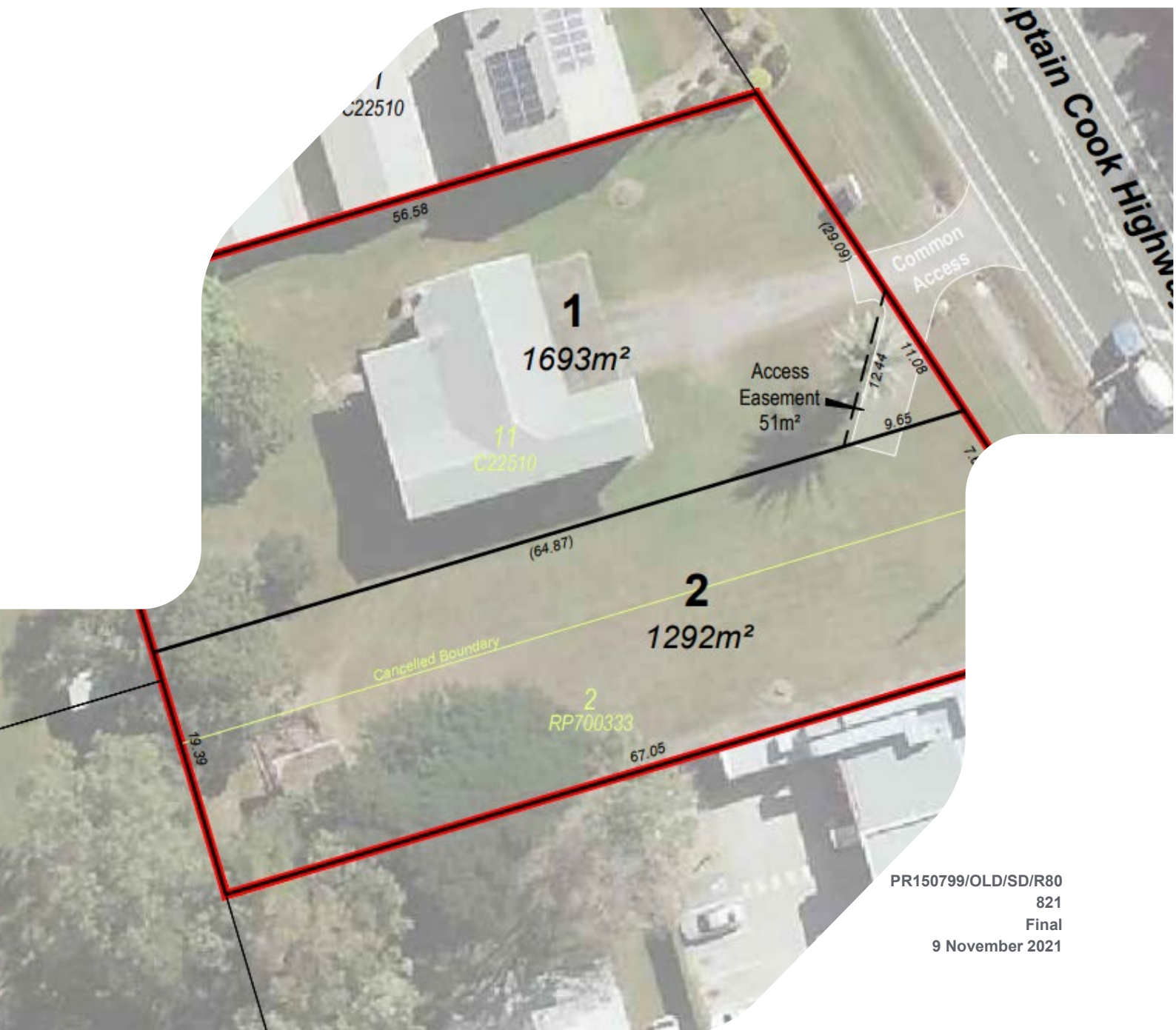


TOWN PLANNING REPORT FOR A DEVELOPMENT APPLICATION FOR RECONFIGURING A LOT

5965 - 5967 Captain Cook Highway, Craiglie



PR150799/OLD/SD/R80
821
Final
9 November 2021

REPORT

Document status

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Approval for issue

Stacey Devaney



9 November 2021

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SUMMARY

Site Details

Site Address:	5965 - 5967 Captain Cook Highway, Craiglie
Real Property Description:	Lot 2 on RP700333 and Lot 11 on C22510
Site Area:	Lot 2 on RP700333 – 809m ² Lot 11 on C22510 – 2,175m ²
Applicable Planning Instrument/s:	Douglas Shire Planning Scheme 2018
Owner(s):	Lot 2 on RP700333 - John Richmond Connolly Lot 11 on C22510 – John Richmond Connolly

Application Details

Permit Type Sought:	Development Permit
Application Type/Description:	Reconfiguring a Lot for Boundary Realignment (2 Lots into 2 Lots)
Assessment Manager:	Douglas Shire Council
Level of Assessment:	Code
Referrals:	Nil

Consultation

Entity name and representative (Including role):	Douglas Shire Council – Daniel Lomond
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Applicant Contact Details

Applicant Contact Person:	Owen Dalton – Principal Planner owen.dalton@rpsgroup.com.au D +61 7 4276 1033
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1 INTRODUCTION

RPS Australia East Pty Ltd (RPS) has been engaged by the Steelski Family Trust and Jonathan Arlidge (the 'applicant') to prepare and lodge a development application seeking development approval for the reconfiguring of land at 5965 - 5967 Captain Cook Highway, Craiglie for a boundary realignment (2 Lots into 2 lots) and creation of an access easement. The subject site is more formally described as Lot 2 on RP700333 and Lot 11 on C22510. Lot 2 on RP700333 has an area of 809m² and Lot 11 on C22510 has an area of 2,175m².

This development application seeks:

- Development Permit for Reconfiguring a Lot for a Boundary Realignment (2 Lots into 2 Lots) and access easement.

The proposal involves:

- Reconfiguring the boundaries of the existing Lot 2 on RP700333 and Lot 11 on C22510 to change the size and arrangement of the subject lots to enable increase in the useable area of Proposed Lot 2, which is more conducive for future development within the Industry Zone;
- Reconfiguring the proposed lot boundaries to enable use of a common access and crossover from the Captain Cook Highway, thereby reducing the need for an additional access from the Captain Cook Highway;
- an access easement to facilitate access to Proposed Lot 2 from the common access;
- Proposed Lot 1 will comprise an area of 1,693m² and will contain the existing detached dwelling; and
- Proposed Lot 2 will comprise an area of 1,292m².

Under the Douglas Shire Planning Scheme 2018 v1.0, the subject site is located with the "Industry" Zone. The subject site is also within the Port Douglas-Craiglie Local Plan Area. The proposal is subject to code assessment.

This report provides greater detail on the nature of the proposal and provides an assessment of the proposal against the intents and code requirements of relevant statutory planning documents. Technical issues associated with the proposal are addressed in appended technical reports.

Based on these assessments the proposal is recommended for approval subject to reasonable and relevant conditions.

2 SITE DETAILS

2.1 Site Location

The subject site is located within the suburb of Craiglie, which is a coastal community approximately 6km drive south of Port Douglas within the Douglas Shire local government area, refer to **Figure 1**.

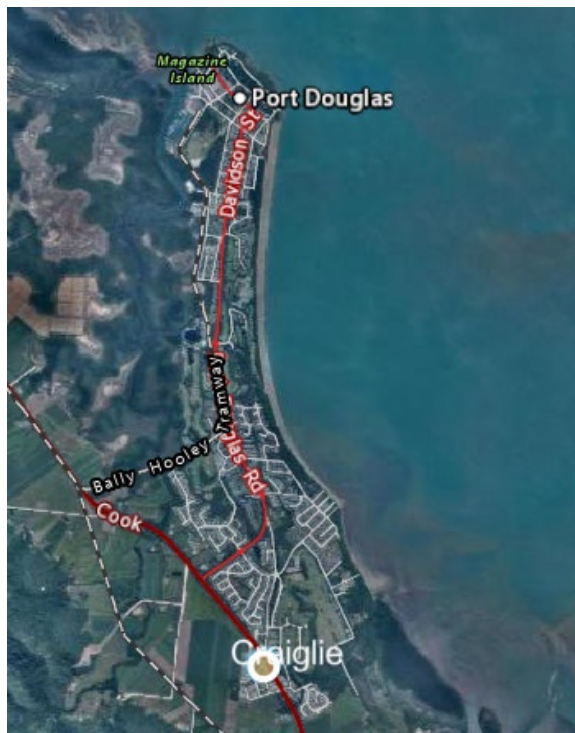


Figure 1: Regional Context

Source: Queensland Globe 2021

2.2 Site Particulars

The site particulars are detailed in **Table 1** with an aerial map of the site found in Error! Reference source not found.

Table 1: Site Particulars

Address	5965 – 5967 Captain Cook Highway, Craiglie
Real Property Description	Lot 2 on RP700333 and Lot 11 on C22510
Site Area	Lot 2 on RP700333 – 809m ² and Lot 11 on C22510 – 2,175m ²
Encumbrances	Nil
Existing use of site	<ul style="list-style-type: none"> Lot 2 on RP700333 - vacant Lot 1 on C22510 – detached dwelling
Contaminated land Register	The subject site is not on the Contaminated Land Register (CLR) or the Environmental Management Register (EMR). Searches are provided for reference as Appendix F .
Topography	The subject site is relatively flat.
Vegetation	The subject site has been historically cleared, however individual mature trees (non-remnant vegetation) are present on both Lot 2 and Lot 11.
Waterways	The site does not contain any waterways.
Road frontages	<ul style="list-style-type: none"> Lot 2 has frontage to Captain Cook Highway of approximately 11.5 metres. Lot 11 has frontage to Captain Cook Highway of approximately 36 metres.

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Services	<ul style="list-style-type: none">The site is located within an area serviced by available urban services, including reticulated water, sewer, electricity and telecommunications.
Heritage	No known areas of heritage.
Surrounding land uses	The surrounding area is typified by existing Industrial development to the north and south.
Previous Approvals	None.

Relevant searches of the site including Certificate/s of title documents can be found in **Appendix B** and **Appendix F**.



Figure 2: Site Location

Source: Queensland Globe 2021

3 BACKGROUND

3.1 Pre-lodgement History

3.1.1 Local Authority Engagement

RPS sought pre-lodgement advice from Douglas Shire Council prior to the lodgement of this application. In response, Council Planner Daniel Lomond provided email correspondence, (refer to **Appendix D**), which suggested Council's support for the proposed Reconfiguration of Lot (Boundary Realignment). Council pre-lodgement advice may be summarised as follows:

- The proposal appears consistent with the minimum lot size and appears to be a good outcome for both lots within the Industry Zone;
- Council is supportive of the proposal, however, would require detailed proposal plans to support an alignment that did not provide for "regular" shaped boundary and dimensions;
- Council was supportive of the proposed option to share the common access to the State-controlled road.

The applicant acknowledges Council comments/advice and has addressed these in preparation of the proposal Plan, provided for reference in **Appendix C** and discussed in further in this report. The applicant is currently preparing a site plan for the proposed future development of the subject site, however, the applicant is seeking Council support for the proposal prior to engaging additional consultants for the preparation of building plans for the subject site.

4 PROPOSAL DETAIL

The proposed development seeks to realign the internal boundary between Lot 2 on RP700333 and Lot 11 on C25510 for the purposes of increasing the size of existing Lot 2 on RP700333, thus facilitating a site more suitable for future industrial development. The proposal seeks to utilise the existing common access and crossover from the Captain Cook Highway, with provision for an access easement to Proposed Lot 2, in accordance with pre-lodgement advice received from Department of Transport and Main Roads (DTMR), provided for reference as **Appendix D**.

The proposed realignment seeks to create the lot sizes to be consistent with the Planning Scheme provisions, specifically the Industry Zone Code. The proposed reconfiguration is depicted within RPS Drawing No. PR150799-1, provided for reference as **Appendix C**. Proposed Lot 1 comprises an area 1,693m² with Proposed Lot 2 comprising an area of 1,292 m². Both proposed lots are compliant with the minimum lot size for the Industry Zone, which dictates a minimum area of 1,000m².

The applicant is currently devising detailed design plans indicating the location of proposed buildings and structures, vehicle parking, manoeuvring and landscaping. The applicant is reluctant at this stage to incur additional financial costs associated with the preparation of detailed design plans without the certainty that that Council is supportive of the proposed boundary realignment. The applicant requests that the any Development Approval be appropriately conditioned to ensure that building height, siting, carparking, vehicle manoeuvring, and landscaping is suitably addressed at the time of seeking Building and/or Operational Works Approval.

4.1 Services

4.1.1 Sewer

The subject site is located within an area adequately serviced by Council's reticulated sewer infrastructure. It is anticipated that sufficient capacity exists within the existing sewer networks to enable servicing of any future development.

4.1.2 Water Supply

Lot 11 on C22510 is adequately serviced by Council's reticulated water supply and will not require augmentation as a result of this reconfiguration of the lot. It is anticipated that sufficient capacity exists within the existing water infrastructure network to enable servicing of existing Lot 2 on RP700333.

4.1.3 Stormwater Management

The subject land is considered very flat in nature and does not have any defined natural drainage channels or flows identifiable across it. Currently the subject site contains predominantly permeable surfaces (i.e. grass and vegetated lands), and the requirement to direct flows or establish legal points of discharge in the form of inter-allotment drainage easements is unwarranted. It is anticipated that the applicant will address stormwater discharge as part of any future industrial development on the subject site, which will include the lawful discharge of stormwater to designated points.

4.1.4 Electricity and Telecommunications

The subject site is currently developed with a detached dwelling located on Lot 11 on C25510. The necessary infrastructure and connections for electricity services do not need to be augmented to facilitate the boundary realignment.

Preliminary review of NBN Co services, indicates that the subject site is serviced by fixed wireless broadband connection, but do not need to be augmented to facilitate the boundary realignment.

