and delivered through development.	<b>Not Applicable</b> The proposed development is not identified as requiring pedestrian, cyclist or vehicular thoroughfare.
<b>PO2</b> 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	<b>AO2.1</b> 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: (a) the tree covered backdrop of Flagstaff Hill; (b) natural vegetation along watercourses, in particular the Mowbray River, Beor Creek and	<b>Complies with AO2.1</b> The proposed development would provide for the retention of mature trees on the site, including the existing Moreton Bay Ash, Cycad and Malaleuca.



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Performance outcomes	Acceptable outcomes	Compliance
map contained in Schedule 2).	<p>Dickson Inlet;</p> <p>(c) the tidal vegetation along the foreshore;</p> <p>(d) beachfront vegetation along Four Mile Beach, including the fringe of Coconut Palms;</p> <p>(e) the oil palm avenues along the major roads;</p> <p>(f) the lush landscaping within major roundabouts at key nodes;</p> <p>(g) Macrossan Street and Warner Street;</p> <p>(h) Port Douglas waterfront.</p>	
	<p><b>AO2.2</b></p> <p>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:</p> <p>(a) Flagstaff Hill;</p>	<p><b>Complies with AO2.2</b></p> <p>The development would not adversely affect any important views and vistas.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	(b) Four Mile Beach; (c) Across to the ranges over Dickson Inlet; (d) Mowbray Valley.	
	<b>AO2.3</b> Important landmarks, memorials and monuments are retained.	<b>Complies with AO2.3</b> The proposed development would not adversely affect any memorials, monuments or landmarks.
<b>PO3</b> 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.	<b>AO3</b> 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.	<b>Complies with AO3</b> The development is located near a node identified in the corner of the Captain Cook Highway and Old Port Road. However, it not considered to be immediately adjacent the intersection and the proposed development would not adversely affect the ability to deliver the desired outcome.
<b>PO4</b>	<b>AO4</b>	<b>Able to comply with AO4</b>



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Performance outcomes	Acceptable outcomes	Compliance
Landscaping of development sites complements the existing tropical character of Port Douglas and Craiglie.	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.	The proposed development would provide land of sufficient area to achieve the desired landscape objectives and screening.
<b>PO5</b> Development does not compromise the safety and efficiency of the State-controlled road network.	<b>AO5</b> Direct access is not provided to a State-controlled road where legal and practical access from another road is available.	<b>Complies with AO5</b> All access would be from a local road.
<b>For assessable development</b>		
<b>Additional requirements in Precinct 1 – Port Douglas precinct</b>		
<b>PO6</b> The views and vistas identified on the Port	<b>AO6.1</b> Development does not impede continued views to	<b>Not Applicable</b>





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Performance outcomes	Acceptable outcomes	Compliance
Douglas / Craiglie local plan maps contained in Schedule 2 are maintained.	scenic vistas and key streetscapes within the local plan area.	
	<b>AO6.2</b> Unless otherwise specified within this Local Plan, buildings are set back not less than 6 metres from the primary street frontage.	<b>Not Applicable</b>
<b>PO7</b> Vehicle access, parking and service areas: (a) do not undermine the relationship between buildings and street or dominate the streetscape; (b) are designed to minimise pedestrian vehicle conflict; (c) are clearly identified and maintain ease of access at all times.	<b>AO7.1</b> For all buildings, parking is: (a) to the side of buildings and recessed behind the main building line; or (b) behind buildings; or (c) wrapped by the building façade, and not visible from the street.	<b>Not Applicable</b>
	<b>AO7.2</b>	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
	Ground level parking incorporates clearly defined pedestrian routes.	
	<b>AO7.3</b> Any porte-cocheres, disabled and pedestrian accesses are accommodated within the boundary of new or refurbished development.	<b>Not Applicable</b>
	<b>AO7.4</b> 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.	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
	<b>AO7.5</b> On-site car parking available for public use is clearly signed at the site frontage.	Not Applicable
	<b>AO7.6</b> Boom gates, pay machines or other regulatory devices to control access to a publicly available car parking area are not constructed or installed.	Not Applicable
<b>PO8</b> Precinct 1 – Port Douglas precinct is not characterised by a proliferation of advertising signs.	<b>AO8</b> No acceptable outcomes are prescribed.	Not Applicable
<b>Additional requirements for Sub-precinct 1a – Town Centre sub-precinct</b>		
<b>PO9</b>	<b>AO9</b>	Not Applicable



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Performance outcomes	Acceptable outcomes	Compliance
<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>(d) remain subservient to the natural environment and the backdrop of Flagstaff Hill.</p> <p>(e) do not exceed 3 storeys.</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>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><b>PO11</b></p>	<p><b>AO11</b></p>	<p><b>Not Applicable</b></p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>Buildings:</p> <ul style="list-style-type: none"> <li>(a) address street frontages;</li> <li>(b) ensure main entrances front the street or public spaces;</li> <li>(c) do not focus principally on internal spaces or parking areas.</li> </ul>	<p>No acceptable outcomes are prescribed.</p>	
<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>



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Performance outcomes	Acceptable outcomes	Compliance
<b>AO13</b> Buildings do not result in a reduction of views and vistas from public places to: (a) Flagstaff Hill; (b) Dickson Inlet; (c) public open space; (d) places of significance.	<b>AO13</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b>
<b>PO14</b> 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.	<b>AO14</b> 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; or If a development includes an outdoor dining area at ground/footpath level, the dining area has a	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>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>PO15</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 encouraged as identified the Port Douglas local plan maps contained in Schedule 2.</p>	<p><b>AO15.1</b></p> <p>Centre activities establish: at street level on active street frontages; a maximum of one level above street level.</p>	<b>Not Applicable</b>
	<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>	<b>Not Applicable</b>
<b>PO16</b>	<b>AO16</b>	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
<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 the lush, vegetated character of the Town Centre sub-precinct is maintained.</p>	<p>No acceptable outcomes are prescribed.</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>AO17</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p>





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Performance outcomes	Acceptable outcomes	Compliance
<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>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</p>	<p><b>AO18</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>screened from public view;</p> <p>(c) rooftops are not used for advertising.</p>		
<p><b>P019</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>(c) assist in maintaining comfortable indoor temperatures;</p> <p>(d) minimising heat loads;</p> <p>(e) enrich the North Queensland tropical character of the Town Centre sub-precinct;</p> <p>(f) provide architectural interest to building façades.</p>	<p><b>AO19</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p>



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Performance outcomes	Acceptable outcomes	Compliance
<b>PO20</b> Buildings are finished with high quality materials, selected for: <ul style="list-style-type: none"> <li>(a) their ability to contribute the character of Town Centre sub-precinct;</li> <li>(b) easy maintenance, durability and an ability not to readily stain, discolour or deteriorate.</li> </ul>	<b>AO20</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b>
<b>PO21</b> 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>AO21</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b>
<b>PO22</b> Façades and elevations do not include large blank walls. Openings and setbacks are used to	<b>AO22.1</b> Development has a maximum length of unbroken building facade of 20 metres and a maximum	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
articulate vertical building surfaces.	extent of overall development in the same style/design along the street frontage/s of 40 metres.	
	<b>AO22.2</b> Any break in the building façade varies the alignment by a 1 metre minimum deviation.	<b>Not Applicable</b>
	<b>AO22.3</b> 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: (a) a change in roof profile; (b) a change in parapet coping; (c) a change in awning design; (d) a horizontal or vertical change in the wall	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>plane; or</p> <p>(e) a change in the exterior finishes and exterior colours of the development.</p>	
<p><b>PO23</b></p> <p>Building facades that face public spaces at ground level:</p> <p>(a) complement the appearance of the development and surrounding streetscape;</p> <p>(b) enhance the visual amenity of the public place;</p> <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><b>AO23</b></p> <p>Building facades at the ground floor of development that face public space are designed to ensure:</p> <p>(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;</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>Not Applicable</b></p>



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO24</b></p> <p>Awnings for pedestrian shelter are consistent with the character setting of the Town Centre sub-precinct and:</p> <ul style="list-style-type: none"><li>(a) extend and cover the footpath to provide protection from the sun and rain;</li><li>(b) include lighting under the awning;</li><li>(c) are continuous across the frontage of the site;</li><li>(d) align to provide continuity with existing or future awnings on adjoining sites;</li><li>(e) are a minimum of 3.0 metres in width and generally not more than 3.5 metres above pavement height;</li><li>(f) do not extend past a vertical plane, 1.2 metres inside the kerb-line to enable street trees to be planted and grow;</li></ul>	<p><b>AO24</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p>



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Performance outcomes	Acceptable outcomes	Compliance
(g) are cantilevered from the main building with any posts within the footpath being non load-bearing.		
<b>PO25</b> Development integrates with the streetscape and landscaping improvements for Port Douglas.	<b>AO25</b> 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.  Note - Planning scheme policy SC6.7 - Landscaping provides guidance on meeting the Performance Outcome.	<b>Not Applicable</b>
<b>Additional requirements for Sub-precinct 1b – Waterfront North sub-precinct</b>		



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Performance outcomes	Acceptable outcomes	Compliance
<b>PO26</b> <p>The establishment of uses is consistent with the outcomes sought for sub-precinct 1b – Waterfront North.</p>	<b>AO26</b> <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>	<b>Not Applicable</b>
<b>PO27</b> <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>	<b>AO27</b> <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>	<b>Not Applicable</b>





20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
<b>PO28</b> Building design, streetscape, pedestrian paths and street front spaces promote integration with the surrounding area and the rest of Precinct 1 – Port Douglas Precinct.	<b>AO28</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b>
<b>PO29</b> Public pedestrian access along the water's edge is maximised.	<b>AO29.1</b> 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.	<b>Not Applicable</b>
	<b>AO29.2</b> 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'.	<b>Not Applicable</b>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
	<b>AO29.3</b>  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.	<b>Not Applicable</b>
<b>PO30</b>  Buildings:  (a) address street frontages;  (b) ensure main entrances front the street or public spaces.	<b>AO30</b>  No acceptable outcomes are prescribed.	<b>Not Applicable</b>
<b>PO31</b>  Setbacks at ground level provide for:  (a) connection between pedestrian paths and	<b>AO31</b>  Setbacks at ground level:  (a) are clear of columns and other obstructions;	<b>Not Applicable</b>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
<p>public places;</p> <p>(b) areas for convenient movement of pedestrians;</p> <p>(c) changes in gradient.</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>PO32</b></p> <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><b>AO32</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></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</p>	<p><b>AO33</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
including shade protection across the footpath and open space areas.		
<b>PO34</b> 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.	<b>AO34.1</b> Centre activities establish: (a) at street level on active street frontages; (b) a maximum of one level above street level.	<b>Not Applicable</b>
	<b>AO34.2</b> 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.	<b>Not Applicable</b>
<b>PO35</b> Detailed building design:	<b>AO35</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
<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 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><b>AO36</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
<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>PO37</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 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><b>AO37</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
(c) rooftops are not used for advertising.		
<b>PO38</b> Windows and sun/rain control devices are used in the building form, in particular, sun shading devices are provided to: <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) enriching the North Queensland tropical character of the Waterfront North sub-precinct;</li> <li>(f) architectural interest to building façades.</li> </ul>	<b>AO38</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b>
<b>PO39</b>	<b>AO39</b>	<b>Not Applicable</b>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
<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>	No acceptable outcomes are prescribed.	
<p><b>PO40</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>AO40</b></p> <p>No acceptable outcomes are prescribed.</p>	<b>Not Applicable</b>
<p><b>PO41</b></p> <p>Façades and elevations do not include large blank walls and openings and setbacks are used to articulate vertical building surfaces.</p>	<p><b>AO41.1</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</p>	<b>Not Applicable</b>





20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
	metres.	
	<b>AO41.2</b> Any break in the building façade varies the alignment by a 1 metre minimum deviation.	<b>Not Applicable</b>
	<b>AO41.3</b> 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: (a) a change in roof profile; (b) a change in parapet coping; (c) a change in awning design; (d) a horizontal or vertical change in the wall plane; or (e) a change in the exterior finishes and exterior	<b>Not Applicable</b>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
	colours of the development.	
<b>PO42</b> Building facades that face public spaces at ground level: (a) complement the appearance of the development and surrounding streetscape; (b) enhance the visual amenity of the public place; (c) include a variety of human scale architectural elements and details; (d) provide an opportunity for the casual and convenient surveillance of public space from within the development.	<b>AO42</b> Building facades at the ground floor of development that face public space are designed to ensure: (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; (b) a visually prominent main entrance that faces the principal public place; (c) vertical architectural elements and features are incorporated at 3 metre or less intervals along the length of the façade.	<b>Not Applicable</b>
<b>PO43</b> Awnings for pedestrian shelter are consistent with	<b>AO43</b>	<b>Not Applicable</b>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
<p>the character setting of the Waterfront North sub-precinct and:</p> <ul style="list-style-type: none"><li>(a) extend and cover the footpath to provide protection from the sun and rain;</li><li>(b) include lighting under the awning;</li><li>(c) are continuous across pedestrian circulation areas;</li><li>(d) align to provide continuity with existing or future awnings on adjoining sites;</li><li>(e) are a minimum of 3 metres in width and generally not more than 3.5 metres above pavement height;</li><li>(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;</li><li>(g) are cantilevered from the main building with any posts within the footpath being non load-</li></ul>	<p>No acceptable outcomes are prescribed.</p>	