4.1.5 Earthworks

No earthworks are proposed as part of this development.

5 PLANNING ASSESSMENT

5.1 Applicable Act/s

The *Planning Act 2016* and its subordinate legislation is the applicable act for the assessment of this development application.

5.2 State Planning Policy

Section 26(2)(a)(ii) of the *Planning Regulation 2017* requires that the code assessment must be carried out against the State Planning Policy, Part E, to the extent Part E is not identified in the planning scheme as having been appropriately integrated.

A review of the changes within the SPP are not considered to impact the proposals compliance with the SPP.

5.3 Temporary State Planning Policy

Section 26(2)(a)(iii) of the *Planning Regulation 2017* requires that the code assessment must be carried out against any temporary State Planning Policy applying to the premises.

In this instance no temporary State planning policies apply.

5.4 Regional Plan

Section 30 of the *Planning Regulation 2017* requires that the code assessment of this application must be carried out against the assessment benchmarks stated in the regional plan, to the extent the regional plan is not identified in the planning scheme as having been appropriately integrated.

The subject is located with the Far North Qld Regional Plan, and it has been acknowledged by the Minister that the Douglas Shire Planning Scheme 2018 (Version 1.0) advances this Regional Plan appropriately. On this basis no further assessment against the FNQ Regional Plan is required.

5.5 State interests (referrals)

In accordance with Schedule 10 of the *Planning Regulation 2017*, the following referrals are applicable to the proposed development.

Table 2: Schedule 10 Referral Matters

Schedule 10	Referral topic and reason	Referral Agency
10.9.4.2.1	Reconfiguring a lot near a State transport corridor	SARA, DSDMIP

5.6 Development Assessment under Schedule 10 (SDAP)

Schedule 10 of the *Planning Regulation 2017* identify the matters that the assessment manager and/or referral agency assessment must have regard to.

The State Development Assessment Provisions (SDAP) nominate applicable State Codes based on the referral triggers. The current State Codes (Version 2.6) applicable to the proposal are identified in Error! Not a valid bookmark self-reference..

Table 3: Relevant SDAP State Codes

Section of Regulation	Referral topic	State Code	Response
10.9.4.2.1	Infrastructure-related referrals Reconfiguring a lot within 25m of a State transport corridor.	State code 1 – Development in a state-controlled road environment	Refer to Appendix H

Section of Regulation	Referral topic	State Code	Response

5.7 Local Planning Assessment Provisions

5.7.1 Applicable Assessment Instrument

The local planning assessment provisions are summarised in Table 4.

Table 4: local planning assessment provisions summary

Douglas Shire Planning Scheme 2018 v1.0	
Zoning:	Industry
Local Plan	Port Douglas - Craiglie Local Plan – Precinct 3
Overlays:	<ul style="list-style-type: none"> • Acid Sulfate Soils <ul style="list-style-type: none"> – Acid Sulfate Soils (5m -20m AHD) • Transport Noise Corridors Overlay <ul style="list-style-type: none"> – Category 0: Noise level <58 dB(A) – Category 1: 58 dB(A) =< Noise level <63 dB(A) – Category 2: 63 dB(A) <Noise level < 68 dB(A) • Transport Network (Road Hierarchy) Overlay <ul style="list-style-type: none"> – Arterial Road – Major Transport Corridor Buffer Area (State controlled road) • Transport Pedestrian Cycle Overlay <ul style="list-style-type: none"> – Principal Route

5.7.2 Applicable Assessment Instrument

The Douglas Shire Planning Scheme 2018 (version 1.0) is the applicable Local Categorising Instrument for this development application.

In accordance with Schedule 8 of the *Planning Regulation 2017*, the assessment manager for this application is Douglas Shire Council.

5.7.3 Zone/Local Plan Area

The subject site is located within the Industry Zone (refer to **Figure 3**) and the Port Douglas - Craiglie Local Plan – (Precinct 3) (refer to **Figure 4**) of the Douglas Shire Planning Scheme 2018.

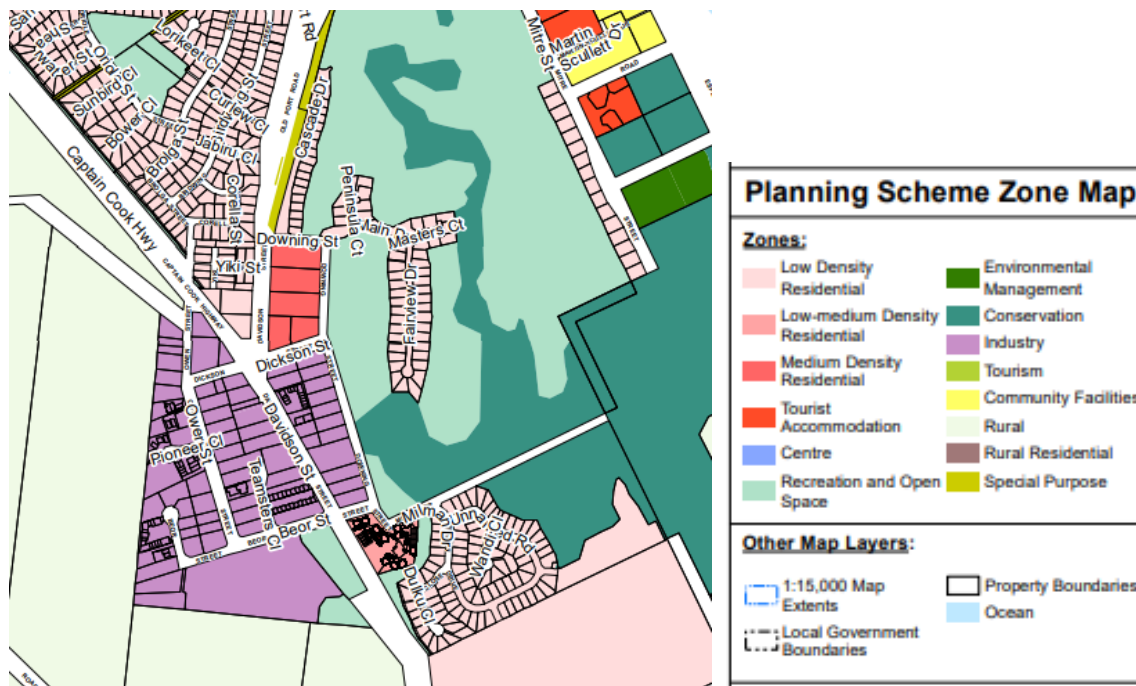


Figure 3: Zoning Map

Source: Douglas Shire Planning Scheme 2018

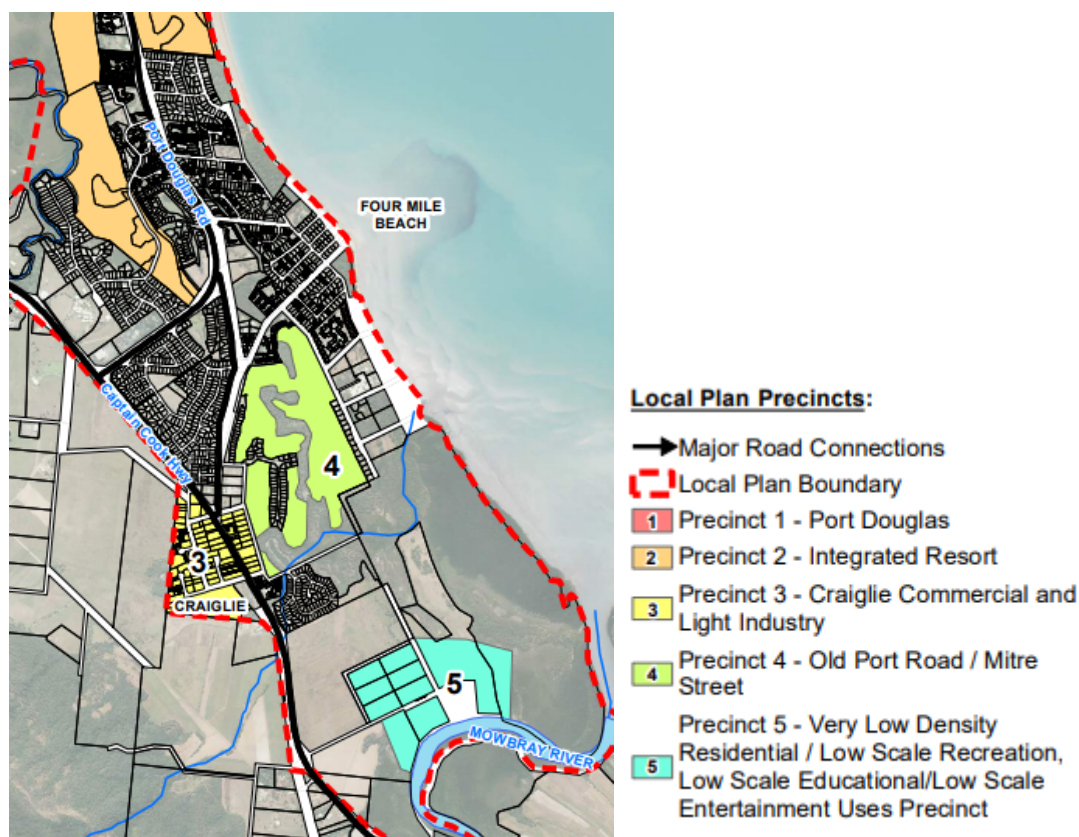


Figure 4: Local Plan Map

Source: Douglas Shire Planning Scheme 2018

5.7.4 Level of Assessment

Pursuant to the Tables of Assessment for the Industry Zone within the Planning Scheme, the proposal triggers Code Assessment.

5.7.5 Overlays

Overlays affecting the site are listed in **Table 2** with maps of each overlay provided as **Figure 5 – Figure 8**. Details of a response to the relevant overlay code is provided in **Table 3**.

5.7.5.1 Acid Sulfate Soils Overlay

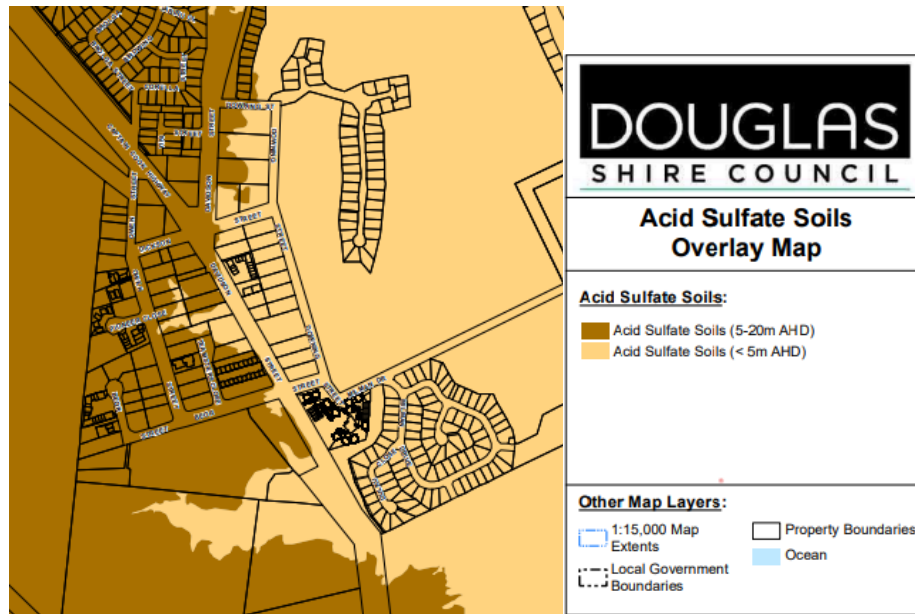


Figure 5: Acid Sulfate Soils Overlay Map

Source: Douglas Shire Planning Scheme 2018

5.7.5.2 Transport Noise Corridor Overlay

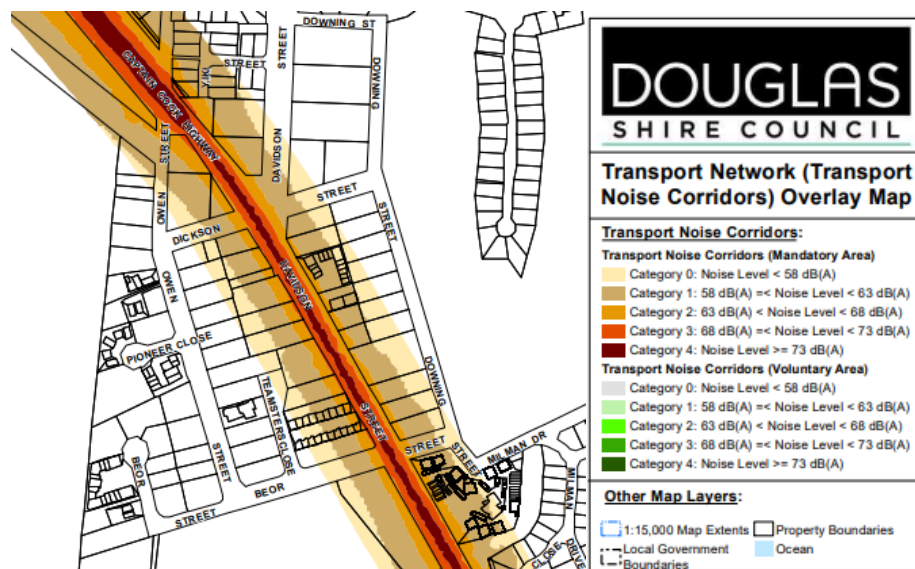


Figure 6: Transport Noise Corridor Overlay Map

Source: Douglas Shire Planning Scheme 2018

5.7.5.3 Transport Network (Road Hierarchy) Overlay

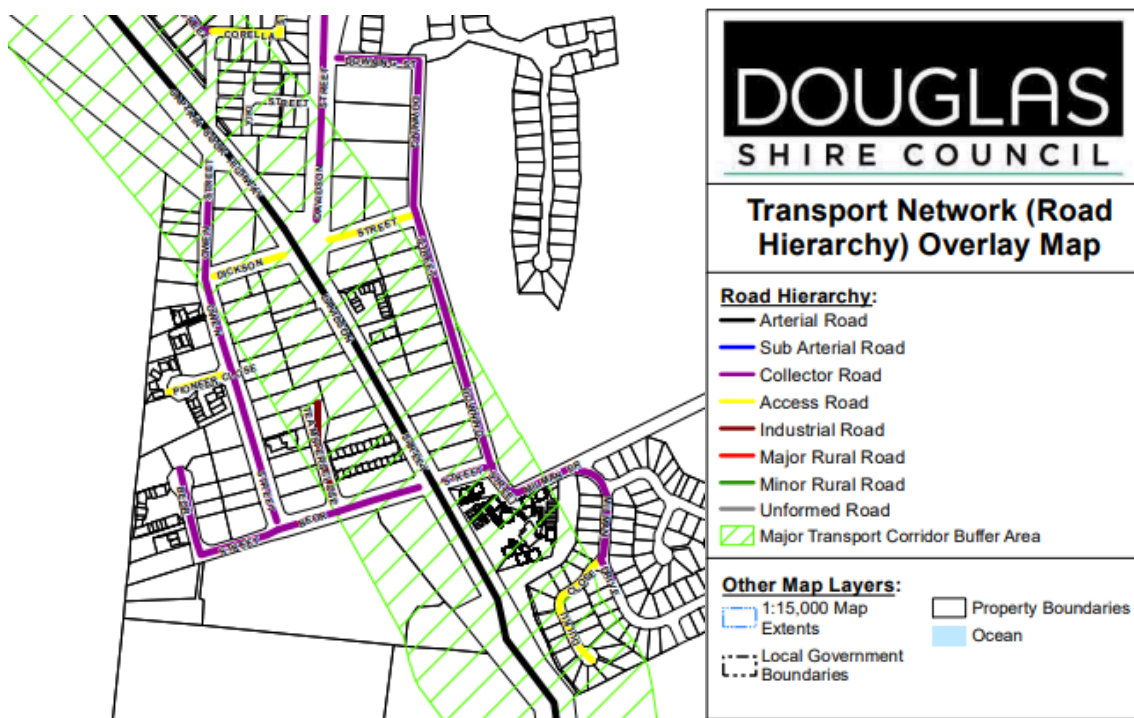


Figure 7: Transport Networks (Road Hierarchy) Overlay Map

Source: Douglas Shire Planning Scheme 2018

5.7.5.4 Transport Network (Pedestrian and Cycle) Overlay

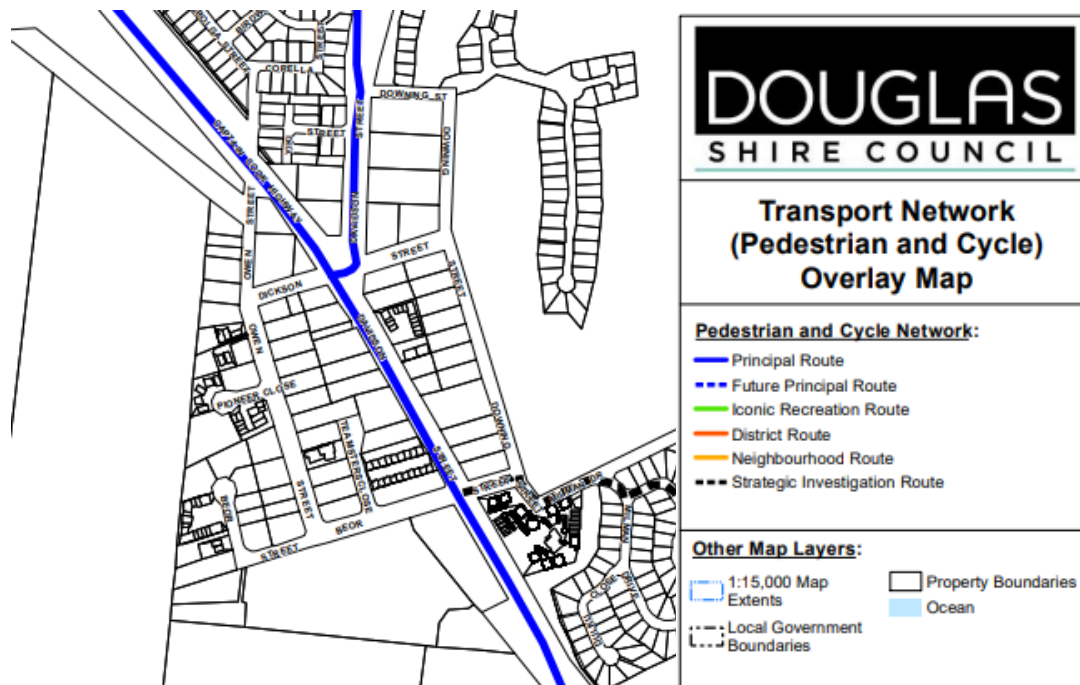


Figure 8: Transport Network (Pedestrian and Cycle) Overlay Map

Source: Douglas Shire Planning Scheme 2018

5.7.6 Codes

The planning scheme codes applicable to the proposal, and the location of the relevant code response are identified in **Table** .

Table 3: Planning scheme code responses

Planning scheme codes	Response
Zone Code	
Industry Zone Code	Appendix G – prepared by RPS
Local Plan Code	
Port Douglas - Craiglie Local Plan Code	Appendix G – prepared by RPS
Development Codes	
Access, Parking and Servicing Code	The proposed development will utilise the existing access and provision made for an access easement to facilitate access to Proposed Lot 2, as depicted on the Proposal Plan – RPS Drawing No. PR150799-1 (Appendix C). The existing access has been sufficiently designed in accordance with AS and the FNQROC Development Manual. Parking may be addressed at the time of seeking Operational Works and Building Approval for any future development on the subject site.
Environmental Performance Code	The proposed development is solely for reconfiguring a lot. Any future development on the site to facilitate industrial activities, may be appropriately conditioned at the Building Approval and Operational Works stage to ensure that no adverse impacts are generated and/or are avoided or mitigated through suitable design and operation.
Filling and Excavation Code	No operational works are proposed as part of this application.
Infrastructure Works Code	No operational works are proposed as part of this application.
Landscaping Code	The proposal is simply for reconfiguring a lot. No further development will be undertaken as part of this proposal, therefore there is no requirements for the provision of landscape works and no further assessment against this code is required. Landscaping may be addressed at the time of seeking Building Approval for future development.
Vegetation Management Code	The proposed development is solely for Reconfiguring a Lot (Boundary realignment), no vegetation will be impacted.
Reconfiguring a Lot Code	Appendix G – prepared by RPS
Overlay Codes	
Acid Sulfate Soils Overlay Code	The proposed development relates solely to reconfiguring a lot (Boundary realignment). There is no intent to undertake any earthworks as part of this proposal.
Transport Network (Pedestrian and Cycle) Overlay Code	The proposed development is solely to realign the boundaries and will not impact operation of the pedestrian and cycle transport network.
Transport Network (Road Hierarchy) Overlay Code	The proposed development is solely to realign the boundaries and will not impact operation of the transport network.

6 CONCLUSION

This town planning report supports a development application made by RPS on behalf of the Steelski Family Trust and Jonathan Arlidge to Douglas Shire Council seeking a Development Permit for Reconfiguring a Lot for Boundary Realignment (2 into 2 Lots) and access easement, over land located at 5965 - 5967 Captain Cook Highway, Craiglie, more formally described as Lot 2 on RP700333 and Lot 11 on C22510.

The application is subject to code assessment.

This report has demonstrated the proposal's consistency with the intents and code requirements of Douglas Shire Planning Scheme 2018 (v1.0).

Approval is sought subject to reasonable and relevant conditions.

Appendix A

DA Form 1

DA Form 1 – Development application details

Approved form (version 1.3 effective 28 September 2020) 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 only 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) (individual or company full name)	Steelski Family Trust and Jonathan Arlidge c/- RPS Australia East Pty Ltd
Contact name (only applicable for companies)	Stacey Devaney – RPS Australia East Pty Ltd
Postal address (P.O. Box or street address)	PO Box 1949
Suburb	Cairns
State	Queensland
Postcode	4870
Country	Australia
Contact number	(07) 4031 1336
Email address (non-mandatory)	stacey.devaney@rpsgroup.com.au
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	PR150799

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
		5967	Captain Cook Highway	Craiglie
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	11	C22510	Douglas Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
		5965	Captain Cook Highway	Craiglie
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	2	RP700333	Douglas Shire Council

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.

- ☐ 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 the details of these premises have been attached in a schedule to this development application
☒ Not required

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

<input type="checkbox"/> In or adjacent to a water body or watercourse or in or above an aquifer	
Name of water body, watercourse or aquifer:	
<input type="checkbox"/> On strategic port land under the <i>Transport Infrastructure Act 1994</i>	
Lot on plan description of strategic port land:	
Name of port authority for the lot:	
<input type="checkbox"/> In a tidal area	
Name of local government for the tidal area (if applicable):	
Name of port authority for tidal area (if applicable):	
<input type="checkbox"/> On airport land under the <i>Airport Assets (Restructuring and Disposal) Act 2008</i>	
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="text"/>
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>
CLR site identification: <input type="text"/>

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):*

Reconfiguration of a Lot (Boundary Realignment – 2 Lots into 2 Lots) + Access Easement

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 DA Form 2 – Building work details

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 ²) (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?	
2	
9.2) What is the nature of the lot reconfiguration? (tick all applicable boxes)	
<input type="checkbox"/> Subdivision (complete 10))	<input type="checkbox"/> Dividing land into parts by agreement (complete 11))
<input checked="" type="checkbox"/> Boundary realignment (complete 12))	<input type="checkbox"/> Creating or changing an easement giving access to a lot from a constructed 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				
10.2) Will the subdivision be staged?				
<input type="checkbox"/> Yes – provide additional details below				
<input type="checkbox"/> 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 ²)	Lot on plan description	Area (m ²)
Lot 11 on C22510	2,175	Lot 1	1,693
Lot 2 on RP700333	809	Lot 2	1,292
12.2) What is the reason for the boundary realignment?			
To improve the existing situation by increasing the usable area of existing Lot to enable establishment of a business more conducive of the industrial zoning.			

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"/> Drainage work <input type="checkbox"/> Landscaping <input type="checkbox"/> Other – please specify:	<input type="checkbox"/> Stormwater <input type="checkbox"/> Earthworks <input type="checkbox"/> Signage <input type="checkbox"/> Water infrastructure <input type="checkbox"/> Sewage infrastructure <input type="checkbox"/> Clearing vegetation
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)	
\$	

PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application
Douglas Shire Council
16) Has the local government agreed to apply a superseded planning scheme for this development application?
<input type="checkbox"/> Yes – a copy of the decision notice is attached to this development application <input type="checkbox"/> The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached <input checked="" type="checkbox"/> No

PART 5 – REFERRAL DETAILS

17) Does this development application include any aspects that have 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 Act 2016:**

- ☐ Clearing native vegetation
- ☐ Contaminated land (*unexploded ordnance*)
- ☐ Environmentally relevant activities (ERA) (*only if the ERA has not been devolved to a local government*)
- ☐ Fisheries – aquaculture
- ☐ Fisheries – declared fish habitat area
- ☐ Fisheries – marine plants
- ☐ Fisheries – waterway barrier works
- ☐ Hazardous chemical facilities
- ☐ Heritage places – Queensland heritage place (*on or near a Queensland heritage place*)
- ☐ Infrastructure-related referrals – designated premises
- ☐ Infrastructure-related referrals – state transport infrastructure
- ☒ Infrastructure-related referrals – State transport corridor and future State transport corridor
- ☐ Infrastructure-related referrals – State-controlled transport tunnels and future state-controlled transport tunnels
- ☐ Infrastructure-related referrals – near a state-controlled road intersection
- ☐ Koala habitat in SEQ region – interfering with koala habitat in koala habitat areas outside koala priority areas
- ☐ Koala habitat in SEQ region – key resource areas
- ☐ Ports – Brisbane core port land – near a State transport corridor or future State transport corridor
- ☐ Ports – Brisbane core port land – environmentally relevant activity (ERA)
- ☐ Ports – Brisbane core port land – tidal works or work in a coastal management district
- ☐ Ports – Brisbane core port land – hazardous chemical facility
- ☐ Ports – Brisbane core port land – taking or interfering with water
- ☐ Ports – Brisbane core port land – referable dams
- ☐ Ports – Brisbane core port land – fisheries
- ☐ Ports – Land within Port of Brisbane's port limits (*below high-water mark*)
- ☐ 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 – 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 has been devolved to local government*)

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

18) Has any referral agency provided a referral response for this development application?		
<input checked="" type="checkbox"/> Yes – referral response(s) received and listed below are attached to this development application		
<input type="checkbox"/> No		
Referral requirement	Referral agency	Date of referral response
Referral to SARA – 10.9.4.2.1.1	SARA (DTMR)	28 October 2021
Identify and describe any changes made to the proposed development application that was the subject of the referral response and this development application, or include details in a schedule to this development application <i>(if applicable)</i> .		
Access arrangements – Refer to Proposal Plan		

PART 6 – INFORMATION REQUEST

19) Information request under Part 3 of the DA Rules
<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
<p>Note: By not agreeing to accept an information request I, the applicant, acknowledge:</p> <ul style="list-style-type: none"> • 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 • Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules. <p>Further advice about information requests is contained in the DA Forms Guide.</p>

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 type="checkbox"/> Approval <input type="checkbox"/> Development application			
<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 (A, B or E)
\$		

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. An ERA requires an environmental authority to operate. See 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 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 for further information on environmental offsets.

Koala habitat in SEQ Region

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

☐ Yes – the development application involves premises in the koala habitat area in the koala priority area

☐ Yes – the development application involves premises in the koala habitat area outside the koala priority area

☒ No

Note: If a koala habitat area determination has been obtained for this premises and is current over the land, it should be provided as part of this development application. See koala habitat area guidance materials at 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 for further information.