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
bearing.		
<b>PO44</b> The Balley Hooley rail line and turn-table is retained and incorporated into development and maintains its functionality.	<b>AO44.1</b> Bally Hooley rail line and turn-table is retained and incorporated into development to maintain its functionality.	<b>Not Applicable</b>
	<b>AO44.2</b> 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.	<b>Not Applicable</b>
<b>PO45</b> 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	<b>AO45</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
<p>the impact of:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) odour;</li> <li>(c) hazardous materials;</li> <li>(d) waste and recyclable material storage.</li> </ul>		
<p><b>PO46</b></p> <p>Formalised public spaces and pedestrian paths/areas on freehold land are made accessible to the public.</p>	<p><b>AO46</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></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</li> </ul>	<p><b>AO47</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
<p>creates strong ‘entry corridors’ into the waterfront;</p> <p>(c) lighting and well-considered discrete signage that complements building and landscape design;</p> <p>(d) public artwork and other similar features that reflect the heritage and character of the Port Douglas Waterfront.</p>		
<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><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</p>	<p><b>AO49</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
private boat owners, particularly with respect to the slipway operation.		
<b>PO50</b> Marine infrastructure to service the tourism, fishing and private boating community is provided.	<b>AO50</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b>
<b>PO51</b> Changes to the Port Douglas Waterfront quay-line do not cause adverse impacts to the environmentally sensitive Dickson Inlet.	<b>AO51</b> 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.  Note - Planning scheme policy SC6.8 – Natural environment provides guidance on preparing an ecological assessment report.	<b>Not Applicable</b>
<b>Additional requirements for Sub-precinct 1c – Waterfront South sub-precinct</b>		



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
<b>PO52</b> The establishment of uses is consistent with the outcomes sought for Precinct 1c – Waterfront South.	<b>AO52</b> Uses identified as inconsistent uses Table 7.2.4.4.c – are not established in Precinct 1c – Waterfront South.	<b>Not Applicable</b>
<b>PO53</b> Development does not adversely impact on the natural environment, natural vegetation or watercourses.	<b>AO53.1</b> An Ecological assessment report is prepared identifying the environmental qualities of the surrounding natural and built features which are to be managed.  Note - Planning scheme policy SC6.8 – Natural environment provides guidance on preparing an ecological assessment report.	<b>Not Applicable</b>
	<b>AO53.2</b> An Environmental Management Plan is prepared to manage potential impacts of the operation of the	<b>Not Applicable</b>





20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
	<p>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>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 to service the Port Douglas marine and tourism industry.</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, with other supporting service industry activities that service the marine and tourism industry of Port Douglas.</p>	<p><b>Not Applicable</b></p>
<p><b>PO55</b></p> <p>Buildings and structures are of a height and are set back from side boundaries and other sensitive</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>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
areas to ensure the scenic amenity and environmental qualities of the adjacent area are not adversely affected.	<b>AO55.2</b>  Development is setback from all property boundaries not less than 3 metres.	<b>Not Applicable</b>
<b>PO56</b>  The site coverage of all buildings and structures ensures development:  (a) is sited in an existing cleared area or in an area approved for clearing;  (b) has sufficient area for the provision of services;  (c) development does not have an adverse effect on the environmental, habitat, conservation or landscape values of the on-site and surrounding sensitive areas.	<b>AO56</b>  No acceptable outcomes are prescribed.	<b>Not Applicable</b>
<b>PO57</b>  Premises include adequate provision for service	<b>AO57.1</b>  Sufficient manoeuvring area is provided on-site to	<b>Not Applicable</b>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
vehicles, to cater for generated demand. Loading areas for service vehicles are designed to: (a) be accommodated on-site; (b) maximise safety and efficiency of loading; (c) protect the visual and acoustic amenity of sensitive land use activities; (d) minimise adverse impacts on natural characteristics of adjacent areas.	allow a Medium Rigid Vehicle to enter and leave the site in a forward gear.	
	<b>AO57.2</b> Development is designed to ensure all service vehicles are contained within the site when being loaded/unloaded.	<b>Not Applicable</b>
	<b>AO57.3</b> Driveways, parking and manoeuvring areas are constructed and maintained to: (a) minimise erosion from storm water runoff; (b) retain all existing vegetation.	<b>Not Applicable</b>
<b>PO58</b> Development ensures adverse impacts from	<b>AO58</b>	<b>Not Applicable</b>



20190541 – 11-15 Dickson Street, Craiglie (Reconfiguring a Lot)

Performance outcomes	Acceptable outcomes	Compliance
service vehicles on the road network, external to the site, are minimised.	No acceptable outcomes are prescribed.	
<b>PO59</b> Entry to the site is landscaped to enhance the amenity of the area and provide a pleasant working environment.	<b>AO59</b> Areas used for loading and unloading, storage, utilities and car parking are screened from public view: (a) by a combination of landscaping and screen fencing; (b) dense planting along any road frontage is a minimum width of 3 metres.	<b>Not Applicable</b>
<b>PO60</b> Landscaping is informal in character and complementary to the existing natural environment, provides screening and enhances the visual appearance of the development.	<b>AO60</b> For any development landscaping is in accordance with the Plant species schedule in Planning scheme policy SC6.7– Landscaping.	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
<b>Additional requirements for Sub-precinct 1d – Limited Development sub-precinct</b>		
<b>PO61</b>  The height of buildings and structures contributes to the desired form and outcomes for the sub-precinct and are limited to a single storey.	<b>AO61</b>  Buildings and structures are not more than one storey and 4 metres in height.  Note - Height is inclusive of the roof height.	<b>Not Applicable</b>
<b>Additional requirements for Sub-precinct 1e – Community and recreation sub-precinct</b>		
<b>PO62</b>  The precinct is developed for organised sporting activities and other community uses.	<b>AO62</b>  No acceptable outcomes are prescribed.	<b>Not Applicable</b>
<b>Additional requirements for Sub-precinct 1f – Flagstaff Hill sub-precinct</b>		
<b>PO63</b>  Flagstaff Hill is protected from inappropriate	<b>AO63</b>	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
development to protect the hill as an important natural landmark feature of Port Douglas and as a vegetated backdrop to the Town centre.	No acceptable outcomes are prescribed.	
<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>(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</p>	<p><b>AO64</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>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>		
<b>Additional requirements for Precinct 3 – Craiglie Commercial and Light Industry precinct</b>		
<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 support the local economy that would otherwise be better suited to a location outside the Port Douglas Town Centre Precinct.</p>	<p><b>AO65</b></p> <p>Development consists of service and light industries and associated small scale commercial activities.</p>	<p><b>Not Applicable</b></p>
<p><b>PO66</b></p> <p>Development on lots adjacent to the Captain Cook Highway is sited, designed and landscaped to</p>	<p><b>AO66.1</b></p> <p>Buildings and structures are setback 8 metres from the Captain Cook Highway frontage, or no closer</p>	<p><b>Not Applicable</b></p>



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Performance outcomes	Acceptable outcomes	Compliance
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.	to the Captain Cook Highway frontage than buildings and structures on adjoining sites (averaged), whichever is the greater.	
	<b>AO66.2</b> 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.	<b>Not Applicable</b>
	<b>AO66.3</b> Advertising signs are discreet in appearance with no large advertising signs, including tenancy signs, located on or near the Captain Cook Highway frontage, or within any landscaped setback area	<b>Not Applicable</b>
	<b>AO66.4</b>	<b>Not Applicable</b>





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Performance outcomes	Acceptable outcomes	Compliance
	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.	
<b>Additional requirements for Precinct 6 – Very Low Residential Density / Low Scale Recreation / Low Scale Educational / Low Scale Entertainment Uses precinct</b>		
<b>PO67</b> No additional lots are created within the precinct.	<b>AO67</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b>
<b>PO68</b> 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.	<b>AO68</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b>



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**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> <li>• Cropping</li> <li>• Detention facility</li> <li>• Dual occupancy</li> <li>• Dwelling house</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> <li>• Outstation</li> <li>• Permanent plantation</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> <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**

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>• 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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20190541 – 11-15 Dickson St, Craiglie (Reconfiguring a Lot)

## **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 8.2.1.3.a – Acid sulphate soils overlay code –assessable development**

Performance outcomes	Acceptable outcomes	Compliance
<b>For assessable development</b>		
<b>PO1</b> The extent and location of potential or actual acid sulfate soils is accurately identified.	<b>AO1.1</b> No excavation or filling occurs on the site. or <b>AO1.2</b> An acid sulfate soils investigation is undertaken. Note - Planning scheme policy SC 6.12– Potential and	<b>Complies with AO1.1</b> No excavation or filling is proposed as part of this application..



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	actual acid sulfate soils provides guidance on preparing an acid sulfate soils investigation.	
<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>AO2.2</b></p>	<p><b>Complies with AO2.1</b></p> <p>No excavation is proposed as part of this application.</p>



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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:

- (a) neutralising existing acidity and preventing the generation of acid and metal contaminants;
- (b) preventing the release of surface or groundwater flows containing acid and metal contaminants into the environment;
- (c) preventing the in situ oxidisation of potential acid sulfate soils and actual acid sulfate soils through ground water level management;
- (d) appropriately treating acid sulfate soils before disposal occurs on or off site;
- (e) documenting strategies and reporting requirements in an acid sulfate soils environmental management plan.

Note - Planning scheme policy SC 6.12 – Acid sulfate soils provides guidance on preparing an acid sulfate





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	soils management plan.	
<b>PO3</b> No environmental harm is caused as a result of exposure to potential acid sulfate soils or actual acid sulfate soils.	<b>AO3</b> No acceptable outcomes are prescribed.	<b>Complies with AO3</b> No excavation or filling is proposed as part of this application.



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## **8.2.10 Transport network overlay code**

### **8.2.10.1 Application**

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Transport network 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 within the Transport network overlay is identified on the Transport network (Road Hierarchy) overlay map and the Transport network (Pedestrian and Cycle) overlay map in Schedule 2 and includes the following sub-categories:
  - (a) Transport network (Road Hierarchy) overlay sub-categories:
    - (i) State controlled road sub-category;
    - (ii) Sub-arterial road sub-category;
    - (iii) Collector road sub-category;
    - (iv) Access road sub-category;
    - (v) Industrial road sub-category;
    - (vi) Major rural road sub-category;
    - (vii) Minor rural road sub-category;
    - (viii) Unformed road sub-category;
    - (ix) Major transport corridor buffer area sub-category.
  - (b) Transport network (Pedestrian and Cycle) overlay sub-categories:



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- (i) Principal route;
- (ii) Future principal route;
- (iii) District route;
- (iv) Neighbourhood route;
- (v) Strategic investigation route.

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

#### **8.2.10.2 Purpose**

(1) The purpose of the Transport network overlay code is to:

- (a) implement the policy direction of the Strategic Framework, in particular:
  - (i) Theme 1: Settlement pattern Element 3.4.2 Urban settlement, Element 3.4.3 Activity centres;
  - (ii) Theme 6: Infrastructure and transport Element 3.9.4 Transport;
- (b) enable an assessment of whether development is suitable on land within the Transport network overlay.

(2) The purpose of the code will be achieved through the following overall outcomes:

- (a) development provides for transport infrastructure (including active transport infrastructure);
- (b) development contributes to a safe and efficient transport network;
- (c) development supports the existing and future role and function of the transport network;
- (d) development does not compromise the safety and efficiency of major transport infrastructure and facilities.



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### 8.2.10.3 Criteria for assessment

**Table 8.2.10.3.a – Transport network overlay code –assessable development**

Performance outcomes	Acceptable outcomes	Compliance
<b>For assessable development</b>		
<b>PO1</b>  Development supports the road hierarchy for the region.  Note -A Traffic impact assessment report prepared in accordance with Planning scheme policy SC6.10 - Parking and access is one way to demonstrate achievement of the Performance Outcomes.	<b>AO1.1</b>  Development is compatible with the intended role and function of the transport network as identified on the Transport network overlay maps contained in Schedule 2.	<b>Complies with AO1.1</b>  The proposed development would generate in the order of 30 traffic movements per day (based on the lots being developed for dwelling houses), on local roads, which is compatible with the intended roles of Old Port Road and Dickson Street.
	<b>AO1.2</b>  Development does not compromise the safety and efficiency of the transport network.	<b>Complies with AO1.2</b>  The proposed development would generate in the order of 30 traffic movements per day (based on the lots being developed for dwelling houses), which can readily be accommodated within the local road network without compromising safety.
	<b>AO1.3</b>	<b>Complies with AO1.3</b>



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Performance outcomes	Acceptable outcomes	Compliance
	Development is designed to provide access via the lowest order road, where legal and practicable access can be provided to that road.	The proposed new lots would all access Council Controlled roads.
<p><b>PO2</b></p> <p>Transport infrastructure is provided in an integrated and timely manner.</p> <p>Note - A Traffic impact assessment report prepared in accordance with Planning scheme policy SC6.10 - Parking and access is one way to demonstrate achievement of the Performance Outcomes.</p>	<p><b>AO2</b></p> <p>Development provides infrastructure (including improvements to existing infrastructure) in accordance with:</p> <p>(a) the Transport network overlay maps contained in Schedule 2;</p> <p>(a) any relevant Local Plan.</p> <p>Note – The Translink Public Transport Infrastructure Manual provides guidance on the design of public transport facilities.</p>	<p><b>Not applicable</b></p> <p>Sufficient road infrastructure is provided within the Dickson Street and Davidson Street road reserves to accommodate the required access.</p>
<p><b>PO3</b></p> <p>Development involving sensitive land uses within a major transport corridor buffer area is located,</p>	<p><b>AO3</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not applicable</b></p> <p>The proposed site is located, in part within the road transport noise corridor; however, the</p>



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Performance outcomes	Acceptable outcomes	Compliance
designed and maintained to avoid or mitigate adverse impacts on amenity for the sensitive land use.	Note – Part 4.4 of the Queensland Development Code provides requirements for residential building design in a designated transport noise corridor.	application is for reconfiguring a lot only. The construction requirements to achieve the appropriate noise standards would be considered at the time of application for building works.
<b>PO4</b>  Development does not compromise the intended role and function or safety and efficiency of major transport corridors.  Note - A Traffic impact assessment report prepared in accordance with Planning scheme policy SC6.10 - Parking and access is one way to demonstrate achievement of the Performance Outcomes.	<b>AO4.1</b>  Development is compatible with the role and function (including the future role and function) of major transport corridors.	<b>Complies with AO4.1</b>  The proposed development would generate in the order of 30 traffic movements per day, based on dwelling house construction, which can readily be accommodated within the local road network without compromising the operation of any major transport corridor.
	<b>AO4.2</b>  Direct access is not provided to a major transport corridor where legal and practical access from another road is available.	<b>Complies with AO4.2</b>  No direct access would be provided to a major transport corridor.
	<b>AO4.3</b>	<b>Not Applicable</b>  The proposed development would not involve a new or changed intersection.



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Performance outcomes	Acceptable outcomes	Compliance
	<p>Intersection and access points associated with major transport corridors are located in accordance with:</p> <p>(a) the Transport network overlay maps contained in Schedule 2; and</p> <p>(b) any relevant Local Plan.</p>	
	<p><b>AO4.4</b></p> <p>The layout of development and the design of the associated access is compatible with existing and future boundaries of the major transport corridor or major transport facility.</p>	<p><b>Complies with AO4.4</b></p> <p>The proposed development would not adversely affect the existing or future boundaries of a major transport corridor.</p>
<p><b>P05</b></p> <p>Development retains and enhances existing vegetation between a development and a major transport corridor, so as to provide screening to potential noise, dust, odour and visual impacts emanating from the corridor.</p>	<p><b>AO5</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>No vegetation exists between the development and a major transport corridor.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<b>Pedestrian and cycle network</b>		
<b>PO6</b>  Lot reconfiguration assists in the implementation of the pedestrian and cycle movement network to achieve safe, attractive and efficient pedestrian and cycle networks.	<b>AO6.1</b>  Where a lot is subject to, or adjacent to an element of the pedestrian and cycle Movement network (identified on the Transport network overlay maps contained in Schedule 2) the specific location of this element of the pedestrian and cycle network is incorporated in the design of the lot layout.	<b>Complies with AO6.1</b>  The proposed development would not adversely affect the function of any pedestrian or cycle network.
	<b>AO6.2</b>  The element of the pedestrian and cycle network is constructed in accordance with the Design Guidelines set out in Sections D4 and D5 of the Planning scheme policy SC6.5 – FNQROC Regional Development Manual.	<b>Not Applicable</b>  No pedestrian or cycle network is required to be constructed as part of this development.





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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



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not unduly disrupt any current or future on-street parking arrangements.

#### 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>		
<b>PO1</b> 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: (a) the desired character of the area; (b) the nature of the particular use and its specific characteristics and scale;	<b>AO1.1</b> The minimum number of on-site vehicle parking spaces is not less than the number prescribed in Table 9.4.2.3.b for that particular use or uses.  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.	<b>Not applicable</b>  The proposal is for Reconfiguring a Lot only.
	<b>AO1.2</b> Car parking spaces are freely available for the parking of vehicles at all times and are not used	<b>Not applicable</b>  The proposal is for Reconfiguring a Lot only.



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Performance outcomes	Acceptable outcomes	Compliance
(c) the number of employees and the likely number of visitors to the site;	for external storage purposes, the display of products or rented/sub-leased.	
(d) the level of local accessibility;		
(e) the nature and frequency of any public transport serving the area;	<b>AO1.3</b> Parking for motorcycles is substituted for ordinary vehicle parking to a maximum level of 2% of total ordinary vehicle parking.	<b>Not applicable</b> The proposal is for Reconfiguring a Lot only.
(f) whether or not the use involves the retention of an existing building and the previous requirements for car parking for the building		
(g) whether or not the use involves a heritage building or place of local significance;	<b>AO1.4</b> 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.	<b>Not applicable</b> The proposal is for Reconfiguring a Lot only.
(h) whether or not the proposed use involves the retention of significant vegetation.		
<b>PO2</b> Vehicle parking areas are designed and constructed in accordance with relevant standards.	<b>AO2</b> Vehicle parking areas are designed and constructed in accordance with Australian Standard:	<b>Not applicable</b> The proposal is for Reconfiguring a Lot only.



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Performance outcomes	Acceptable outcomes	Compliance
	(a) AS2890.1; (b) AS2890.3; (c) AS2890.6.	
<b>PO3</b>  Access points are designed and constructed: (a) to operate safely and efficiently; (b) to accommodate the anticipated type and volume of vehicles (c) to provide for shared vehicle (including cyclists) and pedestrian use, where appropriate; (d) so that they do not impede traffic or pedestrian movement on the adjacent road area;	<b>AO3.1</b>  Access is limited to one access cross over per site and is an access point located, designed and constructed in accordance with: (a) Australian Standard AS2890.1; (b) Planning scheme policy SC6.5 – FNQROC Regional Development Manual - access crossovers.	<b>Not applicable</b>  The proposal is for Reconfiguring a Lot only.
	<b>AO3.2</b>  Access, including driveways or access crossovers: (a) are not placed over an existing:	<b>Not applicable</b>  The proposal is for Reconfiguring a Lot only.



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Performance outcomes	Acceptable outcomes	Compliance
<p>(e) so that they do not adversely impact upon existing intersections or future road or intersection improvements;</p> <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>(i) telecommunications pit;</p> <p>(ii) stormwater kerb inlet;</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>Not applicable</b></p> <p>The proposal is for Reconfiguring a Lot only.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<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>(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>	
	<b>AO3.4</b>	<b>Not applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
	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.	The proposal is for Reconfiguring a Lot only.
<b>PO4</b> Sufficient on-site wheel chair accessible car parking spaces are provided and are identified and reserved for such purposes.	<b>AO4</b> The number of on-site wheel chair accessible car parking spaces complies with the rates specified in AS2890 Parking Facilities.	<b>Not applicable</b> The proposal is for Reconfiguring a Lot only..
<b>PO5</b> Access for people with disabilities is provided to the building from the parking area and from the street.	<b>AO5</b> Access for people with disabilities is provided in accordance with the relevant Australian Standard.	<b>Not applicable</b> The proposal is for Reconfiguring a Lot only.
<b>PO6</b> Sufficient on-site bicycle parking is provided to cater for the anticipated demand generated by the development.	<b>AO6</b> The number of on-site bicycle parking spaces complies with the rates specified in Table 9.4.1.3.b	<b>Not applicable</b> The proposal is for Reconfiguring a Lot only.



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Performance outcomes	Acceptable outcomes	Compliance
<b>PO7</b> Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (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; (c) is easily and safely accessible from outside the site.	<b>A07.1</b> Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers);	<b>Not applicable</b> The proposal is for Reconfiguring a Lot only..
	<b>A07.2</b> Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	<b>Not applicable</b> The proposal is for Reconfiguring a Lot only.
	<b>A07.3</b> Development provides visitor bicycle parking which does not impede pedestrian movement.	<b>Not applicable</b> The proposal is for Reconfiguring a Lot only.
<b>PO8</b> Development provides walking and cycle routes through the site which:	<b>A08</b> Development provides walking and cycle routes which are constructed on the carriageway or through the site to:	<b>Complies with A08</b> A pedestrian and cycle path is provided along the frontage to Old Port Road.





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Performance outcomes	Acceptable outcomes	Compliance
<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>(c) ensure pedestrian and cyclist safety.</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>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><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>Not applicable</b></p> <p>The proposal is for Reconfiguring a Lot only.</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>The proposal is for Reconfiguring a Lot only.</p>



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Performance outcomes	Acceptable outcomes	Compliance
(c) so that they allow for the safe and convenient movement of pedestrians, cyclists and other vehicles.	<p><b>AO9.3</b></p> <p>The movement of service vehicles and service operations are designed so they:</p> <ul style="list-style-type: none"> <li>(a) do not impede access to parking spaces;</li> <li>(b) do not impede vehicle or pedestrian traffic movement.</li> </ul>	<p><b>Not applicable</b></p> <p>The proposal is for Reconfiguring a Lot only.</p>
<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> </ul>	<p><b>Not applicable</b></p> <p>The proposal is for Reconfiguring a Lot only.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	(d) food and drink outlet, where including a drive-through facility; (e) hardware and trade supplies, where including a drive-through facility; (f) hotel, where including a drive-through facility; (g) service station.	
	<b>AO10.2</b> Queuing and set-down areas are designed and constructed in accordance with AS2890.1.	<b>Not applicable</b> The proposal is for Reconfiguring a Lot only..



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### **9.4.3 Environmental performance code**

#### **9.4.3.1 Application**

(1) This code applies to assessing:

- (a) building work for outdoor lighting;
- (b) a material change of use or reconfiguring a lot if:
  - (i) assessable development where the code is identified in the assessment criteria column of a table of assessment; or
  - (ii) impact assessable development, to the extent relevant.

Note – Where for the purpose of lighting a tennis court in a Residential zone, a compliance statement prepared by a suitably qualified person must be submitted to Council with the development application for building work.

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

#### **9.4.3.2 Purpose**

(1) The purpose of the Environmental performance code is to ensure development is designed and operated to avoid or mitigate impacts on sensitive receiving environments.

(2) The purpose of the code will be achieved through the following overall outcomes:

- (a) activities that have potential to cause an adverse impact on amenity of adjacent and surrounding land, or environmental harm is avoided through location, design and operation of the development;
- (b) sensitive land uses are protected from amenity related impacts of lighting, odour, airborne particles and noise, through design and operation of



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- the development;
- (c) stormwater flowing over, captured or discharged from development sites is of a quality adequate to enter receiving waters and downstream environments;
- (d) development contributes to the removal and ongoing management of weed species.

#### 9.4.3.3 Criteria for assessment

**Table 9.4.4.3.a – Environmental performance code – assessable development**

Performance outcomes	Acceptable outcomes	Compliance
<b>Lighting</b>		
<b>PO1</b> Lighting incorporated within development does not cause an adverse impact on the amenity of adjacent uses and nearby sensitive land uses.	<b>AO1.1</b> Technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements of Australian standard AS4282-1997 Control of the obtrusive effects of outdoor lighting.	<b>Not Applicable</b> No external lighting is proposed to be incorporated into the development.
	<b>AO1.2</b> Development that involves flood lighting is restricted to a type that gives no upward component of light where mounted horizontally.	<b>Not Applicable</b> No external lighting is proposed to be incorporated into the development.



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Performance outcomes	Acceptable outcomes	Compliance
	<b>AO1.3</b> Access, car parking and manoeuvring areas are designed to shield nearby residential premises from impacts of vehicle headlights.	<b>Not Applicable</b> The application is for Reconfiguring a Lot only.
<b>Noise</b>		
<b>PO2</b> Potential noise generated from the development is avoided through design, location and operation of the activity.  Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code.	<b>AO2.1</b> Development does not involve activities that would cause noise related environmental harm or nuisance;  or	<b>Not Applicable</b> The application is for Reconfiguring a Lot only.
	<b>AO2.2</b> Development ensures noise does not emanate from the site through the use of materials, structures and architectural features to not cause an adverse noise impact on adjacent uses.	<b>Not Applicable</b> The application is for Reconfiguring a Lot only.
	<b>AO2.3</b> The design and layout of development ensures	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>car parking areas avoid noise impacting directly on adjacent sensitive land uses through one or more of the following:</p> <p>(a) car parking is located away from adjacent sensitive land uses;</p> <p>(b) car parking is enclosed within a building;</p> <p>(c) a noise ameliorating fence or structure is established adjacent to car parking areas where the fence or structure will not have a visual amenity impact on the adjoining premises;</p> <p>(d) buffered with dense landscaping.</p> <p>Editor's note - The Environmental Protection (Noise) Policy 2008, Schedule 1 provides guidance on acoustic quality objectives to ensure environmental harm (including nuisance) is avoided.</p>	The application is for Reconfiguring a Lot only.
<b>Airborne particles and other emissions</b>		
<b>PO3</b> Potential airborne particles and emissions generated from the development are avoided	<b>AO3.1</b> Development does not involve activities that will result in airborne particles or emissions being	<b>Not Applicable</b> The application is for Reconfiguring a Lot only.