DA templates are available from <https://planning.dsdmp.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.dsdmp.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 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 and 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 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 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 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 for information requirements regarding development of Queensland heritage places.

Name of the heritage place:		Place ID:	
-----------------------------	--	-----------	--

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

Walkable neighbourhoods assessment benchmarks under Schedule 12A of the Planning Regulation

23.16) Does this development application involve reconfiguring a lot into 2 or more lots in certain residential zones (except rural residential zones), where at least one road is created or extended?

☐ Yes – Schedule 12A is applicable to the development application and the assessment benchmarks contained in schedule 12A have been considered

☒ No

Note: See guidance materials at www.planning.dsdmip.qld.gov.au for further information.

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

☒ Yes

Note: See the Planning Regulation 2017 for referral requirements

If building work is associated with the proposed development, Parts 4 to 6 of [DA Form 2 – Building work details](#) have been completed and attached to this development application

☐ Yes

☒ Not applicable

Supporting information addressing any applicable assessment benchmarks is with the development application

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 [DA Forms Guide: Planning Report Template](#).

☒ Yes

Relevant plans of the development are attached to this development application

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

☒ Yes

The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (see 21)

☐ Yes

☒ Not applicable

25) Applicant declaration

☒ By making this development application, I declare that all information in this development application is true and correct

☒ Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the 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 *Electronic Transactions Act 2001*

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

Privacy – Personal information collected in this form will be used by the 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.

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

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

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

PART 9 – FOR COMPLETION OF THE ASSESSMENT MANAGER – 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	

QLeave notification and payment

Note: For completion by assessment manager if applicable

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

Appendix B

Certificate of Title and Owners Consent

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	50736981	Search Date:	20/10/2021 12:49
Date Title Created:	12/09/2008	Request No:	38974237
Previous Title:	20796039, 20796040		

ESTATE AND LAND

Estate in Fee Simple

LOT 2 REGISTERED PLAN 700333
Local Government: DOUGLAS

REGISTERED OWNER

Dealing No: 711914933 11/09/2008

JOHN RICHMOND CONNOLLY

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10379064 (ALLOT 10 SEC 2)

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

NIL

** End of Current Title Search **

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	20716133	Search Date:	20/10/2021 12:48
Date Title Created:	27/01/1967	Request No:	38974213
Previous Title:	20662122		

ESTATE AND LAND

Estate in Fee Simple

LOT 11 CROWN PLAN C22510
Local Government: DOUGLAS

REGISTERED OWNER

JOHN RICHMOND CONNOLLY

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10414081 (ALLOT 11 SEC 2)
2. MORTGAGE No 602635218 (N958836) 06/08/1980
TO THE NATIONAL BANK OF AUSTRALASIA LIMITED

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

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

I, John Richmond Connelly

[Insert full name.]

as owner of the premises identified as follows:

Lot 2 on RP700333 and Lot 11 C22510

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

Jonathan Arlidge and the Steelski Family Trust

on the premises described above for:

Reconfiguration of a Lot (Boundary Realignment – 2 Lots into 2 Lots)



(EPOA)

5/11/2021

[signature of owner and
date signed]

Appendix C
Proposal Plan

IMPORTANT NOTE
This plan was prepared as a concept plan only and accuracy of all aspects of the plan have not been verified.
All lots, areas and dimensions are approximate only. Subject to relevant studies, Survey, Engineering and Government approvals. No reliance should be placed on the plan and RPS Australia East Pty Ltd accepts no responsibility for any loss or damage suffered howsoever arising to any person who may use or rely on this plan.

AERIAL IMAGERY.
Port_Douglas_2020_10cm_SISP_Urban
Date of Capture: 16/7/2020
The aerial photography used in this plan has not been rectified. The image has been overlaid as a best fit on the boundaries shown and position is approximate only.
© State of Queensland 2021



RECONFIGURATION OF A LOT

Proposed Lots 1 & 2 Cancelling Lot 2 RP700333 & Lot 11 C22510
Craigie



RPS Australia East Pty Ltd
ACN 140 292 762
135 Abbott St
PO Box 1949
CAIRNS QLD 4870
T +61 7 4031 1336
F +61 7 4031 2942
W rpsgroup.com



Appendix D

Council Pre-lodgement Advice

From: [Daniel Lamond](#)
To: [Stacey Devaney](#)
Subject: RE: Pre-lodgement Advice
Date: Thursday, 7 October 2021 8:27:34 AM
Attachments: [image001.png](#)

CAUTION: This email originated from outside of RPS.

Hi Stacey,

On face value the re-alignment is a good outcome for both allotments but I question the irregular shaped boundary.

Why is the common boundary so odd?

The applicant should really have a design demonstrating compliance with vehicle parking, manoeuvring, landscaping and building siting while they determine boundary location as we don't want to do this exercise twice. Have they got a site plan that talks to the boundary realignment plan?

The shared access is a good idea.

Kind regards,

Daniel Lamond | Town Planner
Environment & Planning | Douglas Shire Council
P: 07 4099 9456 | **F:** 07 4098 2902
E: daniel.lamond@douglas.qld.gov.au | **W:** douglas.qld.gov.au
Mail: PO Box 723, Mossman Q 4873 | **Office:** 64-66 Front St, Mossman Q 4873

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From: Stacey Devaney <Stacey.Devaney@rpsgroup.com.au>
Sent: Wednesday, 6 October 2021 10:41 AM
To: Daniel Lamond <daniel.lamond@douglas.qld.gov.au>
Subject: Pre-lodgement Advice

Hi Dan,

Hope you are well.

I have a pre-lodgement request from a client. Would you prefer me to lodge this request via

other means, if so just let me know.

The client is seeking Council pre-lodgement advice on the proposed Reconfiguring of a Lot (Boundary Realignment 2 lots into 2 lots) on land at 5967 Captain Cook Highway, Craiglie, more formally described as Lot 11 on C22510 and Lot 2 on RP700333. A copy of the proposed boundary realignment is attached for your reference.

We note that the subject sites are located within the Industry Zone and Port Douglas-Craiglie Local Plan – Precinct 3. I have attached a copy of the property report for your reference.

The client is seeking to realign align the boundaries to increase the usable area of Lot 2 to enable establishment of an engineering business on Lot 2 and potentially another industrial use on Lot 11, with the construction of a large shed at the rear of Lot 11, hence the proposed boundary alignment depicted on the attached image.

The client proposes the use of a joint access from the Captain Cook Highway, which we suggest is a preferred option instead of a number of separate accesses to the state transport corridor within a 100m section. We propose to seek pre-lodgement advice from SARA and note that works will potentially be required to widen the existing crossover.

Should you require any further information, please let me know.

Kind regards

Stacey Devaney

Planner

RPS | Australia Asia Pacific

135 Abbott Street

Cairns QLD 4870, Australia

T +61 7 4031 1336

D +61 742 761 033

E stacey.devaney@rpsgroup.com.au



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Appendix E

SARA Pre-lodgement Advice



SARA reference: 2110-25161 SPL

28 October 2021

Steelski Family Trust and Jonathon Arlidge
C/- RPS Group
135 Abbott Street
CAIRNS QLD 4870
Stacey.Devaney@rpsgroup.com.au

Attention: Stacey Devaney

Dear Sir/Madam,

SARA Pre-lodgement advice - 5967 Captain Cook Highway and Captain Cook Highway, Craiglie

I refer to your pre-lodgement request received on 6 October 2021 in which you sought pre-lodgement advice from the State Assessment and Referral Agency (SARA) regarding the proposed development at the above address. This notice provides advice on aspects of the proposal that are of relevance to SARA.

SARA's understanding of the project

Reconfiguring of a lot for a boundary realignment (2 lots into 2 lots).

Supporting information

The advice in this letter is based on the following documentation that was submitted with the pre-lodgement request.

Drawing/report title	Prepared by	Date
Site plan	RPS Group	-

Pre-lodgement advice

The following advice outlines the aspects of the proposal that are of relevance to SARA.

SARA's jurisdiction and fees	
1.	The application will require referral to SARA under the following provisions of the Planning Regulation 2017 (the Planning Regulation): <ul style="list-style-type: none">Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 – State transport corridor. This will require a fee of \$1,714.00 to be paid in accordance with Schedule 10,

	<p>Part 9, Division 4, Subdivision 2, Table 4, Item 8(a).</p> <p>SARA would be a referral agency for the proposed application.</p>
Key matters and action items	
2.	<p>A preliminary desk top review of the existing vehicular access in conjunction with the submitted proposal plan (boundary realignment - two lots into two lots) has been undertaken. The existing access to Lot 11 is located within a 70km/h speed zone environment and the annual average daily traffic at the access location is approximately 6,257 (2019) vehicles per day including 563 heavy vehicles.</p> <p>A vehicle accessing the proposed vacant lot would be required to traverse along and within the state-controlled road corridor. In an urban area, it is not supported for a vehicle to traverse along and within the state-controlled road corridor to gain vehicular access to an existing or proposed lot. The state-controlled road corridor must be kept clear for future widening or planned upgrade works. In addition, there is insufficient land within the state-controlled road corridor to allow for the safe movement of a vehicle between the proposed vacant lot and the Captain Cook Highway, a state-controlled road.</p> <p>If the existing vehicular access is to be utilised as a shared vehicular access for the proposed boundary realignment, additional access works will be required to allow a vehicle to directly enter and exit the proposed vacant lot.</p> <p>An alternative option to the proposed shared access, is the creation of an access easement over the proposed residential dwelling lot in favour of the proposed vacant lot. This would allow vehicular access to both proposed lots via a single access location. Please consider the following options and additional advice for the proposed development.</p> <p><u>Option 1 – Shared Vehicular Access</u></p> <p>To ensure the proposed shared vehicular access can accommodate a vehicle entering and exiting safely via the proposed vacant lot without traversing along and within the state-controlled road corridor, additional widening works will be required to the existing vehicular access. The additional widening works would need to be designed and undertaken generally in accordance with FNQROC - Rural Allotment Accesses, Drawing S1105, Revision F, dated 27/08/20.</p> <p><u>Option 2 – Access Easement</u></p> <p>The creation of an access easement within the proposed residential dwelling lot in favour of the proposed vacant lot, would allow a vehicle to enter and exit both lots directly via the existing vehicular access via the Captain Cook Highway, a state-controlled road.</p> <p>The proposed access easement would be required to be large enough to allow a vehicle to manoeuvre within the easement to access the proposed vacant lot. This option may avoid the need for additional access works being required at the existing vehicular access.</p>
3.	<p>To ensure the Department of Transport and Main Roads (DTMR) can undertake a thorough and detailed assessment of the proposed reconfiguration, a detailed development application should be provided including a reconfiguration plan and supporting information to address and demonstrate compliance with the State Development Assessment Provisions (SDAP) version 2.6: State Code 1: Development in a state-controlled road environment.</p>

	<p>The SDAP version 2.6 is available at:</p> <p>https://planning.dsdmip.qld.gov.au/planning/better-development/the-development-assessment-process/the-states-role/state-development-assessment-provisions. Further guidance on what information needs to be supplied with a development application can be obtained from DTMRs SDAP supporting information:</p> <p>https://www.tmr.qld.gov.au/Community-and-environment/Planning-and-development/Planning-and-development-assessment-under-the-Planning-Act/Assessable-development.</p>
Lodgement material	
4.	<p>It is recommended that the following information is submitted when referring the application to SARA:</p> <ul style="list-style-type: none"> • DA form 1 and planning report • A full response to the relevant sections of SDAP State code 1: Development in a state-controlled road environment • Landowner's consent. • Relevant plans as per the DA Forms guide.

This advice outlines aspects of the proposed development that are relevant from the jurisdiction of SARA. This advice is provided in good faith and is:

- based on the material and information provided to SARA
- current at the time of issue
- not applicable if the proposal is changed from that which formed the basis of this advice.

This advice does not constitute an approval or an endorsement that SARA supports the development proposal. Additional information may be required to allow SARA to properly assess the development proposal when a formal application has been lodged.

If you require further information please contact Ruth Creffield, A/Senior Planning Officer, on 5352 9775 or via email CairnsSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Joanne Manson
A/Manager (Planning)

Development details	
Proposal:	Reconfiguration of a lot (2 lots into 2 lots)
Street address:	5967 Captain Cook Highway and Captain Cook Highway, Craiglee
Real property description:	Lot 11 on C22510 and Lot 2 on RP700333
SARA role:	Referral Agency
Assessment Manager:	Douglas Shire Council
Assessment criteria:	State Development Assessment Provisions (SDAP): State code 1: Development in a state-controlled road

Development details	
	environment
Existing use:	Dwelling House

Appendix F
Searches

State Assessment and Referral Agency

Date: 04/11/2021



Queensland Government

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Disclaimer:
This map has been generated from the information supplied to the Queensland Government for the purposes of the Development Assessment Mapping System. The map generated has been prepared with due care based on the best available information at the time of publication. The State of Queensland holds no responsibility for any errors, inconsistencies or omissions within this document. Any decisions made by other parties based on this document solely the responsibility of those parties. This information is supplied subject to the full terms and conditions available on the department's website.



Matters of Interest for all selected Lot Plans

State-controlled road

Area within 25m of a State-controlled road

Matters of Interest by Lot Plan

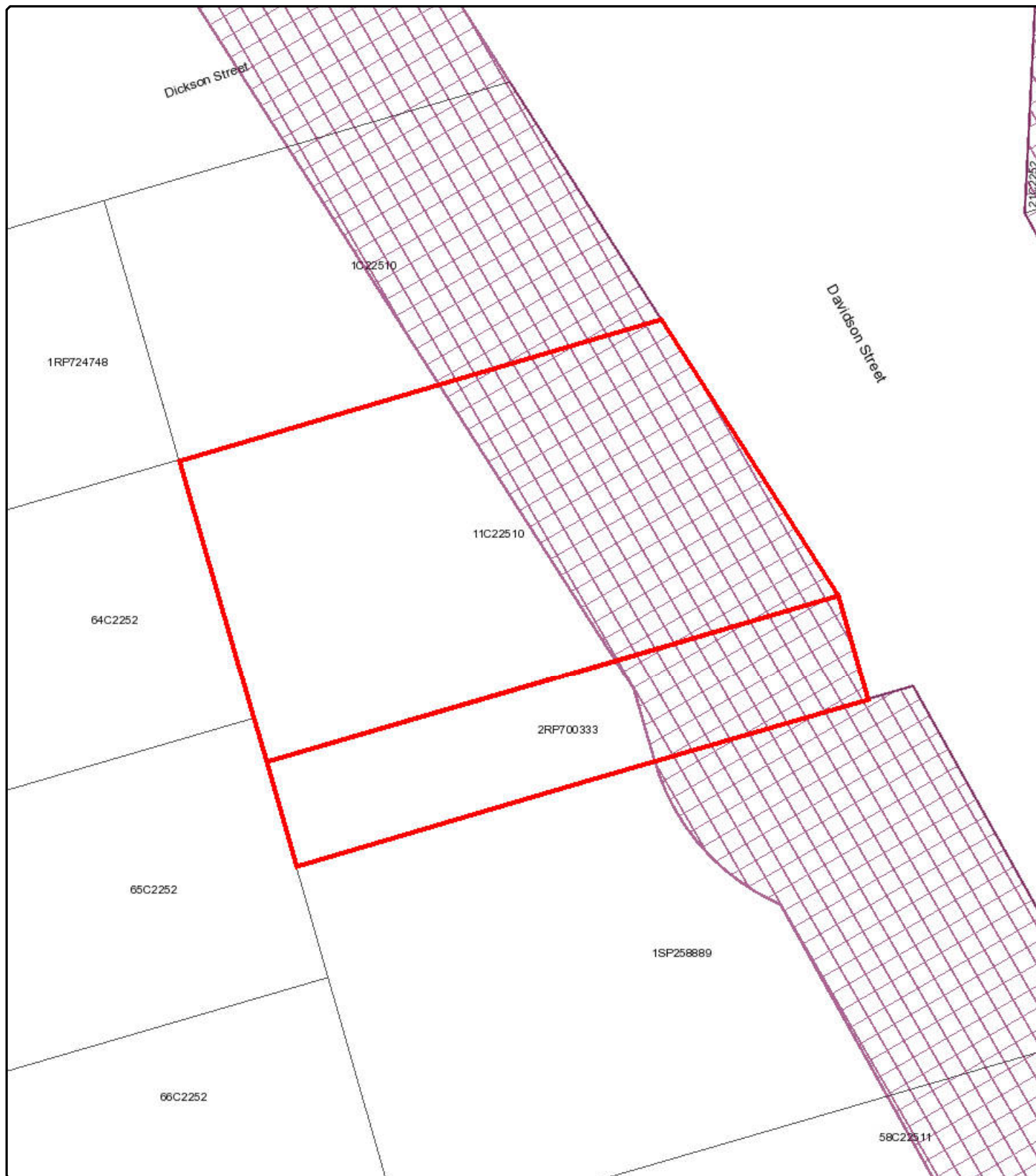
Lot Plan: 11C22510 (Area: 2175 m²)

Area within 25m of a State-controlled road

Lot Plan: 2RP700333 (Area: 809 m²)

State-controlled road

Area within 25m of a State-controlled road



State Assessment and Referral Agency

Date: 04/11/2021



Queensland Government

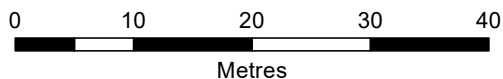
© The State of Queensland 2021.

Legend

Area within 25m of a State-controlled road

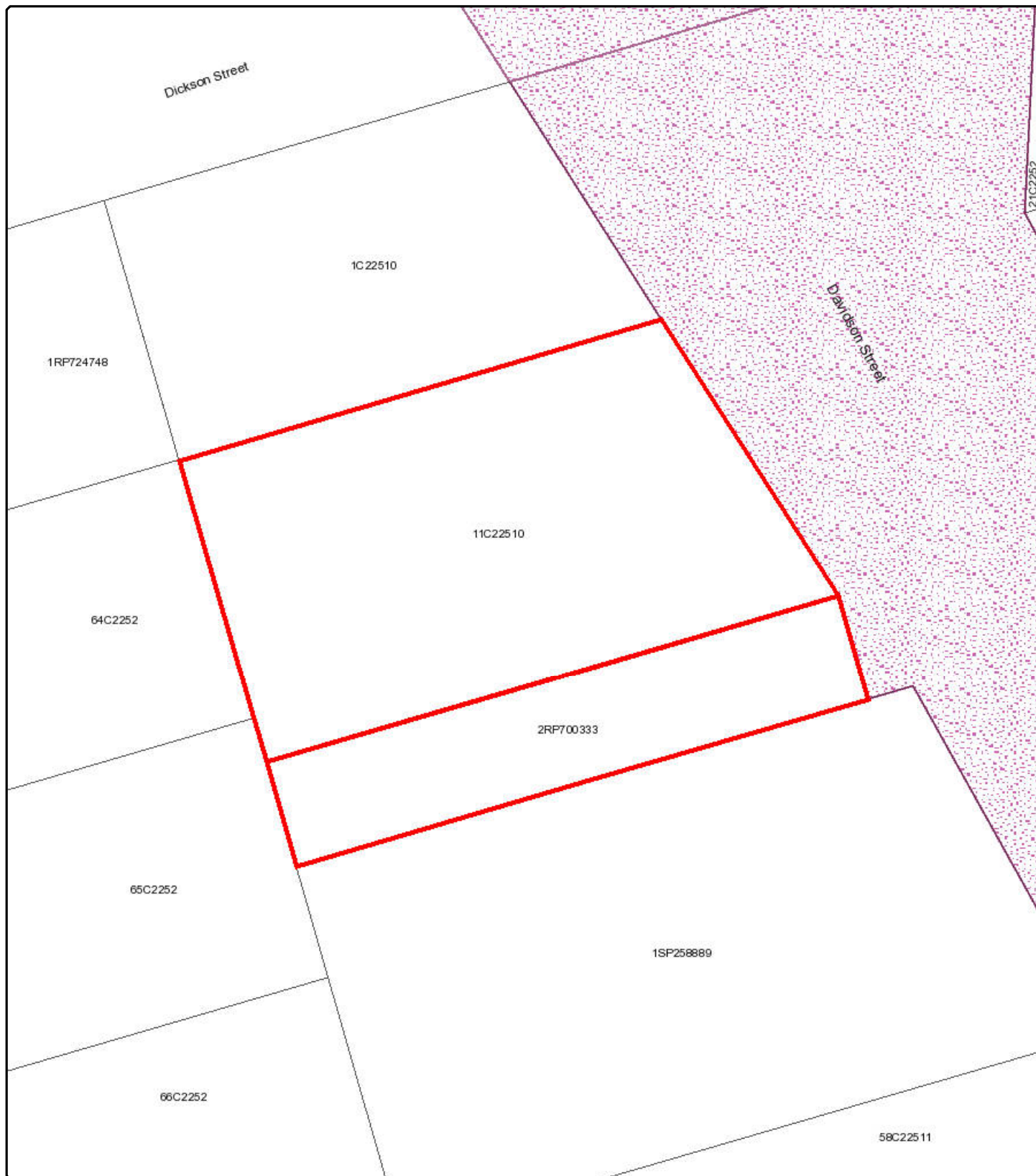


Area within 25m of a State-controlled road



Disclaimer:

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State Assessment and Referral Agency

Date: 04/11/2021



Queensland Government

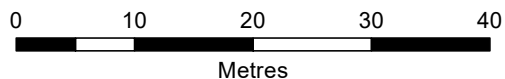
© The State of Queensland 2021.

Legend

State-controlled road



State-controlled road



Disclaimer:

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Department of Environment and Science (DES)
ABN 46 640 294 485
400 George St Brisbane, Queensland 4000
GPO Box 2454, Brisbane QLD 4001, AUSTRALIA
www.des.qld.gov.au

SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

RPS - Stacey Devaney
c/- RPS Australia East Pty Ltd - PO Box 1949
Cairns QLD 4870

Transaction ID: 50733742 EMR Site Id: 05 November 2021
Cheque Number:
Client Reference:

This response relates to a search request received for the site:

Lot: 11 Plan: C22510
5967 CAPTAIN COOK HWY
CRAIGLIE

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

All search responses include particulars of land listed in the EMR/CLR when the search was generated.
The EMR/CLR does NOT include:-

1. land which is contaminated land (or a complete list of contamination) if DES has not been notified
2. land on which a notifiable activity is being or has been undertaken (or a complete list of activities) if DES has not been notified

If you have any queries in relation to this search please phone 13QGOV (13 74 68)

Administering Authority



Department of Environment and Science (DES)
ABN 46 640 294 485
400 George St Brisbane, Queensland 4000
GPO Box 2454, Brisbane QLD 4001, AUSTRALIA
www.des.qld.gov.au

SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

RPS - Stacey Devaney
c/- RPS Australia East Pty Ltd - PO Box 1949
Cairns QLD 4870

Transaction ID: 50733743 EMR Site Id: 05 November 2021
Cheque Number:
Client Reference:

This response relates to a search request received for the site:

Lot: 2 Plan: RP700333
CAPTAIN COOK HWY
CRAIGLIE

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

All search responses include particulars of land listed in the EMR/CLR when the search was generated.
The EMR/CLR does NOT include:-

1. land which is contaminated land (or a complete list of contamination) if DES has not been notified
2. land on which a notifiable activity is being or has been undertaken (or a complete list of activities) if DES has not been notified

If you have any queries in relation to this search please phone 13QGOV (13 74 68)

Administering Authority

2018 Douglas Shire Council Planning Scheme Property Report

The following report has been automatically generated to provide a general indication of development related information applying to the premise.

For more information and to determine if the mapping layers are applicable, refer to the [2018 Douglas Shire Council Planning Scheme](#). This report is not intended to replace the need for carrying out a detailed assessment of Council and State controls or the need to seek your own professional advice on any town planning instrument, local law or other controls that may impact on the existing or intended use of the premise mentioned in this report. For further information please contact Council by phone: [07 4099 9444](tel:0740999444) or [1800 026 318](tel:1800026318) or email enquiries@douglas.qld.gov.au.

Visit Council's website to apply for an [official property search or certificate](#), or contact the [Department of Natural Resources, Mines and Energy](#) to undertake a title search to ascertain how easements may affect a premise.

Property Information

Property Address [5967 Captain Cook Highway CRAIGLIE](#)

Lot Plan [11C22510](#) (Freehold - 2175m²)



☒ Selected Property

☐ Easements

☐ Land Parcels

Douglas Shire Planning Scheme 2018 version 1.0

The table below provides a summary of the Zones and Overlays that apply to the selected property.

Zoning






Applicable Zone
Industry

More Information

- [View Section 6.2.5 Industry Zone Code](#)
- [View Section 6.2.5 Industry Zone Compliance table](#)
- [View Section 6.2.5 Industry Zone Assessment table](#)

Douglas Shire Planning Scheme 2018 version 1.0

The table below provides a summary of the Zones and Overlays that apply to the selected property.

 Local Plans	Applicable Precinct or Area Port Douglas - Craiglie Precinct 3	More Information <ul style="list-style-type: none"> View Section 7.2.4 Port Douglas/Craiglie Local Plan Code View Section 7.2.4 Port Douglas/Craiglie Local Plan Compliance table
 Acid Sulfate Soils	Applicable Precinct or Area Acid Sulfate Soils (5-20m AHD)	More Information <ul style="list-style-type: none"> View Section 8.2.1 Acid Sulfate Soils Overlay Code View Section 8.2.1 Acid Sulfate Soils Overlay Compliance table
 Transport Noise Corridors	Applicable Precinct or Area Category 0: Noise Level < 58 dB(A) Category 1: 58 dB(A) =< Noise Level < 63 dB(A) Category 2: 63 dB(A) < Noise Level < 68 dB(A)	More Information <ul style="list-style-type: none"> View Section 8.2.10 Transport Network Overlay Code View Section 8.2.10 Transport Network Overlay Compliance table
 Transport Pedestrian Cycle	Applicable Precinct or Area Principal Route	More Information <ul style="list-style-type: none"> View Section 8.2.10 Transport Network Overlay Code View Section 8.2.10 Transport Network Overlay Compliance table
 Transport Road Hierarchy	Applicable Precinct or Area Arterial Road Major Transport Corridor Buffer Area (State Controlled Road)	More Information <ul style="list-style-type: none"> View Section 8.2.10 Transport Network Overlay Code View Section 8.2.10 Transport Network Overlay Compliance table

Zoning

Applicable Zone
Industry

- More Information**
- [View Section 6.2.5 Industry Zone Code](#)
 - [View Section 6.2.5 Industry Zone Compliance table](#)
 - [View Section 6.2.5 Industry Zone Assessment table](#)



☒ Selected Property

☐ Land Parcels

<input type="checkbox"/> Centre	<input type="checkbox"/> Community Facilities	<input type="checkbox"/> Conservation	<input type="checkbox"/> Environmental Management
<input type="checkbox"/> Industry	<input type="checkbox"/> Low Density Residential	<input type="checkbox"/> Low-medium Density Residential	<input type="checkbox"/> Medium Density Residential
<input type="checkbox"/> Recreation and Open Space	<input type="checkbox"/> Rural	<input type="checkbox"/> Rural Residential	<input type="checkbox"/> Special Purpose
<input type="checkbox"/> Tourism	<input type="checkbox"/> Tourist Accommodation		