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Performance outcomes	Acceptable outcomes	Compliance
<p>through design, location and operation of the activity.</p> <p>Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code.</p>	<p>generated; or</p> <p><b>AO3.2</b></p> <p>The design, layout and operation of the development activity ensures that no airborne particles or emissions cause environmental harm or nuisance. Note - examples of activities which generally cause airborne particles include spray painting, abrasive blasting, manufacturing activities and car wash facilities. Examples of emissions include exhaust ventilation from basement or enclosed parking structures, air conditioning/refrigeration ventilation and exhaustion. The Environmental Protection (Air) Policy 2008, Schedule 1 provides guidance on air quality objectives to ensure environmental harm (including nuisance) is avoided.</p>	<p><b>Not Applicable</b></p> <p>The application is for Reconfiguring a Lot only.</p>
<b>Odours</b>		
<b>PO4</b>	<b>AO4.1</b>	<b>Not Applicable</b>





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Performance outcomes	Acceptable outcomes	Compliance
<p>Potential odour causing activities associated with the development are avoided through design, location and operation of the activity.</p> <p>Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code.</p>	<p>The development does not involve activities that create odorous emissions; or</p>	<p>The application is for Reconfiguring a Lot only.</p>
	<p><b>AO4.2</b></p> <p>The use does not result in odour that causes environmental harm or nuisance with respect to surrounding land uses.</p>	<p><b>Not Applicable</b></p> <p>The application is for Reconfiguring a Lot only.</p>
<b>Waste and recyclable material storage</b>		
<p><b>PO5</b></p> <p>Waste and recyclable material storage facilities are located and maintained to not cause adverse impacts on adjacent uses.</p> <p>Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code.</p>	<p><b>AO5.1</b></p> <p>The use ensures that all putrescent waste is stored in a manner that prevents odour nuisance and is disposed of at regular intervals.</p>	<p><b>Not Applicable</b></p> <p>The application is for Reconfiguring a Lot only.</p>
	<p><b>AO5.2</b></p> <p>Waste and recyclable material storage facilities are located, designed and maintained to not cause an adverse impact on users of the premises and adjacent uses through consideration of:</p>	<p><b>Not Applicable</b></p> <p>The application is for Reconfiguring a Lot only..</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(a) the location of the waste and recyclable material storage areas in relation to the noise and odour generated;</p> <p>(b) the number of receptacles provided in relation to the collection, maintenance and use of the receptacles;</p> <p>(c) the durability of the receptacles, sheltering and potential impacts of local climatic conditions;</p> <p>(d) the ability to mitigate spillage, seepage or leakage from receptacles into adjacent areas and sensitive receiving waters and environments.</p> <p>Editor's note - the Environmental Protection (Waste Management) Policy 2008 provides guidance on the design of waste containers (receptacles) to ensure environmental harm (including nuisance) is avoided.</p>	
<b>Sensitive land uses</b>		
<p><b>PO6</b></p> <p>Sensitive land use activities are not established in areas which will receive potentially incompatible</p>	<p><b>AO6.1</b></p> <p>Sensitive land use activities are not established in areas that will be adversely impacted upon by</p>	<p><b>Complies with AO6.1</b></p> <p>Whilst the application site is located adjacent an industrial zone to the south, which is identified for</p>



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Performance outcomes	Acceptable outcomes	Compliance
impacts on amenity from surrounding, existing development activities and land uses.	existing land uses, activities and potential development possible in an area; or	commercial and light industry uses, this land is separated by Dickson Street, which has a road reserve of 30 metres.
	<b>AO6.2</b> Sensitive land activities are located in areas where potential adverse amenity impacts mitigate all potential impacts through layout, design, operation and maintenance.	<b>Able to comply with AO6.2</b> Any impacts from noise would be appropriately managed through the use of construction material. The principle of the residential use of the site has been established by the current zoning.
<b>Stormwater quality</b>		
<b>PO7</b> The quality of stormwater flowing over, through or being discharged from development activities into watercourses and drainage lines is of adequate quality for downstream environments, with respect to: (a) the amount and type of pollutants borne from the activity;	<b>AO7.1</b> Development activities are designed to ensure stormwater over roofed and hard stand areas is directed to a lawful point of discharge.	<b>Complies with AO7.1</b> Storm water would be directed to the street front, being the lawful point of discharge.
	<b>AO7.2</b> Development ensures movement of stormwater over the site is not impeded or directed through potentially polluting activities.	<b>Not Applicable</b> The application is for Reconfiguring a Lot only.



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Performance outcomes	Acceptable outcomes	Compliance
(b) maintaining natural stream flows (c) the amount and type of site disturbance; (d) site management and control measures.	<p><b>AO7.3</b></p> <p>Soil and water control measures are incorporated into the activity's design and operation to control sediment and erosion potentially entering watercourses, drainage lines and downstream receiving waters.</p> <p>Note - Planning scheme policy - FNQROC Regional Development Manual provides guidance on soil and water control measures to meet the requirements of the Environmental Protection Act 1994. During construction phases of development, contractors and builders are to have consideration in their work methods and site preparation for their environmental duty to protect stormwater quality.</p>	<p><b>Complies with AO7.3</b></p> <p>All stormwater drainage would be directed to a lawful point of discharge.</p>
<b>Pest plants (for material change of use on vacant land over 1,000m<sup>2</sup>)</b>		
<p><b>PO8</b></p> <p>Development activities and sites provide for the removal of all pest plants and implement ongoing measures to ensure that pest plants do not</p>	<p><b>AO8.1</b></p> <p>The land is free of declared pest plants before development establishes new buildings, structures and practices; or</p>	<p><b>Not Applicable</b></p> <p>The application is for Reconfiguring a Lot only..</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>reinfest the site or nearby sites.</p> <p>Editor's note - This does not remove or replace all land owner's obligations or responsibilities under the Land Protection (Pest and Stock Route Management) Act 2002.</p>	<p><b>AO8.2</b></p> <p>Pest plants detected on a development site are removed in accordance with a management plan prepared by an appropriately qualified person prior to construction of buildings and structures or earthworks. Note - A declaration from an appropriately qualified person validates the land being free from pest plants. Declared pest plants include locally declared and State declared pest plants.</p>	<p><b>Not Applicable</b></p> <p>The application is for Reconfiguring a Lot only.</p>



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#### **9.4.4 Filling and excavation code**

##### **9.4.4.1 Application**

- (1) This code applies to assessing:
  - (a) operational work for filling or excavation which is self-assessable or code assessable development if this code is an applicable code identified in the assessment criteria column of a table of assessment; or
  - (b) a material change of use or reconfiguring a lot if:
    - (i) assessable development where this code is identified as a prescribed secondary code in the assessment criteria column of a table of assessment; or
    - (ii) impact assessable development, to the extent relevant.

Note—This code does not apply to building work that is regulated under the Building Code of Australia.

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

##### **9.4.4.2 Purpose**

- (1) The purpose of the Filling and excavation code is to assess the suitability of development for filling or excavation.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) filling or excavation does not impact on the character or amenity of the site and surrounding areas;
  - (b) filling and excavation does not adversely impact on the environment;
  - (c) filling and excavation does not impact on water quality or drainage of upstream, downstream or adjoining properties;
  - (d) filling and excavation is designed to be fit for purpose and does not create land stability issues;



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- (e) filling and excavation works do not involve complex engineering solutions.

#### 9.4.4.3 Criteria for assessment

**Table 9.4.4.3.a – Filling and excavation code – for self-assessable and assessable development**

Performance outcomes	Acceptable outcomes	Compliance
<b>For self-assessable and assessable development</b>		
<b>Filling and excavation - General</b>		
<b>PO1</b> All filling and excavation work does not create a detrimental impact on the slope stability, erosion potential or visual amenity of the site or the surrounding area.	<b>AO1.1</b> The height of cut and/or fill, whether retained or not, does not exceed 2 metres in height. and Cuts in excess of those stated in A1.1 above are separated by benches/ terraces with a minimum width of 1.2 metres that incorporate drainage provisions and screen planting.	<b>Not Applicable</b> No excavation or fill is proposed as part of this application.
	<b>AO1.2</b>	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
	Cuts are supported by batters, retaining or rock walls and associated benches/terraces are capable of supporting mature vegetation.	No excavation or fill is proposed as part of this application.
	<b>AO1.3</b> Cuts are screened from view by the siting of the building/structure, wherever possible.	<b>Not Applicable</b> No excavation or fill is proposed as part of this application.
	<b>AO1.4</b> Topsoil from the site is retained from cuttings and reused on benches/terraces.	<b>Not Applicable</b> No excavation or fill is proposed as part of this application..
	<b>AO1.5</b> No crest of any cut or toe of any fill, or any part of any retaining wall or structure is closer than 600mm to any boundary of the property, unless the prior written approval of the adjoining landowner has been obtained.	<b>Not Applicable</b> No excavation or fill is proposed as part of this application..





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Performance outcomes	Acceptable outcomes	Compliance
	<b>AO1.6</b>  Non-retained cut and/or fill on slopes are stabilised and protected against scour and erosion by suitable measures, such as grassing, landscaping or other protective/aesthetic measures.	<b>Not Applicable</b>  No excavation or fill is proposed as part of this application.
<b>Visual Impact and Site Stability</b>		
<b>PO2</b>  Filling and excavation are carried out in such a manner that the visual/scenic amenity of the area and the privacy and stability of adjoining properties is not compromised.	<b>AO2.1</b>  The extent of filling and excavation does not exceed 40% of the site area, or 500m <sup>2</sup> whichever is the lesser, except that AO2.1 does not apply to reconfiguration of 5 lots or more.	<b>Not Applicable</b>  No excavation or fill is proposed as part of this application.
	<b>AO2.2</b>  Filling and excavation does not occur within 2 metres of the site boundary.	<b>Not Applicable</b>  No excavation or fill is proposed as part of this application.



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Performance outcomes	Acceptable outcomes	Compliance
<b>Flooding and drainage</b>		
<b>PO3</b> Filling and excavation does not result in a change to the run off characteristics of a site which then have a detrimental impact on the site or nearby land or adjacent road reserves.	<b>AO3.1</b> Filling and excavation does not result in the ponding of water on a site or adjacent land or road reserves.	<b>Not Applicable</b> No excavation or fill is proposed as part of this application.
	<b>AO3.2</b> Filling and excavation does not result in an increase in the flow of water across a site or any other land or road reserves.	<b>Not Applicable</b> No excavation or fill is proposed as part of this application.
	<b>AO3.3</b> Filling and excavation does not result in an increase in the volume of water or concentration of water in a watercourse and overland flow paths.	<b>Not Applicable</b> No excavation or fill is proposed as part of this application.
	<b>AO3.4</b>	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
	Filling and excavation complies with the specifications set out in Planning Scheme Policy No SC5 – FNQROC Development Manual.	No excavation or fill is proposed as part of this application.
<b>Water quality</b>		
<b>PO4</b> Filling and excavation does not result in a reduction of the water quality of receiving waters.	<b>AO4</b> Water quality is maintained to comply with the specifications set out in Planning Scheme Policy No SC5 – FNQROC Development Manual.	<b>Not Applicable</b> No excavation or fill is proposed as part of this application.
<b>Infrastructure</b>		
<b>PO5</b> Excavation and filling does not impact on Public Utilities.	<b>AO5</b> Excavation and filling is clear of the zone of influence of public utilities.	<b>Not Applicable</b> No excavation or fill is proposed as part of this application.



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#### **9.4.5 Infrastructure works code**

##### **9.4.5.1 Application**

- (1) This code applies to assessing:
  - (a) operational work which requires an assessment as a condition of a development permit or is assessable development if this code is identified in the assessment criteria column of a table of assessment;
  - (b) a material change of use or reconfiguring a lot if:
    - (i) 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.

Note – The Filling and excavation code applies to operational work for filling and excavation.

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

##### **9.4.5.2 Purpose**

- (1) The purpose of the Infrastructure works code is to ensure that development is safely and efficiently serviced by, and connected to, infrastructure.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) the standards of water supply, waste water treatment and disposal, stormwater drainage, local electricity supply, telecommunications, footpaths and road construction meet the needs of development and are safe and efficient;
  - (b) development maintains high environmental standards;
  - (c) development is located, designed, constructed and managed to avoid or minimise impacts arising from altered stormwater quality or flow, wastewater discharge, and the creation of non-tidal artificial waterways;



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- (d) the integrity of existing infrastructure is maintained;
- (e) development does not detract from environmental values or the desired character and amenity of an area.

#### 9.4.5.3 Criteria for assessment

**Table 9.4.5.3.a – Infrastructure works code –assessable development**

Performance outcomes	Acceptable outcomes	Compliance
<b>For self-assessable and assessable development</b>		
<b>Works on a local government road</b>		
<b>PO1</b>  Works on a local government road do not adversely impact on footpaths or existing infrastructure within the road verge and maintain the flow, safety and efficiency of pedestrians, cyclists and vehicles.	<b>AO1.1</b>  Footpaths/pathways are located in the road verge and are provided for the hierarchy of the road and located and designed and constructed in accordance with Planning scheme policy SC5 – FNQROC Regional Development Manual.	<b>Not Applicable</b>  It is not proposed to construct any footpaths as part of the proposed development.
	<b>AO1.2</b>  Kerb ramp crossovers are constructed in accordance with Planning scheme policy SC 5 –	<b>Not Applicable</b>  It is not proposed to construct any kerb ramp



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Performance outcomes	Acceptable outcomes	Compliance
	FNQROC Regional Development Manual.	crossovers as part of the development.
	<b>AO1.3</b> New pipes, cables, conduits or other similar infrastructure required to cross existing footpaths: (a) are installed via trenchless methods; or (b) where footpath infrastructure is removed to install infrastructure, the new section of footpath is installed to the standard detailed in the Planning scheme policy SC5 – FNQROC Regional Development Manual, and is not less than a 1.2 metre section.	<b>Not Applicable</b> No new infrastructure is required across existing footpaths.
	<b>AO1.4</b> Where existing footpaths are damaged as a result of development, footpaths are reinstated ensuring: (a) similar surface finishes are used; (b) there is no change in level at joins of new	<b>Not Applicable</b> It is not proposed to damage any footpaths as part of the development.



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Performance outcomes	Acceptable outcomes	Compliance
	<p>and existing sections;</p> <p>(c) new sections are matched to existing in terms of dimension and reinforcement.</p> <p>Note – Figure 9.4.5.3.a provides guidance on meeting the outcomes.</p>	
	<p><b>AO1.5</b></p> <p>Decks, verandahs, stairs, posts and other structures located in the road reserve do not restrict or impede pedestrian movement on footpaths or change the level of the road verges.</p>	<p><b>Not Applicable</b></p> <p>It is not proposed to install any structures in the road reserve.</p>
<b>Accessibility structures</b>		
<p><b>PO2</b></p> <p>Development is designed to ensure it is accessible for people of all abilities and accessibility features do not impact on the efficient</p>	<p><b>AO2.1</b></p> <p>Accessibility structures are not located within the road reserve.</p>	<p><b>Not Applicable</b></p> <p>It is not proposed to install any accessibility structures.</p>
	<p><b>AO2.2</b></p>	<p><b>Not Applicable</b></p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>and safe use of footpaths.</p> <p>Note – Accessibility features are those features required to ensure access to premises is provided for people of all abilities and include ramps and lifts.</p>	<p>Accessibility structures are designed in accordance with AS1428.3.</p>	<p>It is not proposed to install any accessibility structures.</p>
	<p><b>AO2.3</b></p> <p>When retrofitting accessibility features in existing buildings, all structures and changes in grade are contained within the boundaries of the lot and not within the road reserve.</p>	<p><b>Not Applicable</b></p> <p>It is not proposed to install any accessibility structures.</p>
<b>Water supply</b>		
<p><b>PO3</b></p> <p>An adequate, safe and reliable supply of potable, fire fighting and general use water is provided.</p>	<p><b>AO3.1</b></p> <p>The premises is connected to Council's reticulated water supply system in accordance with the Design Guidelines set out in Section D6 of the Planning scheme policy SC5 – FNQROC Regional Development Manual;</p> <p>or</p>	<p><b>Complies with AO3.1</b></p> <p>The application site is connected to the Councils reticulated water supply system, which has capacity to accommodate the proposed development and is able to be extended to provide connection to each of the new lots created.</p>





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Performance outcomes	Acceptable outcomes	Compliance
	<p><b>AO3.2</b></p> <p>Where a reticulated water supply system is not available to the premises, on site water storage tank/s with a minimum capacity of 10,000 litres of stored water, with a minimum 7,500 litre tank, with the balance from other sources (e.g. accessible swimming pool, dam etc.) and access to the tank/s for fire trucks is provided for each new house or other development. Tank/s are to be fitted with a 50mm ball valve with a camlock fitting and installed and connected prior to occupation of the house and sited to be visually unobtrusive.</p>	
<b>Treatment and disposal of effluent</b>		
<p><b>PO4</b></p> <p>Provision is made for the treatment and disposal of effluent to ensure that there are no adverse impacts on water quality and no adverse ecological impacts as a result of the system or as</p>	<p><b>AO4.1</b></p> <p>The site is connected to Council's sewerage system and the extension of or connection to the sewerage system is designed and constructed in accordance with the Design Guidelines set out in</p>	<p><b>Complies with AO4.1</b></p> <p>The application site is connected to the Councils sewerage system, which has capacity to accommodate the new development and is able to be extended to provide connections to each of</p>



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Performance outcomes	Acceptable outcomes	Compliance
a result of increasing the cumulative effect of systems in the locality.	<p>Section D7 of the Planning scheme policy SC5 – FNQROC Regional Development Manual;</p> <p>or</p> <p><b>AO4.2</b></p> <p>Where not in a sewerage scheme area, the proposed disposal system meets the requirements of Section 33 of the <i>Environmental Protection Policy (Water) 1997</i> and the proposed on site effluent disposal system is designed in accordance with the <i>Plumbing and Drainage Act (2002)</i>.</p>	the new lots created.
<b>Stormwater quality</b>		
<p><b>PO5</b></p> <p>Development is planned, designed, constructed and operated to avoid or minimise adverse impacts on stormwater quality in natural and</p>	<p><b>AO5.1</b></p> <p>A connection is provided from the premises to Council's drainage system;</p> <p>or</p>	<p><b>Complies with AO5.1</b></p> <p>A connection to the site is provided from the Council's drainage system.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>developed catchments by:</p> <ul style="list-style-type: none"> <li>(a) achieving stormwater quality objectives;</li> <li>(b) protecting water environmental values;</li> <li>(c) maintaining waterway hydrology.</li> </ul>	<p><b>AO5.2</b></p> <p>An underground drainage system is constructed to convey stormwater from the premises to Council's drainage system in accordance with the Design Guidelines set out in Sections D4 and D5 of the Planning scheme policy SC5 – FNQROC Regional Development Manual.</p>	
	<p><b>AO5.3</b></p> <p>A stormwater quality management plan is prepared, and provides for achievable stormwater quality treatment measures meeting design objectives listed in Table 9.4.5.3.b and Table 9.4.5.3.c, reflecting land use constraints, such as:</p> <ul style="list-style-type: none"> <li>(a) erosive, dispersive and/or saline soil types;</li> <li>(b) landscape features (including landform);</li> <li>(c) acid sulfate soil and management of nutrients of concern;</li> <li>(d) rainfall erosivity.</li> </ul>	<p><b>Able to comply with AO5.3</b></p> <p>A Stormwater Management Plan is able to be prepared at the time of application for operational works or building works, if necessary.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<b>AO5.4</b>  Erosion and sediment control practices are designed, installed, constructed, monitored, maintained, and carried out in accordance with an erosion and sediment control plan.	<b>Able to comply with AO5.4</b>  Erosion and sediment control practices are able to be designed and installed during the construction phase.
	<b>AO5.5</b>  Development incorporates stormwater flow control measures to achieve the design objectives set out in Table 9.4.5.3.b and Table 9.4.5.3.c, including management of frequent flows, peak flows, and construction phase hydrological impacts.  Note – Planning scheme policy SC5 – FNQROC Regional Development Manual provides guidance on soil and water control measures to meet the requirements of the <i>Environmental Protection Act 1994</i> .  Note – During construction phases of development, contractors and builders are to have consideration in	<b>Able to comply with AO5.5</b>  Stormwater control measures are able to be designed and installed during the construction phase.



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Performance outcomes	Acceptable outcomes	Compliance
	their work methods and site preparation for their environmental duty to protect stormwater quality.	
<b>Non-tidal artificial waterways</b>		
<b>PO6</b> Development involving non-tidal artificial waterways is planned, designed, constructed and operated to: (a) protect water environmental values; (b) be compatible with the land use constraints for the site for protecting water environmental values; (c) be compatible with existing tidal and non-tidal waterways; (d) perform a function in addition to stormwater management;	<b>AO6.1</b> Development involving non-tidal artificial waterways ensures: (a) environmental values in downstream waterways are protected; (b) any ground water recharge areas are not affected; (c) the location of the waterway incorporates low lying areas of the catchment connected to an existing waterway; (d) existing areas of ponded water are included.	<b>Not Applicable</b> No artificial waterways are proposed.
	<b>AO6.2</b>	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
(e) achieve water quality objectives.	<p>Non-tidal artificial waterways are located:</p> <ul style="list-style-type: none"> <li>(a) outside natural wetlands and any associated buffer areas;</li> <li>(b) to minimise disturbing soils or sediments;</li> <li>(c) to avoid altering the natural hydrologic regime in acid sulfate soil and nutrient hazardous areas.</li> </ul>	No artificial waterways are proposed.
	<p><b>AO6.3</b></p> <p>Non-tidal artificial waterways located adjacent to, or connected to a tidal waterway by means of a weir, lock, pumping system or similar ensures:</p> <ul style="list-style-type: none"> <li>(a) there is sufficient flushing or a tidal range of &gt;0.3 m; or</li> <li>(b) any tidal flow alteration does not adversely impact on the tidal waterway; or</li> <li>(c) there is no introduction of salt water into</li> </ul>	<p><b>Not Applicable</b></p> <p>No artificial waterways are proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	freshwater environments.	
	<b>AO6.4</b> Non-tidal artificial waterways are designed and managed for any of the following end-use purposes: (a) amenity (including aesthetics), landscaping or recreation; or (b) flood management, in accordance with a drainage catchment management plan; or (c) stormwater harvesting plan as part of an integrated water cycle management plan; or (d) aquatic habitat.	<b>Not Applicable</b> No artificial waterways are proposed.
	<b>AO6.5</b> The end-use purpose of the non-tidal artificial waterway is designed and operated in a way that protects water environmental values.	<b>Not Applicable</b> No artificial waterways are proposed.



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Performance outcomes	Acceptable outcomes	Compliance
	<b>AO6.6</b> Monitoring and maintenance programs adaptively manage water quality to achieve relevant water quality objectives downstream of the waterway.	<b>Not Applicable</b> No artificial waterways are proposed.
	<b>AO6.7</b> Aquatic weeds are managed to achieve a low percentage of coverage of the water surface area, and pests and vectors are managed through design and maintenance.	<b>Not Applicable</b> No artificial waterways are proposed.
<b>Wastewater discharge</b>		
<b>PO7</b> Discharge of wastewater to waterways, or off site: (a) meets best practice environmental management; (b) is treated to:	<b>AO7.1</b> A wastewater management plan is prepared and addresses: (a) wastewater type; (b) climatic conditions;	<b>Not Applicable</b> The application is for Reconfiguring a Lot only.





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Performance outcomes	Acceptable outcomes	Compliance
(i) meet water quality objectives for its receiving waters; (ii) avoid adverse impact on ecosystem health or waterway health; (iii) maintain ecological processes, riparian vegetation and waterway integrity; (iv) offset impacts on high ecological value waters.	(c) water quality objectives; (d) best practice environmental management.	
	<b>A07.2</b> The waste water management plan is managed in accordance with a waste management hierarchy that: (a) avoids wastewater discharge to waterways; or (b) if wastewater discharge cannot practicably be avoided, minimises wastewater discharge to waterways by re-use, recycling, recovery and treatment for disposal to sewer, surface water and ground water.	<b>Not Applicable</b> The application is for Reconfiguring a Lot only.
	<b>A07.3</b> Wastewater discharge is managed to avoid or minimise the release of nutrients of concern so as to minimise the occurrence, frequency and	<b>Not Applicable</b> The application is for Reconfiguring a Lot only.