Local Plans

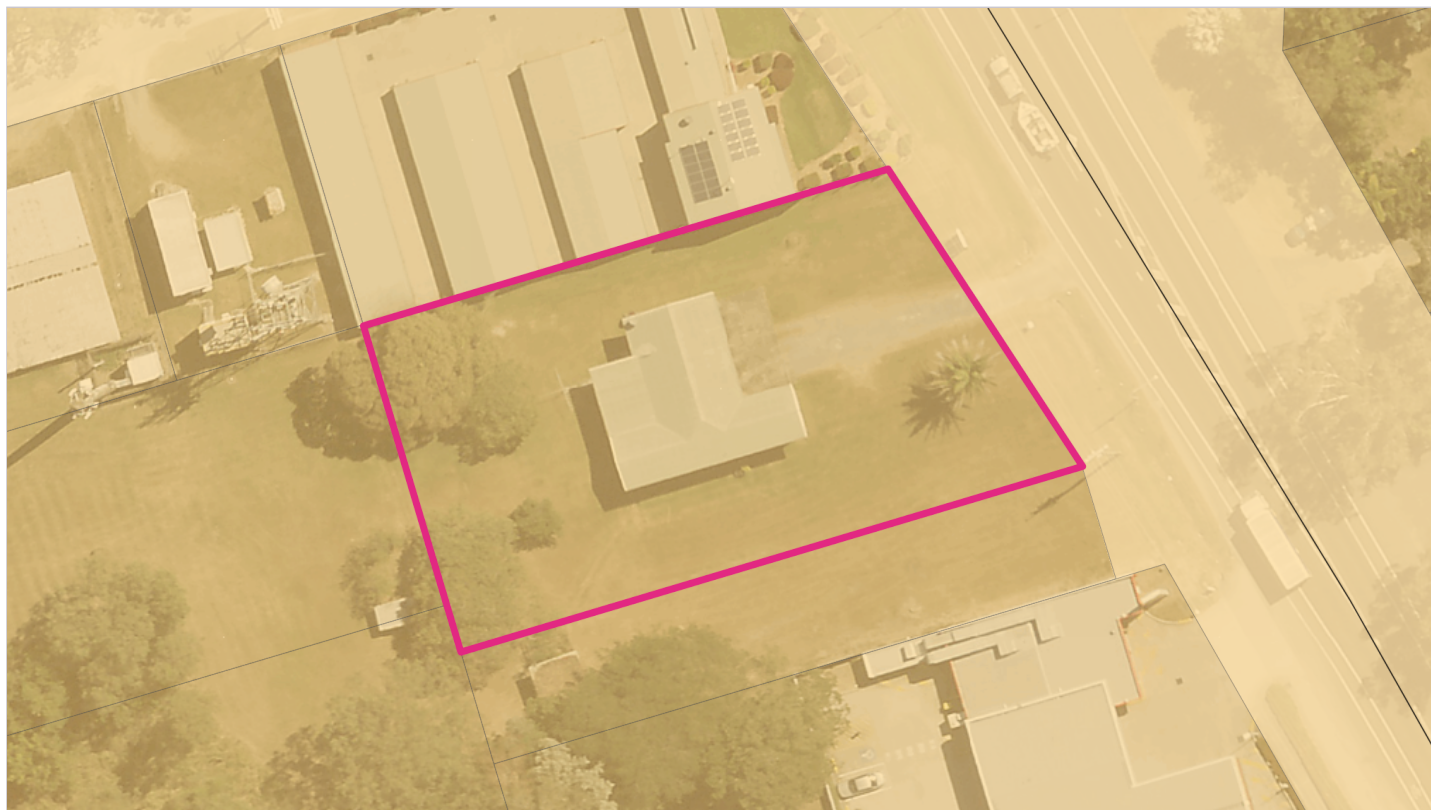
Applicable Precinct or Area

Port Douglas - Craiglie

Precinct 3

More Information


- [View Section 7.2.4 Port Douglas/Craiglie Local Plan Code](#)
- [View Section 7.2.4 Port Douglas/Craiglie Local Plan Compliance table](#)



 Selected Property

 Land Parcels

Transport Investigation Corridor

 Transport Investigation Corridors

Major Road Connections

 Major Road Connections

Major Road Connections (No Arrow)

 Major Road Connections

Daintree River to Bloomfield

 Daintree River to Bloomfield

Creb Track and Quaid Road

 Creb Track







60 metre contour

 60 metre contour


Local Plan Boundary

 Local Plan Boundary

Local Plan Sub Precincts

 1a Town Centre
  1b Waterfront North
  1c Waterfront South
  1d Limited Development
  1e Community and Recreation
  1f Flagstaff Hill

Local Plan Precincts

Not Part of a Precinct
  Precinct 1
  Precinct 2
  Precinct 3
  Precinct 4
  Precinct 5
  Precinct 6
  Precinct 7
  Precinct 8
  Precinct 9

Live Entertainment Precinct

 Live Entertainment Precinct

Indicative Future Open Space

 Indicative Future Open Space

 Road Reserve Esplanade

Acid Sulfate Soils

Applicable Precinct or Area
Acid Sulfate Soils (5-20m AHD)

- More Information**
- [View Section 8.2.1 Acid Sulfate Soils Overlay Code](#)
 - [View Section 8.2.1 Acid Sulfate Soils Overlay Compliance table](#)



☒ Selected Property

☐ Land Parcels

Acid Sulfate Soils

☐ Acid Sulfate Soils (< 5m AHD)

☐ Acid Sulfate Soils (5-20m AHD)

☐ all others

Transport Noise Corridors

Applicable Precinct or Area

Category 0: Noise Level < 58 dB(A)

Category 1: 58 dB(A) =< Noise Level < 63 dB(A)

Category 2: 63 dB(A) < Noise Level < 68 dB(A)

More Information

- [View Section 8.2.10 Transport Network Overlay Code](#)
- [View Section 8.2.10 Transport Network Overlay Compliance table](#)



☒ Selected Property

☐ Land Parcels

Transport Noise Corridors Mandatory Area

☐ Category 0: Noise Level < 58 dB(A)

☐ Category 1: 58 dB(A) =< Noise Level < 63 dB(A)

☐ Category 2: 63 dB(A) < Noise Level < 68 dB(A)

☐ Category 3: 68 dB(A) =< Noise Level < 73 dB(A)

☐ Category 4: Noise Level >= 73 dB(A)

☐ all others

Transport Noise Corridors Voluntary Area

☐ Category 0: Noise Level < 58 dB(A)

☐ Category 1: 58 dB(A) =< Noise Level < 63 dB(A)

☐ Category 2: 63 dB(A) < Noise Level < 68 dB(A)

☐ Category 3: 68 dB(A) =< Noise Level < 73 dB(A)

☐ Category 4: Noise Level >= 73 dB(A)

☐ all others

Transport Pedestrian Cycle

Applicable Precinct or Area
Principal Route








- More Information**
- [View Section 8.2.10 Transport Network Overlay Code](#)
 - [View Section 8.2.10 Transport Network Overlay Compliance table](#)



☒ Selected Property

☐ Land Parcels

Pedestrian and Cycle Network

- | | | | |
|--|---|---|---|
|  District Route |  Future Principal Route |  Iconic Recreation Route |  Neighbourhood Route |
|  Principal Route |  Strategic Investigation Route |  all others | |

Transport Road Hierarchy

Applicable Precinct or Area

Arterial Road

Major Transport Corridor Buffer Area (State Controlled Road)

More Information

- [View Section 8.2.10 Transport Network Overlay Code](#)
- [View Section 8.2.10 Transport Network Overlay Compliance table](#)



☒ Selected Property

☐ Land Parcels

Road Hierarchy

— Access Road

— Arterial Road

— Collector Road

— Industrial Road

— Major Rural Road

— Minor Rural Road

— Sub Arterial Road

— Unformed Road

— all others

☐ Major Transport Corridor Buffer Area

Disclaimer

This report is not a substitute for a Planning and Development Certificate and should not be relied upon where the reliance may result in loss, damage or injury. While every effort is taken to ensure the information in this report is accurate and up to date, Douglas Shire Council makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the report being inaccurate or incomplete in any way or for any reason.

2018 Douglas Shire Council Planning Scheme Property Report

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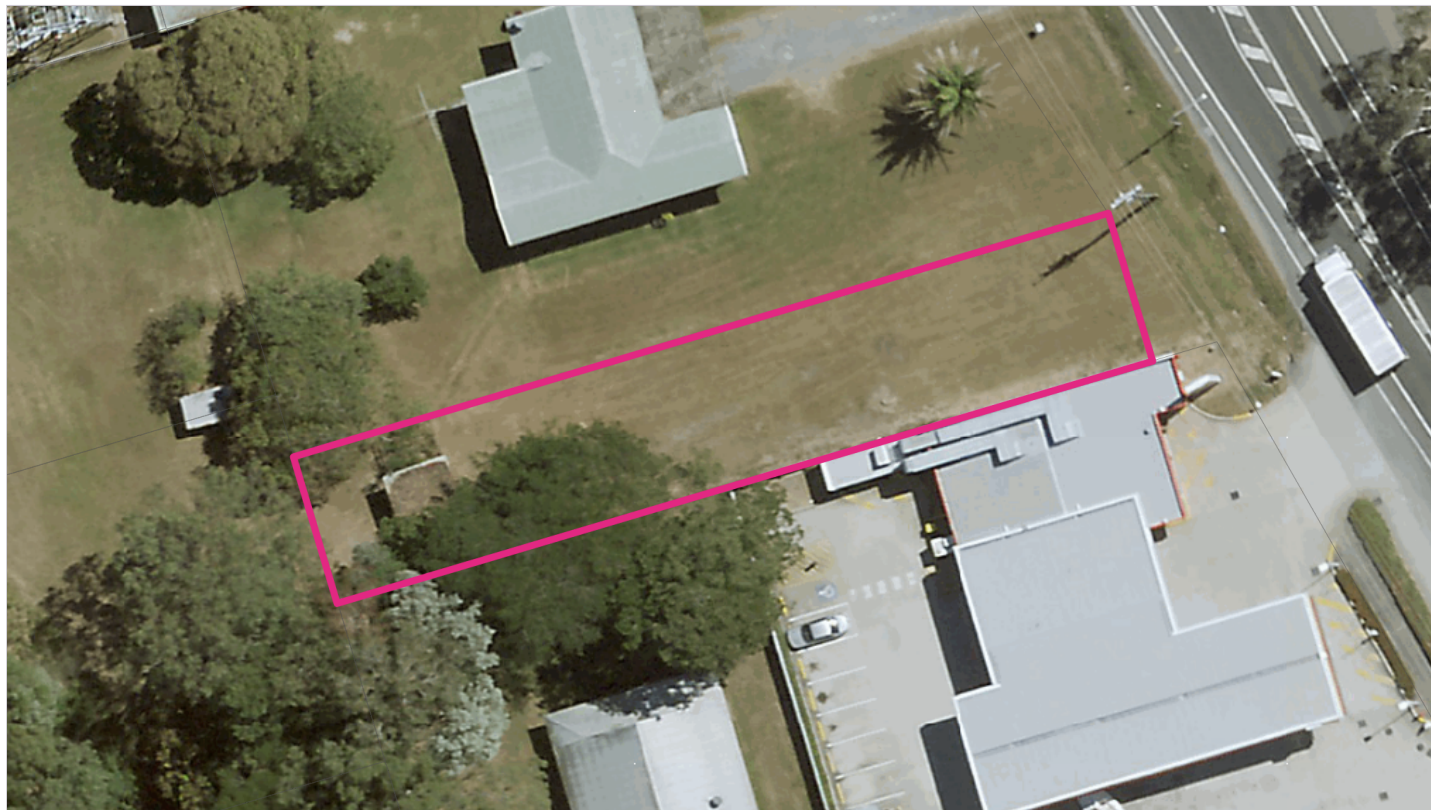
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Visit Council's website to apply for an [official property search or certificate](#), or contact the [Department of Natural Resources, Mines and Energy](#) to undertake a title search to ascertain how easements may affect a premise.

Property Information

Property Address

Lot Plan [2RP700333](#) (Freehold - 809m²)



Selected Property



Easements



Land Parcels

Douglas Shire Planning Scheme 2018 version 1.0

The table below provides a summary of the Zones and Overlays that apply to the selected property.

Zoning






Applicable Zone
Industry

More Information

- [View Section 6.2.5 Industry Zone Code](#)
- [View Section 6.2.5 Industry Zone Compliance table](#)
- [View Section 6.2.5 Industry Zone Assessment table](#)

Douglas Shire Planning Scheme 2018 version 1.0

The table below provides a summary of the Zones and Overlays that apply to the selected property.