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Performance outcomes	Acceptable outcomes	Compliance
	intensity of algal blooms.	
	<p><b>AO7.4</b></p> <p>Development in coastal catchments avoids or minimises and appropriately manages soil disturbance or altering natural hydrology and:</p> <p>(a) avoids lowering ground water levels where potential or actual acid sulfate soils are present;</p> <p>(b) manages wastewater so that:</p> <p>(i) the pH of any wastewater discharges is maintained between 6.5 and 8.5 to avoid mobilisation of acid, iron, aluminium and other metals;</p> <p>(ii) holding times of neutralised wastewater ensures the flocculation and removal of any dissolved iron prior to release;</p> <p>(iii) visible iron floc is not present in any</p>	<p><b>Not Applicable</b></p> <p>The application is for Reconfiguring a Lot only.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>discharge;</p> <p>(iv) precipitated iron floc is contained and disposed of;</p> <p>(v) wastewater and precipitates that cannot be contained and treated for discharge on site are removed and disposed of through trade waste or another lawful method.</p>	
<b>Electricity supply</b>		
<p><b>PO8</b></p> <p>Development is provided with a source of power that will meet its energy needs.</p>	<p><b>AO8.1</b></p> <p>A connection is provided from the premises to the electricity distribution network;</p> <p>or</p> <p><b>AO8.2</b></p> <p>The premises is connected to the electricity distribution network in accordance with the Design Guidelines set out in Section D8 of the Planning</p>	<p><b>Able to comply with AO8.1</b></p> <p>A connection would be provided to the electricity distribution network for each of the new lots created.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>scheme policy SC5 – FNQROC Regional Development Manual.</p> <p>Note - Areas north of the Daintree River have a different standard.</p>	
<p><b>PO9</b></p> <p>Development incorporating pad-mount electricity infrastructure does not cause an adverse impact on amenity.</p>	<p><b>AO9.1</b></p> <p>Pad-mount electricity infrastructure is:</p> <ul style="list-style-type: none"> <li>(a) not located in land for open space or sport and recreation purposes;</li> <li>(b) screened from view by landscaping or fencing;</li> <li>(c) accessible for maintenance.</li> </ul>	<p><b>Not Applicable</b></p> <p>No pad-mount infrastructure is proposed.</p>
	<p><b>AO9.2</b></p> <p>Pad-mount electricity infrastructure within a building, in a Town Centre is designed and located to enable an active street frontage.</p> <p>Note – Pad-mounts in buildings in activity centres</p>	<p><b>Not Applicable</b></p> <p>No pad-mount infrastructure is proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	should not be located on the street frontage.	
<b>Telecommunications</b>		
<b>PO10</b> Development is connected to a telecommunications service approved by the relevant telecommunication regulatory authority.	<b>AO10</b> The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.	<b>Able to comply with AO10</b> Telecommunications connections are available to the site.
<b>PO11</b> Provision is made for future telecommunications services (e.g. fibre optic cable).	<b>AO11</b> Conduits are provided in accordance with Planning scheme policy SC5 – FNQROC Regional Development Manual.	<b>Able to comply with AO11</b> Conduits are able to be provided in accordance with the FNQROC development manual.
<b>Road construction</b>		
<b>PO12</b> The road to the frontage of the premises is	<b>AO12.1</b> The road to the frontage of the site is constructed	<b>Complies with AO12.1</b> Davidson Street and Dickson Street are



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Performance outcomes	Acceptable outcomes	Compliance
<p>constructed to provide for the safe and efficient movement of:</p> <p>(a) pedestrians and cyclists to and from the site;</p> <p>(b) pedestrians and cyclists adjacent to the site;</p> <p>(c) vehicles on the road adjacent to the site;</p> <p>(d) vehicles to and from the site;</p> <p>(e) emergency vehicles.</p>	<p>in accordance with the Design Guidelines set out in Sections D1 and D3 of the Planning scheme policy SC5 – FNQROC Regional Development Manual, for the particular class of road, as identified in the road hierarchy.</p>	<p>constructed of a sufficient standard to provide access to the new lots to be created.</p>
	<p><b>AO12.2</b></p> <p>There is existing road, kerb and channel for the full road frontage of the site.</p>	<p><b>Complies with AO12.1</b></p> <p>Davidson Street and Dickson Street are constructed of a sufficient standard to provide access to the new lots to be created.</p>
	<p><b>AO12.3</b></p> <p>Road access minimum clearances of 3.5 metres wide and 4.8 metres high are provided for the safe passage of emergency vehicles.</p>	<p><b>Complies with AO12.1</b></p> <p>Davidson Street and Dickson Street are constructed of a sufficient standard to provide access to the new lots to be created.</p>
<b>Alterations and repairs to public utility services</b>		
<b>PO13</b>	<b>AO13</b>	<b>Able to comply with AO13</b>



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Performance outcomes	Acceptable outcomes	Compliance
Infrastructure is integrated with, and efficiently extends, existing networks.	Development is designed to allow for efficient connection to existing infrastructure networks.	The infrastructure network will be required to be altered to provide for the proposed development. Council is requested to require this as a condition of approval.
<p><b>PO14</b></p> <p>Development and works do not affect the efficient functioning of public utility mains, services or installations.</p>	<p><b>AO14.1</b></p> <p>Public utility mains, services and installations are not required to be altered or repaired as a result of the development;</p> <p>or</p> <p><b>AO14.2</b></p> <p>Public utility mains, services and installations are altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines set out in Section D8 of the Planning scheme policy SC5 – FNQROC Regional Development Manual.</p>	<p><b>Able to comply with AO14.2</b></p> <p>The infrastructure network will be required to be altered to provide for the proposed development. Council is requested to require this as a condition of approval.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<b>Construction management</b>		
<b>PO15</b>  Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	<b>AO15</b>  Works include, at a minimum:  (a) installation of protective fencing around retained vegetation during construction;  (b) erection of advisory signage;  (c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation;  (d) removal from the site of all declared noxious weeds.	<b>Complies with AO15</b>  The vegetation intended to be retained on site is able to be protected during the construction phase.
<b>PO16</b>  Existing infrastructure is not damaged by construction activities.	<b>AO16</b>  Construction, alterations and any repairs to infrastructure is undertaken in accordance with the Planning scheme policy SC5 – FNQROC	<b>Able to comply with AO16</b>  Any infrastructure damaged as a result of the proposed development would be repaired in





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Performance outcomes	Acceptable outcomes	Compliance
	<p>Regional Development Manual.</p> <p>Note - Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the Transport Infrastructure Act 1994.</p>	accordance with FNQROC requirements.
<b>For assessable development</b>		
<b>High speed telecommunication infrastructure</b>		
<p><b>PO17</b></p> <p>Development provides infrastructure to facilitate the roll out of high speed telecommunications infrastructure.</p>	<p><b>AO17</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Able to comply with AO17</b></p> <p>High speed telecommunications connections are able to be provided as part of the development.</p>
<b>Trade waste</b>		
<p><b>PO18</b></p> <p>Where relevant, the development is capable of providing for the storage, collection treatment and</p>	<p><b>AO18</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not Applicable</b></p> <p>No trade waste would be generated as part of the</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>disposal of trade waste such that:</p> <p>(a) off-site releases of contaminants do not occur;</p> <p>(b) the health and safety of people and the environment are protected;</p> <p>(c) the performance of the wastewater system is not put at risk.</p>		development.
<b>Fire services in developments accessed by common private title</b>		
<p><b>PO19</b></p> <p>Hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.</p>	<p><b>AO19.1</b></p> <p>Residential streets and common access ways within a common private title places hydrants at intervals of no more than 120 metres and at each intersection. Hydrants may have a single outlet and be situated above or below ground.</p>	<p><b>Not Applicable</b></p> <p>No development would be accessed via common private title.</p>
	<p><b>AO19.2</b></p> <p>Commercial and industrial streets and access</p>	<p><b>Not Applicable</b></p> <p>No development would be accessed via common</p>



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Performance outcomes	Acceptable outcomes	Compliance
	ways within a common private title serving commercial properties such as factories and warehouses and offices are provided with above or below ground fire hydrants located at not more than 90 metre intervals and at each intersection. Above ground fire hydrants have dual-valved outlets.	private title.
<b>PO20</b>  Hydrants are suitable identified so that fire services can locate them at all hours.  Note – Hydrants are identified as specified in the Department of Transport and Main Roads Technical Note: 'Identification of street hydrants for fire fighting purposes' available under 'Publications'.	<b>AO20</b>  No acceptable outcomes are prescribed.	<b>Not Applicable</b>  No development would be accessed via common private title.



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#### **9.4.6 Landscaping code**

##### **9.4.6.1 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) 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.

##### **9.4.6.2 Purpose**

- (1) The purpose of the Landscaping code is to assess the landscaping aspects of a development.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) The tropical, lush landscape character of the region is retained, promoted and enhanced through high quality landscape works;
  - (b) The natural environment of the region is enhanced;
  - (c) The visual quality, amenity and identity of the region is enhanced;
  - (d) Attractive streetscapes and public places are created through landscape design;
  - (e) As far as practical, existing vegetation on site is retained, and protected during works and integrated with the built environment;
  - (f) Landscaping is provided to enhance the tropical landscape character of development and the region;
  - (g) Landscaping is functional, durable, contributes to passive energy conservation and provides for the efficient use of water and ease of ongoing



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maintenance;

(h) Landscaping takes into account utility service protection;

(i) Weed species and invasive species are eliminated from development sites;

(j) Landscape design enhances personal safety and incorporates CPTED principles.

#### 9.4.6.3 Criteria for assessment

**Table 9.4.6.3.a – Landscaping code –assessable development**

Performance outcomes	Acceptable outcomes	Compliance
<b>For self-assessable and assessable development</b>		
<b>Landscaping design</b>		
<b>PO1</b> Development provides landscaping that contributes to and creates a high quality landscape character for the site, street and local areas of the Shire by: ( <ul style="list-style-type: none"> <li>(a) promoting the Shire’s character as a tropical environment;</li> <li>(b) softening the built form of development;</li> </ul>	<b>AO1</b> Development provides landscaping: <ul style="list-style-type: none"> <li>(a) in accordance with the minimum area, dimensions and other requirements of applicable development codes;</li> <li>(b) that is designed and planned in a way that meets the guidelines for landscaping outlined in Planning Scheme Policy SC6.7</li> </ul>	<b>Not applicable.</b> The application is for reconfiguring a lot only.



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Performance outcomes	Acceptable outcomes	Compliance
<p>(c) enhancing the appearance of the development from within and outside the development and makes a positive contribution to the streetscape;</p> <p>(d) screening the view of buildings, structures, open storage areas, service equipment, machinery plant and the like from public places, residences and other sensitive development;</p> <p>(e) where necessary, ensuring the privacy of habitable rooms and private outdoor recreation areas;</p> <p>(f) contributing to a comfortable living environment and improved energy efficiency, by providing shade to reduce glare and heat absorption and re-radiation from buildings, parking areas and other hard surfaces;</p> <p>(g) ensuring private outdoor recreation space is useable;</p>	<p>– Landscaping;</p> <p>(c) that is carried out and maintained in accordance with a landscaping plan that meets the guidelines for landscaping outlined in Planning Scheme Policy SC6.7</p> <p>– Landscaping.</p> <p>Note - Planning scheme policy SC6.7 – Landscaping provides guidance on meeting the outcomes of this code. A landscape plan submitted for approval in accordance with the Planning policy is one way to achieve this outcome.</p>	



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Performance outcomes	Acceptable outcomes	Compliance
<ul style="list-style-type: none"> <li>(h) providing long term soil erosion protection;</li> <li>(i) providing a safe environment;</li> <li>(j) integrating existing vegetation and other natural features of the premises into the development;</li> <li>(k) not adversely affecting vehicular and pedestrian sightlines and road safety</li> </ul>		
<b>For assessable development</b>		
<b>PO2</b> Landscaping contributes to a sense of place, is functional to the surroundings and enhances the streetscape and visual appearance of the development.	<b>AO2.1</b> No acceptable outcomes are specified. Note - Landscaping is in accordance with the requirements specified in Planning scheme policy SC6.7 – Landscaping.	<b>Not applicable.</b> The application is for reconfiguring a lot only.
	<b>AO2.2</b> Tropical urbanism is incorporated into building design. Note – ‘Tropical urbanism’ includes many things such as green walls, green roofs, podium planting and vegetation incorporated into the	<b>Not applicable.</b> The application is for reconfiguring a lot only.



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Performance outcomes	Acceptable outcomes	Compliance
	design of a building	
<b>PO3</b> Development provides landscaping that is , as far as practical, consistent with the existing desirable landscape character of the area and protects trees, vegetation and other features of ecological, recreational, aesthetic and cultural value.	<b>AO3.1</b> Existing vegetation on site is retained and incorporated into the site design, wherever possible, utilising the methodologies and principles outline in AS4970-2009 Protection of Trees on Development Sites.	<b>Complies with AO3.1</b> Existing mature on-site vegetation is proposed to be retained where practical.
	<b>AO3.2</b> Mature vegetation on the site that is removed or damaged during development is replaced with advanced species	<b>Not Applicable</b> Mature vegetation on site would be retained as part of the development.
	<b>AO3.3</b> Where there is an existing landscape character in a street or locality which results from existing vegetation, similar species are incorporated into new development	<b>Not Applicable</b> There is no established landscape character.
	<b>AO3.4</b>	<b>Able to Comply with AO3.4</b>





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Performance outcomes	Acceptable outcomes	Compliance
	Street trees are species which enhance the landscape character of the streetscape, with species chosen from the Planning scheme policy SC6.7 – Landscaping.	Street trees are able to be planted in accordance with Council Policy.
<b>PO4</b> Plant species are selected with consideration to the scale and form of development, screening, buffering, streetscape, shading and the locality of the area.	<b>AO4</b> Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.	<b>Able to comply with AO4</b> Landscaping is able to be undertake with species selected from the Planning Scheme policy.
<b>PO5</b> Shade planting is provided in car parking areas where uncovered or open, and adjacent to driveways and internal roadways.	<b>AO5</b> Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.	<b>Not applicable.</b> The application is for reconfiguring a lot only.
<b>PO6</b> Landscaped areas are designed in order to allow for efficient maintenance.	<b>AO6.1</b> A maintenance program is undertaken in accordance with Planning scheme policy SC6.7 – Landscaping.	<b>Not applicable.</b> The application is for reconfiguring a lot only.



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Performance outcomes	Acceptable outcomes	Compliance
	<b>AO6.2</b> Tree maintenance is to have regard to the 'Safe Useful Life Expectancy of Trees (SULE). Note – It may be more appropriate to replace trees with a SULE of less than 20 years (as an example), and replant with younger healthy species	<b>Not applicable.</b> The application is for reconfiguring a lot only.
<b>PO7</b> Podium planting is provided with appropriate species for long term survival and ease of maintenance, with beds capable of proper drainage.	<b>AO7.1</b> Podium planting beds are provided with irrigation and are connected to stormwater infrastructure to permit flush out.	<b>Not Applicable</b> No podium is proposed.
	<b>AO7.2</b> Species of plants are selected for long term performance designed to suit the degree of access to podiums and roof tops for maintenance.	<b>Not Applicable</b> No podium is proposed.
<b>PO8</b> Development provides for the removal of all weed and invasive species and implement on-going measures to ensure that weeds and invasive	<b>AO8</b> Weed and invasive species detected on a development site are removed in accordance with a management plan prepared by an appropriately	<b>Complies with AO8</b> No weeds or invasive species have been identified on site.



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Performance outcomes	Acceptable outcomes	Compliance
species do not reinfest the site and nearby premises	qualified person.	
<b>PO9</b> The landscape design enhances personal safety and reduces the potential for crime and vandalism	<b>AO9</b> No acceptable outcomes are specified. Note - Planning scheme policy SC6.3 – Crime prevention through environmental design (CPTED) provides guidance on meeting this outcome.	<b>Not applicable.</b> The application is for reconfiguring a lot only..
<b>PO10</b> The location and type of plant species does not adversely affect the function and accessibility of services and facilities and service areas.	<b>AO10</b> Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.	<b>Able to comply with AO10</b> Landscaping is able to be undertake with species selected from the Planning Scheme policy



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#### **9.4.7 Reconfiguring a lot code**

##### **9.4.7.1 Application**

(1) This code applies to assessing reconfiguring a lot if:

- (a) assessable development where the code is an applicable code identified in the assessment criteria column of a table of assessment;
- (b) impact assessable development, to the extent relevant.

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

##### **9.4.7.2 Purpose**

(1) The purpose of the Reconfiguring a lot code is to regulate development for reconfiguring a lot.

(2) The purpose of the code will be achieved through the following overall outcomes:

- (a) development results in a well-designed pattern of streets supporting walkable communities;
- (b) lots have sufficient areas, dimensions and shapes to be suitable for their intended use taking into account environmental features and site constraints;
- (c) road networks provide connectivity that is integrated with adjoining existing or planned development while also catering for the safe and efficient access for pedestrians, cyclists and for public transport;
- (d) lots are arranged to front all streets and parkland such that development enhances personal safety, traffic safety, property safety and security; and contributes to streetscape and open space quality;
- (e) development does not diminish environmental and scenic values, and where relevant, maintains and enhances public access and use of natural areas, rivers, dams, creeks and the foreshore, in a way that protects natural resources;



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- (f) people and property are not placed at risk from natural hazards;
- (g) a range of functional parkland, including local and district parks, major areas of parkland with a region-wide focus and open space links are available for the use and enjoyment of residents and visitors to the region;
- (h) the appropriate standard of infrastructure is provided.

#### 9.4.7.3 Criteria for assessment

**Table 9.4.7.3.a – Reconfiguring a lot – assessable development**

Performance outcomes		Acceptable outcomes	Compliance
General lot design standards			
<b>PO1</b> Lots comply with the lot reconfiguration outcomes of the applicable Zone code in Part 5	<b>AO1</b> No acceptable outcomes are prescribed.	<b>Generally complies with PO1</b> Proposed Lot 11 would have a frontage and dimension of 450mm less than the desired 20 metres, however, it is regular in shape and complies in all other respects. The proposed minor shortfall would not adversely affect the ability of the site to be developed in accordance with the purpose of the zone or adversely affect the amenity of the area.	



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Performance outcomes	Acceptable outcomes	Compliance
<b>PO2</b> New lots are generally rectangular in shape with functional areas for land uses intended by the zone.	<b>AO2</b> Boundary angles are not less than 45 degrees.	<b>Complies with AO2</b> No boundaries would be less than 45°.
<b>PO3</b> Lots have legal and practical access to a public road	<b>AO3</b> Each lot is provided with: <ul style="list-style-type: none"> <li>(a) direct access to a gazetted road reserve; or</li> <li>(b) access to a gazetted road via a formal access arrangement registered on the title.</li> </ul>	<b>Complies with AO3</b> Each lot would be provided with an access from either Dickson Street or Old Port Road.
<b>PO4</b> Development responds appropriately to its local context, natural systems and site features.	<b>AO4</b> Existing site features such as: <ul style="list-style-type: none"> <li>(a) significant vegetation and trees;</li> <li>(b) waterways and drainage paths;</li> <li>(c) vistas and vantage points are retained and/or are incorporated into open space, road reserves, near to lot boundaries or as common property.</li> </ul>	<b>Complies with AO4</b> Where possible the existing mature trees on the site would be retained as part of the development.



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO5</b></p> <p>New lots which have the capability of being further reconfigured into smaller lots at a later date are designed to not compromise ultimate development outcomes permitted in the relevant zone.</p>	<p><b>AO5</b></p> <p>The ability to further reconfigure land at a later date is demonstrated by submitting a concept plan that meets the planning scheme requirements for the applicable Zone.</p>	<p><b>Not Applicable</b></p> <p>The proposed lots would not be capable of further reconfiguration in accordance with the minimum lot sizes identified in the relevant zone code.</p>
<p><b>PO6</b></p> <p>Where existing buildings or structures are to be retained, development results in:</p> <ul style="list-style-type: none"> <li>(a) boundaries that offer regular lot shapes and usable spaces;</li> <li>(b) existing improvements complying with current building and amenity standards in relation to boundary setbacks.</li> </ul> <p>Note - This may require buildings or structures to be modified, relocated or demolished to meet setback standards, resolve encroachments and the like.</p>	<p><b>AO6</b></p> <p>Development ensures setbacks between existing buildings or structures and proposed boundaries satisfy relevant building standards or zone code requirements, whichever is the greater</p>	<p><b>Complies with PO6</b></p> <p>The proposed reconfiguration would result in the existing dwelling house being setback 450mm to the northern boundary. This part of the dwelling is the alfresco and BBQ area and relates to part of that alfresco area that is approximately 4 metres in length and 1.9 metres in height. The balance of the dwellings is setback more than 2.5 metres from the common boundary.</p> <p>Relevant to the assessment of the setback is Queensland Development Code MP1.2, Design and Siting Standard for Single Detached Housing on Lots 450m<sup>2</sup> and over. In particular,</p>



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Performance outcomes	Acceptable outcomes	Compliance
		<p>Performance Criteria P2, which states:</p> <p><i>P2 Buildings and structures –</i></p> <ul style="list-style-type: none"><li><i>(a) provide adequate daylight and ventilation to habitable rooms; and</i></li><li><i>(b) allow adequate light and ventilation to habitable rooms of buildings on adjoining lots.</i></li><li><i>(c) do not adversely impact on the amenity and privacy of residents on adjoining lots.</i></li></ul> <p>In this instance, the proposed built form within the setback area is not a habitable room and the adjoining land is currently vacant. It is considered that the future development of the adjoining lot is able to be appropriately designed to provide suitable amenity and privacy for the future occupants, notwithstanding the reduced setback. The proposed boundary location is considered to facilitate development in accordance with the relevant housing design standards.</p>





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Performance outcomes	Acceptable outcomes	Compliance
<b>P07</b> Where rear lots are proposed, development: <ul style="list-style-type: none"> <li>(a) provides a high standard of amenity for residents and other users of the site and adjoining properties;</li> <li>(b) positively contributes to the character of adjoining properties and the area;</li> <li>(c) does not adversely affect the safety and efficiency of the road from which access is gained.</li> </ul>	<b>A07.1</b> Where rear lots are to be established: <ul style="list-style-type: none"> <li>(a) the rear lot is generally rectangular in shape, avoiding contrived sharp boundary angles;</li> <li>(b) no more than 6 lots directly adjoin the rear lot;</li> <li>(c) no more than one rear lot occurs behind the road frontage lot;</li> <li>(d) no more than two access strips to rear lots directly adjoin each other;</li> <li>(e) access strips are located only on one side of the road frontage lot.</li> </ul>	<b>Not Applicable</b> No rear lots would be established.
	<b>A07.2</b> Access strips to the rear lot have a minimum width dimension of: <ul style="list-style-type: none"> <li>(a) 4.0 metres in Residential Zones.</li> <li>(b) 8.0 metres in Industrial Zones category.</li> <li>(c) 5.0 metres in all other Zones.</li> </ul>	<b>Not Applicable</b> No rear lots would be established.



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Performance outcomes	Acceptable outcomes	Compliance
	Note - Rear lots are generally not appropriate in non-Residential or non-Rural zones.	
	<b>AO7.3</b> Access strips are provided with a sealed pavement of sufficient width to cater for the intended traffic, but no less than: <ul style="list-style-type: none"> <li>(a) 3.0 metres in Residential Zone.</li> <li>(b) 6.0 metres in an Industrial Zone.</li> <li>(c) 3.5 metres in any other Zone.</li> </ul>	<b>Not Applicable</b> No rear lots would be established.
<b>Structure plans Additional requirements for:</b> <ul style="list-style-type: none"> <li>(a) a site which is more than 5,000m<sup>2</sup> in any of the Residential zones; or within these zones, and</li> <li>(b) creates 10 or more lots; or</li> <li>(c) involves the creation of new roads and/or public use land. or</li> <li>(d) For a material change of use involving:               <ul style="list-style-type: none"> <li>(i) preliminary approval to vary the effect of the planning scheme;</li> <li>(ii) establishing alternative Zones to the planning scheme.</li> </ul> </li> </ul> <p>Note - This part is to be read in conjunction with the other parts of the code</p>		
<b>PO8</b>	<b>AO8.1</b>	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
<p>A structure plan is prepared to ensure that neighbourhood design, block and lot layout, street network and the location and provision on any open space recognises previous planning for the area and its surroundings and integrates appropriately into its surroundings.</p>	<p>Neighbourhood design, lot and street layout, and open space provides for, and integrates with, any:</p> <ul style="list-style-type: none"> <li>(a) approved structure plan;</li> <li>(b) the surrounding pattern of existing or approved subdivision.</li> </ul> <p>Note - Planning scheme policy SC14– Structure planning provides guidance on meeting the performance outcomes.</p>	
	<p><b>AO8.2</b></p> <p>Neighbourhood design, lot and street layouts enable future connection and integration with adjoining undeveloped land.</p>	<b>Not Applicable</b>
<p><b>PO9</b></p> <p>Neighbourhood design results in a connected network of walkable streets providing an easy choice of routes within and surrounding the neighbourhood.</p>	<p><b>AO9.1</b></p> <p>Development does not establish cul-de-sac streets unless:</p> <ul style="list-style-type: none"> <li>(a) cul-de-sacs are a feature of the existing pattern of development in the area;</li> <li>(b) there is a physical feature or incompatible zone change that dictates the need to use</li> </ul>	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
	a cul-de-sac streets.	
	<b>AO9.2</b> Where a cul-de-sac street is used, it: <ul style="list-style-type: none"> <li>(a) is designed to be no longer than 150 metres in length;</li> <li>(b) is designed so that the end of the cul-de-sac is visible from its entrance;</li> <li>(c) provides connections from the top of the cul-de-sac to other streets for pedestrians and cyclists, where appropriate.</li> </ul>	<b>Not Applicable</b>
	<b>AO9.3</b> No more than 6 lots have access to the turning circle or turning-tee at the end of a cul-de-sac street	<b>Not Applicable</b>
<b>PO10</b> Neighbourhood design supports diverse housing choices through block sizes and lot design. In developing areas, significant changes in lot size	<b>PO10</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
and frontage occur at the rear of lots rather than on opposite sides of a street.		
<b>PO11</b> Provision of physical and social infrastructure in developing residential neighbourhoods is facilitated through the orderly and sequential development of land.  Note - Part 4 – Local government infrastructure plan may identify specific levels of infrastructure to be provided within development sites.	<b>AO11.1</b> New development adjoins adjacent existing or approved urban development.	<b>Not Applicable</b>
	<b>AO11.2</b> New development is not established beyond the identified Local government infrastructure plan area.	<b>Not Applicable</b>
<b>Urban parkland and environmental open space</b>		
<b>PO12</b> Where appropriate development maintains and enhances public access and use of natural areas, rivers, dams, creeks and the foreshore.	<b>AO12</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b>
<b>PO13</b> Development provides land to:	<b>AO13</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
(a) meet the recreation needs of the community; (b) provide an amenity commensurate with the structure of neighbourhoods and land uses in the vicinity; and adjacent to open space areas; (c) provide for green corridors and linkages.	Note - Part 4 – Priority infrastructure plan and Planning scheme policy SC14 – Structure Plans provides guidance in providing open space and recreation land.	
<b>AO14</b> Lot size, dimensions, frontage and orientation permits buildings to be established that will facilitate casual surveillance to urban parkland and environmental open space.	<b>AO14.1</b> Urban parkland is regular in shape	Not Applicable
	<b>AO14.2</b> At least 75% of the urban parkland's frontage is provided as road.	Not Applicable
	<b>AO14.3</b> Urban parkland and environmental open space areas are positioned to be capable of being overlooked by surrounding development.	Not Applicable
	<b>AO14.4</b>	Not Applicable