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Zoning

Applicable Zone
Industry

- More Information**
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 - [View Section 6.2.5 Industry Zone Compliance table](#)
 - [View Section 6.2.5 Industry Zone Assessment table](#)



☒ Selected Property

☐ Land Parcels

<input checked="" type="checkbox"/> Centre	<input type="checkbox"/> Community Facilities	<input type="checkbox"/> Conservation	<input type="checkbox"/> Environmental Management
<input type="checkbox"/> Industry	<input type="checkbox"/> Low Density Residential	<input type="checkbox"/> Low-medium Density Residential	<input type="checkbox"/> Medium Density Residential
<input type="checkbox"/> Recreation and Open Space	<input type="checkbox"/> Rural	<input type="checkbox"/> Rural Residential	<input type="checkbox"/> Special Purpose
<input type="checkbox"/> Tourism	<input type="checkbox"/> Tourist Accommodation		

Local Plans

Applicable Precinct or Area

Port Douglas - Craiglie

Precinct 3

More Information

- [View Section 7.2.4 Port Douglas/Craiglie Local Plan Code](#)
- [View Section 7.2.4 Port Douglas/Craiglie Local Plan Compliance table](#)



 Selected Property

 Land Parcels

Transport Investigation Corridor

 Transport Investigation Corridors

Major Road Connections

 Major Road Connections

Major Road Connections (No Arrow)

 Major Road Connections

Daintree River to Bloomfield

 Daintree River to Bloomfield

Creb Track and Quaid Road

 Creb Track







60 metre contour

 60 metre contour


Local Plan Boundary

 Local Plan Boundary

Local Plan Sub Precincts

 1a Town Centre	 1b Waterfront North	 1c Waterfront South
 1d Limited Development	 1e Community and Recreation	 1f Flagstaff Hill

Local Plan Precincts

Not Part of a Precinct	 Precinct 1	 Precinct 2	 Precinct 3
 Precinct 4	 Precinct 5	 Precinct 6	 Precinct 7
 Precinct 8	 Precinct 9		

Live Entertainment Precinct

 Live Entertainment Precinct

Indicative Future Open Space

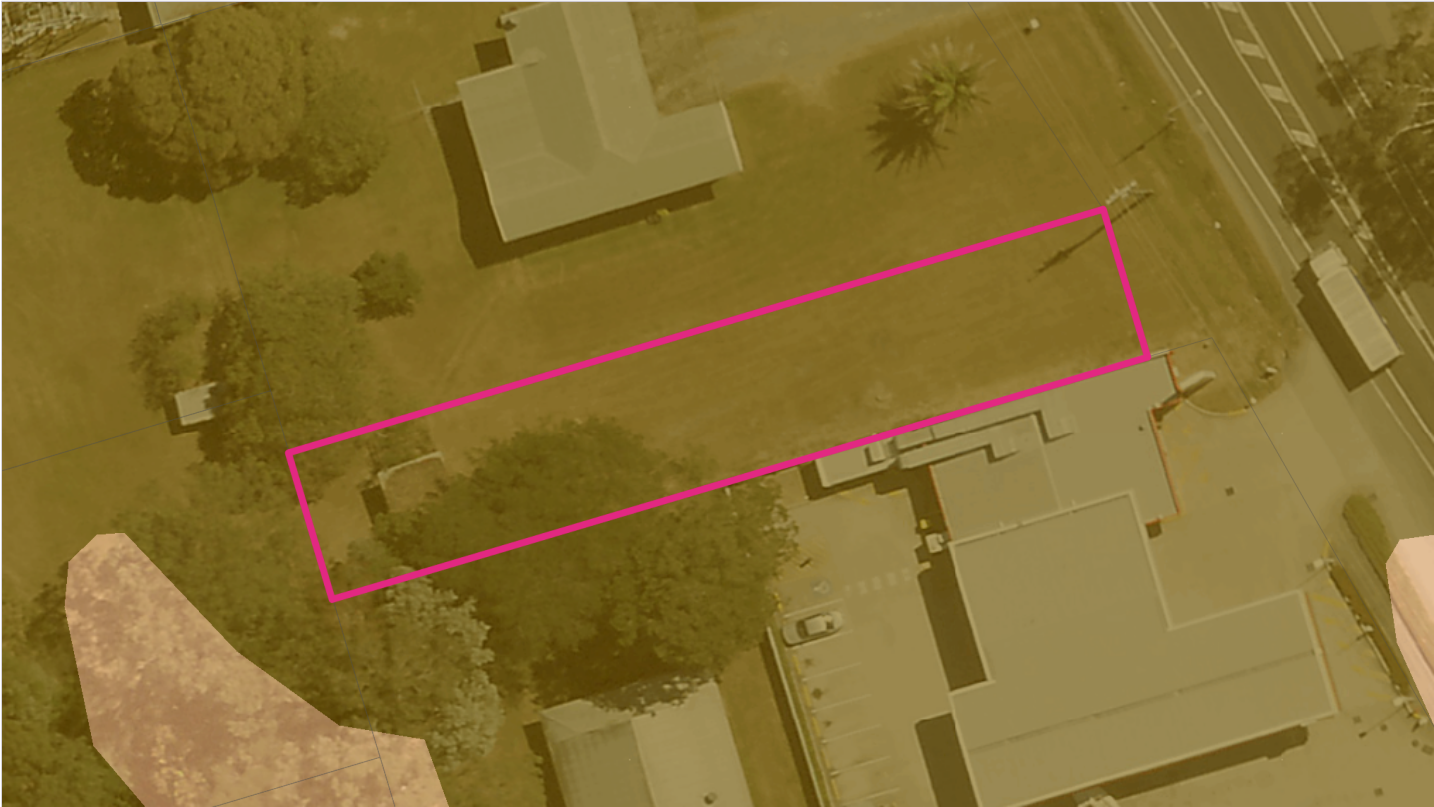
 Indicative Future Open Space

 Road Reserve Esplanade

Acid Sulfate Soils

Applicable Precinct or Area
Acid Sulfate Soils (5-20m AHD)

- More Information**
- [View Section 8.2.1 Acid Sulfate Soils Overlay Code](#)
 - [View Section 8.2.1 Acid Sulfate Soils Overlay Compliance table](#)



☒ Selected Property

☐ Land Parcels

Acid Sulfate Soils

☒ Acid Sulfate Soils (< 5m AHD)

☒ Acid Sulfate Soils (5-20m AHD)

☐ all others

Transport Noise Corridors

Applicable Precinct or Area

Category 0: Noise Level < 58 dB(A)

Category 1: 58 dB(A) =< Noise Level < 63 dB(A)

Category 2: 63 dB(A) < Noise Level < 68 dB(A)

More Information

- [View Section 8.2.10 Transport Network Overlay Code](#)
- [View Section 8.2.10 Transport Network Overlay Compliance table](#)



☒ Selected Property

☐ Land Parcels

Transport Noise Corridors Mandatory Area

☐ Category 0: Noise Level < 58 dB(A)

☐ Category 1: 58 dB(A) =< Noise Level < 63 dB(A)

☐ Category 2: 63 dB(A) < Noise Level < 68 dB(A)

☐ Category 3: 68 dB(A) =< Noise Level < 73 dB(A)

☐ Category 4: Noise Level >= 73 dB(A)

☐ all others

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☐ Category 3: 68 dB(A) =< Noise Level < 73 dB(A)

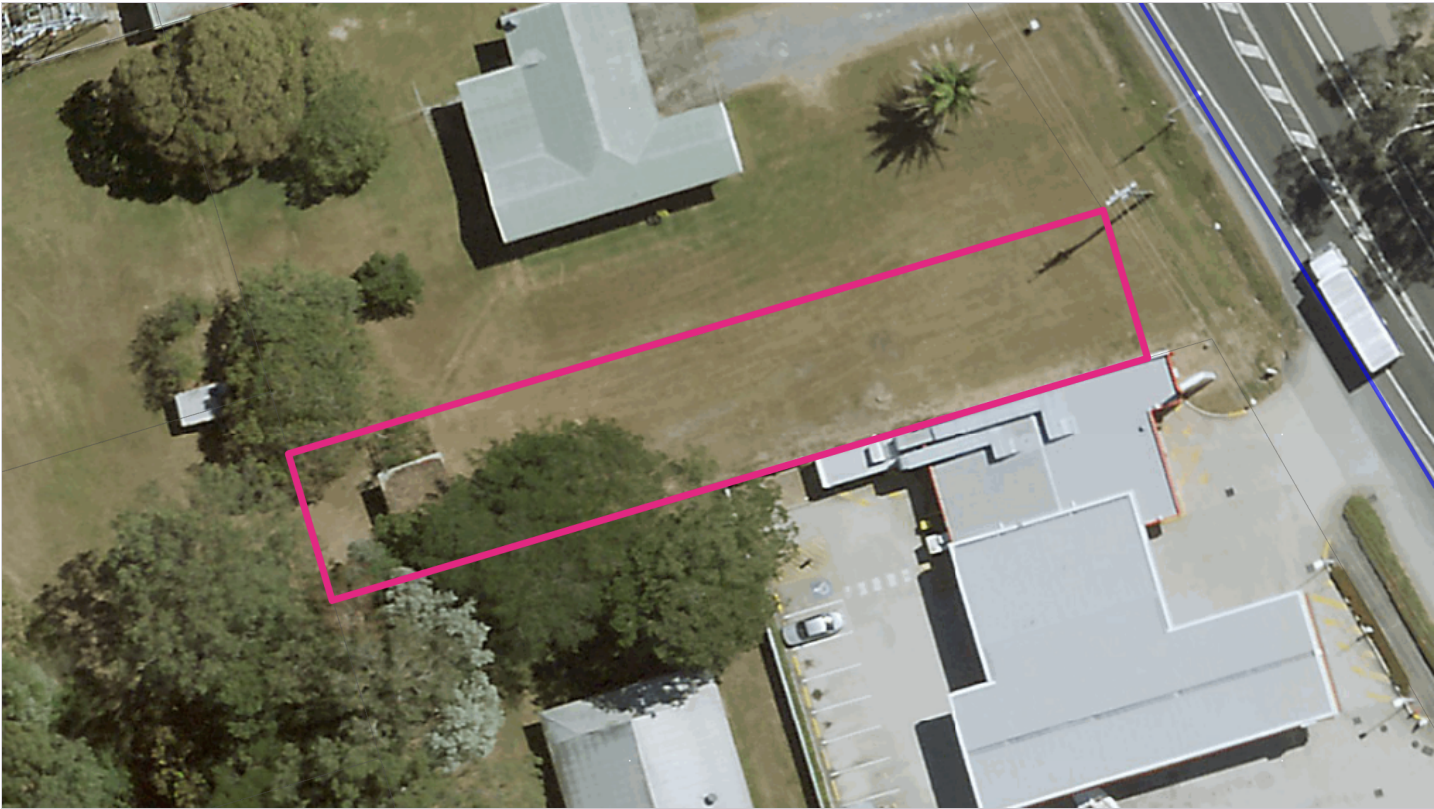
☐ Category 4: Noise Level >= 73 dB(A)

☐ all others

Transport Pedestrian Cycle

Applicable Precinct or Area
Principal Route








- More Information
- [View Section 8.2.10 Transport Network Overlay Code](#)
 - [View Section 8.2.10 Transport Network Overlay Compliance table](#)



☒ Selected Property

☐ Land Parcels

Pedestrian and Cycle Network

- | | | | |
|--|---|---|---|
|  District Route |  Future Principal Route |  Iconic Recreation Route |  Neighbourhood Route |
|  Principal Route |  Strategic Investigation Route |  all others | |

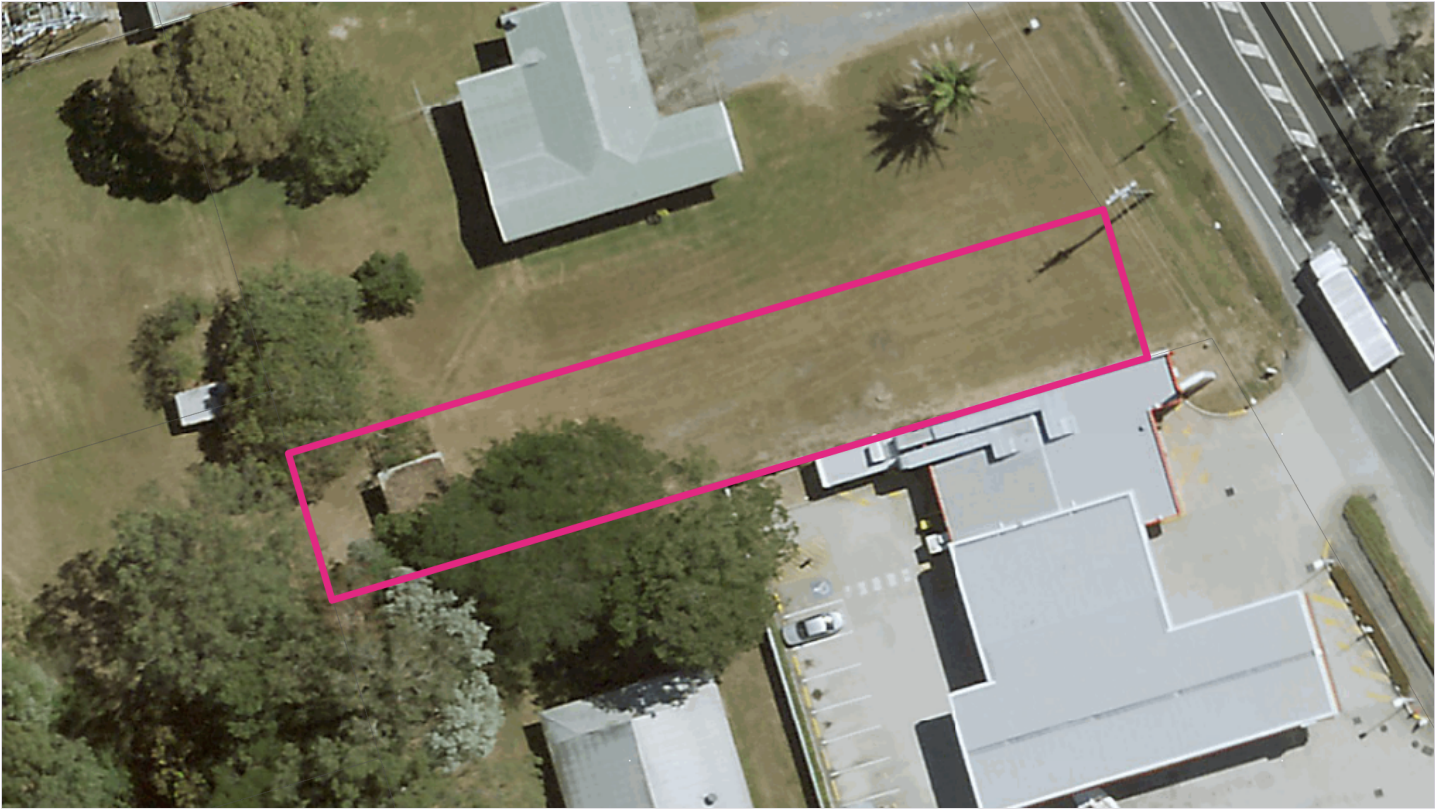
Transport Road Hierarchy

Applicable Precinct or Area

Arterial Road
Major Transport Corridor Buffer Area (State Controlled Road)

More Information

- [View Section 8.2.10 Transport Network Overlay Code](#)
- [View Section 8.2.10 Transport Network Overlay Compliance table](#)



☒ Selected Property

☐ Land Parcels

Road Hierarchy

— Access Road	— Arterial Road	— Collector Road	— Industrial Road
— Major Rural Road	— Minor Rural Road	— Sub Arterial Road	— Unformed Road
— all others			

☐ Major Transport Corridor Buffer Area

Disclaimer

This report is not a substitute for a Planning and Development Certificate and should not be relied upon where the reliance may result in loss, damage or injury. While every effort is taken to ensure the information in this report is accurate and up to date, Douglas Shire Council makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the report being inaccurate or incomplete in any way or for any reason.