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Performance outcomes	Acceptable outcomes	Compliance
	Surrounding lots are orientated so that facades will front and overlook the urban parkland and environmental open space.	
	<b>AO14.5</b> The number of lots that back onto, or are side orientated to the urban parkland and environmental open space is minimised.	<b>Not Applicable</b>
<b>Private subdivisions (gated communities)</b>		
<b>PO15</b> Private subdivisions (gated communities) do not compromise the establishment of connected and integrated infrastructure and open space networks.	<b>PO15</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b> The proposed development would not be a gated subdivision.
<b>Additional requirements for reconfiguration involving the creation of public streets or roads</b>		
<b>PO16</b> The function of new roads is clearly identified and legible and provides integration, safety and	<b>AO16</b> No acceptable outcomes are prescribed. Note - The design and construction standards are set	<b>Not applicable</b> No new public streets or roads would be created



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Performance outcomes	Acceptable outcomes	Compliance
convenience for all users.	out in Planning scheme policy SC5 – FNQROC Regional Development Manual, with reference to the specifications set out in Sections D1 and D3	as part of this development.
<b>PO17</b> Street design supports an urban form that creates walkable neighbourhoods. Street design: <ul style="list-style-type: none"> <li>(a) is appropriate to the function(s) of the street;</li> <li>(b) meets the needs of users and gives priority to the needs of vulnerable users.</li> </ul>	<b>AO17</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> No new public streets or roads would be created as part of this development.
<b>Public transport network</b>		
<b>PO18</b> Development provides a street pattern that caters for the extension of public transport routes and infrastructure including safe pedestrian pick-up and set-down up facilities.	<b>AO18</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b> the proposed development would not introduce a street pattern.
<b>Pest Plants</b>		





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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO19</b></p> <p>Development activities and sites provide for the removal of all pest plants and implement ongoing measures to ensure that pest plants do not reinfest the site or nearby sites.</p> <p>Editor's note - This does not remove or replace all land owner's obligations or responsibilities under the Land Protection (Pest and Stock Route Management) Act 2002.</p>	<p><b>AO19</b></p> <p>Pest plants detected on a development site are removed in accordance with a management plan prepared by an appropriately qualified person prior to earthworks commencing.</p> <p>Note - A declaration from an appropriately qualified person validates the land being free from pest plants. Declared pest plants include locally declared and State declared pest plants.</p>	<p><b>Not Applicable</b></p> <p>No pest plants have been identified on the application site.</p>



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#### **9.4.9 Vegetation management code**

##### **9.4.9.1 Application**

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

##### **9.4.9.2 Purpose**

- (1) The purpose of the Vegetation management code is achieved through the overall outcomes.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) vegetation is protected from inappropriate damage;
  - (b) where vegetation damage does occur it is undertaken in a sustainable manner;
  - (c) significant trees are maintained and protected;
  - (d) biodiversity and ecological values are protected and maintained;
  - (e) habitats for rare, threatened and endemic species of flora and fauna are protected and maintained;
  - (f) landscape character and scenic amenity is protected and maintained;
  - (g) heritage values are protected and maintained.



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### 9.4.9.3 Criteria for assessment

**Table 9.4.9.3.a – Vegetation Management – assessable development**

Performance outcomes	Acceptable outcomes	Compliance
<b>For self-assessable and assessable development</b>		
<b>PO1</b> Vegetation is protected to ensure that: <ul style="list-style-type: none"> <li>(a) the character and amenity of the local area is maintained;</li> <li>(b) vegetation damage does not result in fragmentation of habitats;</li> <li>(c) vegetation damage is undertaken in a sustainable manner;</li> <li>(d) the Shire's biodiversity and ecological values are maintained and protected;</li> <li>(e) vegetation of historical, cultural and / or visual significance is retained;</li> <li>(f) vegetation is retained for erosion prevention and slope stabilisation</li> </ul>	<b>AO1.1</b> Vegetation damage is undertaken by a statutory authority on land other than freehold land that the statutory authority has control over; or	<b>Not Applicable</b> The site is freehold land
	<b>AO1.2</b> Vegetation damage is undertaken by or on behalf of the local government on land controlled, owned or operated by the local government; or	<b>Not Applicable</b> The site is freehold land
	<b>AO1.3</b> Vegetation damage, other than referenced in AO1.1 or AO1.2 is the damage of:	<b>Not Applicable</b> Refer AO1.4 and AO1.5



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(a) vegetation declared as a pest pursuant to the Land Protection (Pest and Stock Route Management) Act 2002; or</p> <p>(b) vegetation identified within the local government's register of declared plants pursuant to the local government's local laws; or</p> <p>(c) vegetation is located within a Rural zone and the trunk is located within ten metres of an existing building; or</p> <p>(d) vegetation is located within the Conservation zone or Environmental management zone and the trunk is located within three metres of an existing or approved structure, not including a boundary fence;</p> <p>or</p>	
	<p><b>AO1.4</b></p> <p>Vegetation damage that is reasonably necessary for carrying out work that is:</p>	<p><b>Complies with AO1.4</b></p> <p>Any vegetation damage undertaken as a result or in association with the development would be</p>



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Performance outcomes	Acceptable outcomes	Compliance
	(a) authorised or required under legislation or a local law; (b) specified in a notice served by the local government or another regulatory authority; or	authorised by the appropriate development approval.
	<b>AO1.5</b> Vegetation damage for development where the damage is on land the subject of a valid development approval and is necessary to give effect to the development approval; or	<b>Complies with AO1.5</b> Any vegetation damage undertaken as a result or in association with the development would be authorised by the appropriate development approval.
	<b>AO1.6</b> Vegetation damage is in accordance with an approved Property Map of Assessable Vegetation issued under the Vegetation Management Act 1999; or	<b>Not Applicable</b> Refer AO1.4 and AO1.5



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Performance outcomes	Acceptable outcomes	Compliance
	<b>AO1.7</b> Vegetation damage is essential to the maintenance of an existing fire break; or	<b>Not Applicable</b> Refer AO1.4 and AO1.5
	<b>AO1.8</b> Vegetation damage is essential to prevent interference to overhead service cabling; or	<b>Not Applicable</b> Refer AO1.4 and AO1.5
	<b>AO1.9</b> Vegetation damage is for an approved Forest practice, where the lot is subject to a scheme approved under the Vegetation Management Act 1999; <b>or</b>	<b>Not Applicable</b> Refer AO1.4 and AO1.5
	<b>AO1.10</b> Vegetation damage is undertaken in accordance with section 584 of the Sustainable Planning Act	<b>Not Applicable</b> Refer AO1.4 and AO1.5



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Performance outcomes	Acceptable outcomes	Compliance
	2009.	
	<b>AO1.11</b> Vegetation damage where it is necessary to remove one tree in order to protect an adjacent more significant tree (where they are growing close to one another).	<b>Not Applicable</b> Refer AO1.4 and AO1.5
	<b>AO1.12</b> Private property owners may only remove dead, dying, structurally unsound vegetation following receipt of written advice from, at minimum, a fully qualified Certificate V Arborist. A copy of the written advice is to be submitted to Council for its records, a minimum of seven business days prior to the vegetation damage work commencing.	<b>Not Applicable</b> Refer AO1.4 and AO1.5
<b>PO2</b> Vegetation damaged on a lot does not result in a nuisance.	<b>AO2.1</b> Damaged vegetation is removed and disposed of at an approved site; or	<b>Able to comply with AO2.1</b> All removed vegetation would be disposed of at an approved site.



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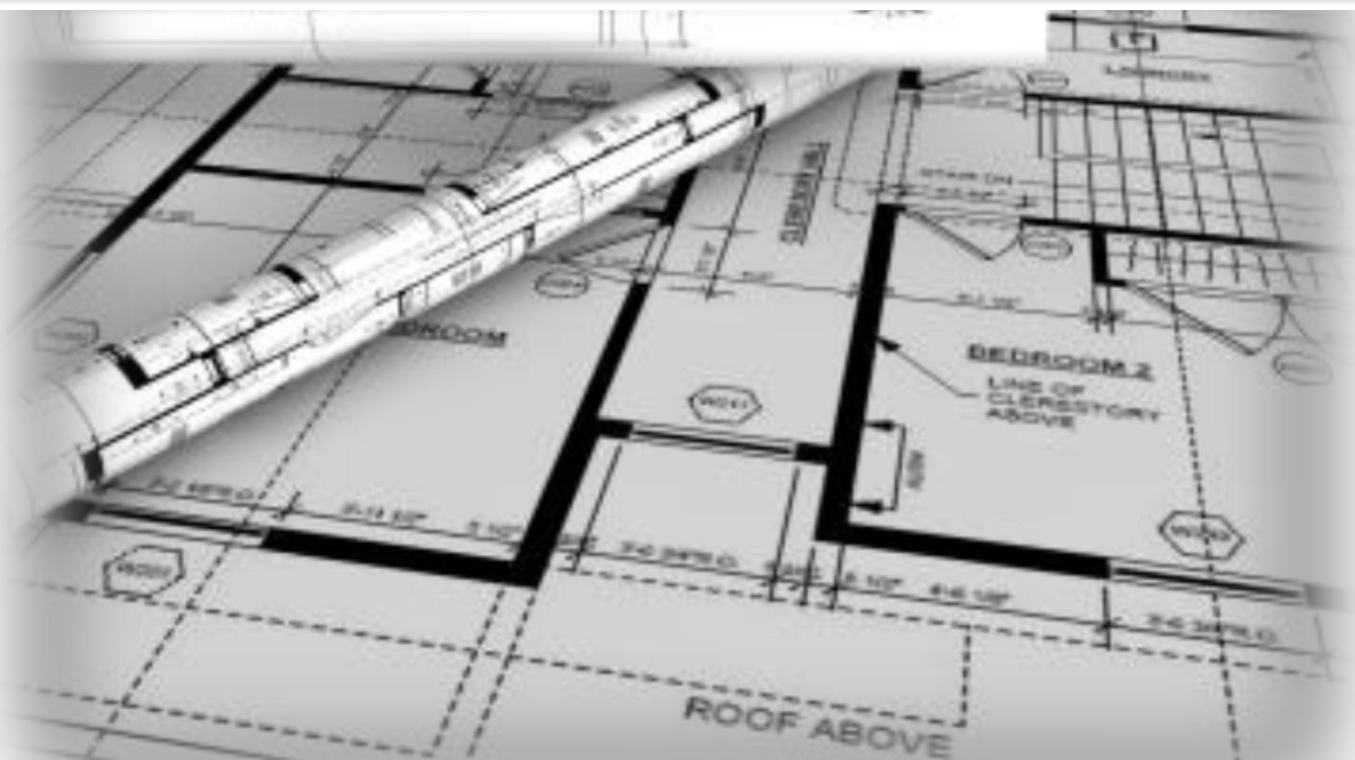
Performance outcomes	Acceptable outcomes	Compliance
	<b>AO2.2</b> Damaged vegetation is mulched or chipped if used onsite.	<b>Able to comply with AO2.1</b> All removed vegetation would be disposed of at an approved site.
<b>For assessable development</b>		
<b>PO3</b> Vegetation damage identified on the Places of significance overlay lot does not result in a negative impact on the site's heritage values	<b>AO3</b> No acceptable outcomes are prescribed.	<b>Not Applicable</b> No vegetation identified on the Places of Significance Overlay is identified on the subject site.





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**Company owner's consent to the making of a development application  
under the *Planning Act 2016***

I, ~~Phillip John Matthews~~ [Insert name in full.]  
Sole Director/Secretary of the company mentioned below.

*[Delete the above where company owner's consent must come from both director and director/secretary]*

I, Chamaine Rita Matthews. C. Matthews [Insert name in full.]  
Director of the company mentioned below.

and I, Phillip John Matthews [Insert name in full.]  
[Insert position in full—i.e. another director, or a company secretary.]

*Delete the above two boxes where there is a sole director/secretary for the company giving the owner's consent.*

Of  
Peace World Pty Ltd

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

11-15 Dickson Street, Port Douglas and Described as Lot 404 C2251

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

Austart Homes Pty Ltd

on the premises described above for:

Reconfiguring a Lot (1 into 3 Lots)

Company seal *[if used]*

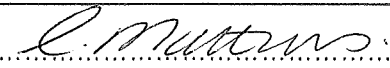
Company Name and ACN: .....

.....  
Signature of Sole Director/Secretary

.....  
Date

*[Delete the above where company owner's consent must come from both director and director/secretary.]*

Company Name and ACN: .....

  
.....  
Signature of Director

.....  
Date

  
.....  
Signature of Director/Secretary

.....  
Date

*[Delete the above where there is a sole director/secretary for the company giving the owner's consent.]*