Appendix G

Planning Scheme Code Responses

6.2.5 Industry zone code

6.2.5.1 Criteria for assessment

Table 6.2.5.3.a – Industry zone code – assessable development

Performance outcomes		Acceptable	Comments
outcomes			
For self-assessable and assessable development			
PO1 The height of buildings and structures is consistent with those of nearby buildings.	AO1 Buildings and structures are not more than 10metres in height.		N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. No buildings or structures are proposed.
PO2 Buildings and structures are setback to contribute to an attractive and consistent streetscape appearance and to protect the amenity of other land uses.	AO2.1 Buildings, structures, display and storage areas are set back a minimum of: (a) 8 metres to a State-controlled road (b) 6 metres from any other road frontage(s).		N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. No buildings or structures are proposed. Any future building works may be appropriately conditioned at the time of seeking Building Approval.
	AO2.2 Where a site has a common boundary with land in an Industry zone, the buildings are setback either: (a) 0 metres from the side and rear boundaries; or (b) 2.5 metres or ¼ of the height of the building, whichever is the greater; and (c) not any distance between 0 metres and 2.5metres. Note – Building Code requirements must be satisfied. AO2.3 Where a site has a common boundary with land not in an Industry zone, the buildings, structures, display areas and storage are setback 2.5 metres or ¼ of the height of the building, whichever is the greater from the common boundary. Note – Building Code requirements must be satisfied.		N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. Whilst it is noted the subject site is in the Industry Zone, the side boundary setback from the existing dwelling on Proposed Lot 1 is 4m in order to accommodate proposed development for industrial activities. N/A
PO3 The site coverage of buildings ensures that there is sufficient space available to cater for services, landscaping and the on-site parking and manoeuvring of vehicles.	AO3 The site coverage of buildings does not exceed 60%.		N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. No buildings or structures are proposed.



<p>PO4 Development provides a quality workplace.</p>	<p>AO4.1 Pedestrian entrances to buildings are: (a) easy to identify from the street and on-site carparking areas; (b) provided with sun and rain protection consisting of a minimum width of 900mm and positioned immediately above the entry way.</p> <p>AO4.2 Any office or sales spaces are orientated toward the street and are provided with human scale elements (including, but not limited to, windows, doors, shading devices and variations in construction materials, colours etc.).</p> <p>AO4.3 Customer parking is located at the front of the building between the building and the street or to the side of the building with clear visibility to the street.</p> <p>AO4.4 Any gates are sliding, or alternatively, open inward to the site so that the adjoining footpath reserve is not blocked when gates are open.</p> <p>AO4.5 Car parking surfaces are constructed or coated with glare-reducing materials</p>	<p>N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. No buildings or structures are proposed.</p> <p>N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. No buildings or structures are proposed.</p> <p>N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. No buildings or structures are proposed. Any future building works may be appropriately conditioned at the time of seeking Building Approval.</p> <p>N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. No buildings or structures are proposed.</p> <p>N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. Any future development may be appropriately conditioned at the time of seeking Building and/or Operational Works Approval.</p>
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Performance outcomes	Acceptable outcomes	Comments
P05 The appearance and amenity of development is enhanced through landscaping works. Note – Planning scheme policy – Landscaping provides further guidance on meeting the performance outcome.	A05.1 A minimum of 20% of the site is provided with space available for landscape planting. A05.2 A 2 metre landscape planting strip for dense planting is provided along the road frontage(s), except that a 3 metre strip is provided along any frontage to the Captain Cook Highway. A05.3 Landscape planting beds adjacent to parking and manoeuvring areas are protected from vehicle encroachment by a 150mm high vertical kerb edge or similar durable obstruction. A05.4 Landscape planting consists of hardy tropical species suited to Douglas Shire's climatic conditions.	The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. Proposed development of the site for industrial activities may be appropriately conditioned at the time of seeking Building Approval and/or Operational Works Approval, to ensure the provision of suitable landscaping.
P06 The movement of traffic on roads is not compromised by the loading and unloading of goods.	A06 All delivery/pick up vehicles are situated entirely within the site when being loaded and/or unloaded with goods.	N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment). No buildings or structures are proposed.
P07 Industrial areas are not characterised by a proliferation of advertising signs and/or the use of large advertising signs.	A07 No wall signs or painted advertising are located on the walls of industrial buildings facing, or visible to, the Captain Cook Highway.	N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment). No buildings or structures are proposed.
P07 The movement of traffic on roads is not compromised by access and egress to the site.	A07.1 Site access for vehicles is limited to one point per road frontage. or A07.2 If needed, two access points separated by a minimum of 10 metres to facilitate on-site vehicular manoeuvring for large vehicles. A07.3 Sufficient space is available for vehicles to manoeuvre	Complies. The proposed access to the State-controlled road will be via a common access and provision of an access easement within Proposed Lot 1 benefiting Proposed Lot 1. N/A The applicant proposes the use of a common access as depicted on RPS Drawing No. PR150799-1



	within the site so as to enter and leave the site in forward gear.	(Appendix C). The proposed access easement will provide sufficient area for swept paths and to enable manoeuvring of vehicles onto Proposed Lot 2.
PO8 Development collects and disposes of waste materials and caters for spillages in a manner that prevents contamination of land or water.	A08.1 Sources of potential contaminants are roofed and sealed with impervious surfaces and provided with 110% storage capacity bund for spillage containment. A08.2 Roof and storm water are directed away from areas of potential contamination. A08.3 Contaminating materials are stored at levels above the defined flood / storm tide event, whichever is the highest.	N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. No buildings or structures are proposed. N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. No buildings or structures are proposed. N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. No buildings or structures are proposed.
For assessable development		
PO9 The establishment of uses is consistent with the outcomes sought for the Industry zone and protects the zone from the intrusion of inconsistent uses.	AO9 Uses identified in Table 6.2.5.3.b are not established in the Industry zone.	N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. No buildings or structures are proposed.
PO10 Development does not lower the standards of amenity in terms of air, noise, odour, electrical interference and vibrations at any land use associated with the: (a) the Accommodation activity group, located outside the Industry zone; (b) the Sensitive land use activity group, located outside the Industry zone.	AO10 No acceptable outcomes are prescribed.	N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. No buildings or structures are proposed.
PO11 New lots contain a minimum area of 1000m ² .	AO11 No acceptable outcomes are prescribed.	Complies. Refer to the Proposal Plan – RPS Drawing No. PR150799, provided for reference as Appendix C .
PO12 New lots have a minimum road frontage of 20 metres.	AO12 No acceptable outcomes are prescribed.	Refer to the Proposal Plan – RPS Drawing No. PR150799, provided for reference as Appendix C . Whilst it is noted that the road frontage for Proposed Lot 2 is



		slightly less than the required 20m, the proposal is an improvement on the existing alignment, which provided for a road frontage of approximately 12m.
PO13 New lots contain a 20 metre x 40 metre rectangle.	AO13 No acceptable outcomes are prescribed.	Refer to the Proposal Plan – RPS Drawing No. PR150799, provided for reference as Appendix C .

Table 6.2.5.3.b — Inconsistent uses within the Industry zone

Inconsistent uses		
<ul style="list-style-type: none"> • Air services • Animal husbandry • Bar • Cemetery • Child care centre • Club • Community care centre • Community residence • Cropping • Detention facility • Dual occupancy • Dwelling house • Environment facility • Extractive industry • Function facility • Health care services • Home based business • Hospital 	<ul style="list-style-type: none"> • Hotel • Intensive animal industry • Intensive horticulture • Major sport and entertainment facility • Motor sport facility • Multiple dwelling • Nature based tourism • Nightclub entertainment facility • Non-resident workforce accommodation • Outdoor sport and recreation • Outstation • Permanent plantation 	<ul style="list-style-type: none"> • Relocatable home park • Renewable energy facility, being a wind farm • Residential care facility • Resort complex • Retirement facility • Roadside stall • Rooming accommodation • Rural workers accommodation • Shopping centre • Short-term accommodation • Theatre • Tourist attraction • Tourist park • Wholesale nursery

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.

7.2.4 Port Douglas/Craigie local plan code

7.2.4.1 Criteria for assessment

Table 7.2.4.4.a –Port Douglas / Craigie local plan – assessable development

Performance outcomes		Acceptable outcomes	Comments
For self assessable and assessable development			
Development in the Port Douglas / Craigie local plan area generally			
PO1 Pedestrians, cyclists, motorists and public transport users can easily move into and through the precinct along planned connectivity routes, identified on the Port Douglas / Craigie local plan maps contained in Schedule 2.	AO1 A pedestrian and cycle movement network is integrated and delivered through development.		N/A. The proposed development is simply for a boundary realignment and creation of an access easement.
PO2 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 / Craigie (as identified on the Port Douglas/ Craigie Townscape Plan map contained in Schedule 2).	AO2.1 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 Dickson Inlet; (c) the tidal vegetation along the foreshore; (d) beachfront vegetation along Four Mile Beach, including the fringe of Coconut Palms; (e) the oil palm avenues along the major roads; (f) the lush landscaping within major roundabouts at key nodes; (g) Macrossan Street and Warner Street; (h) Port Douglas waterfront.		N/A. The subject site is located within the Industry Zone and has been historically cleared. Existing vegetation may be retained as part of the proposed development.
	AO2.2 Development protects and does not intrude into important views and vistas as identified on the Port Douglas Townscape Plan map contained in Schedule 2, in particular: (a) Flagstaff Hill; (b) Four Mile Beach; (c) Across to the ranges over Dickson Inlet; (d) Mowbray Valley.		N/A. The subject site is located within the Industry Zone. There are no important views and vistas identified for the subject site.
	AO2.3 Important landmarks, memorials and monuments are retained.		N/A



PO3 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.	AO3 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.	N/A. The subject site is not identified as a gateway location. The subject site is located within the Industry Zone.
PO4 Landscaping of development sites complements the existing tropical character of Port Douglas and Craiglie.	AO4 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.	No operational works are proposed as part of this application for a boundary realignment. Any future development may be appropriately conditioned.
PO5 Development does not compromise the safety and efficiency of the State-controlled road network.	AO5 Direct access is not provided to a State-controlled road where legal and practical access from another road is available.	N/A. The subject site is located adjacent to the State-controlled road and no other access is available.

Performance outcomes	Acceptable outcomes	Comments
Additional requirements for Precinct 3 – Craiglie Commercial and Light Industry precinct		
PO65 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.	AO65 Development consists of service and light industries and associated small scale commercial activities.	Complies. The proposed development is solely for Reconfiguring a Lot (Boundary Alignment) and creation of an access easement to facilitate allotments which are more suited to light industrial development.
PO66 Development on lots adjacent to the Captain Cook Highway is sited, designed and landscaped to provide an attractive visual approach to Port Douglas with all buildings, structures and car parking areas setback a sufficient distance from the frontage to enable landscaping to soften or screen the appearance of the development.	AO66.1 Buildings and structures are setback 8 metres from the Captain Cook Highway frontage, or no closer to the Captain Cook Highway frontage than buildings and structures on adjoining sites (averaged), whichever is the greater.	The proposed development is simply for a Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. No buildings or structures are proposed and any future development would be subject to Building Approval and/or Operational Works Approval.



	<p>AO66.2 The setback area to the Captain Cook Highway frontage is landscaped with advanced dense planting including tree species (100 litre bag stock), which will, at maturity, exceed the height of the building(s) on the site.</p> <p>AO66.3 Advertising signs are discreet in appearance with no large advertising signs, including tenancy signs, located on or near the Captain Cook Highway frontage, or within any landscaped setback area.</p> <p>AO66.4 Car parking areas, loading and other service areas are designed to be screened from the Captain Cook Highway and are located so as to not be visually prominent from the Captain Cook Highway.</p>	<p>No operational works are proposed as part of this application for a boundary realignment. Any future development may be appropriately conditioned.</p> <p>NA. The proposed development is simply for reconfiguring a lot (boundary realignment) and creation of an access easement.</p> <p>No operational works are proposed as part of this application for a boundary realignment. Any future development may be appropriately conditioned.</p>
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9.4.7 Reconfiguring a lot code

9.4.7.1 Criteria for assessment

Table 9.4.7.3.a - Reconfiguring a lot code - assessable development

Performance outcomes	Acceptable Outcomes	Comments
General lot design standards		
P01 Lots comply with the lot reconfiguration outcomes of the applicable Zone code in Part 5.	A01 No acceptable outcomes are prescribed.	Complies. Refer to Proposal Plan RPS Drawing No. PR150799-1 (Appendix C).
P02 New lots are generally rectangular in shape with functional areas for land uses intended by the zone.	A02 Boundary angles are not less than 45 degrees.	Complies. Refer to Proposal Plan RPS Drawing No. PR150799-1 (Appendix C).
P03 Lots have legal and practical access to a public road.	A03 Each lot is provided with: (a) direct access to a gazetted road reserve; or (b) access to a gazetted road via a formal access arrangement registered on the title.	Complies. Refer to Proposal Plan RPS Drawing No. PR150799-1 (Appendix C). Proposed Lot 2 has access via an easement to the Captain Cook Highway.
P04 Development responds appropriately to its local context, natural systems and site features.	A04 Existing site features such as: (a) significant vegetation and trees; (b) waterways and drainage paths; (c) vistas and vantage points are retained and/or are incorporated into open space, road reserves, near to lot boundaries or as common property.	Complies. The subject site has been historically cleared. There are no waterways or significant vegetation on the site. The subject site does not provide any vistas or vantage points.
P05 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.	A05 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.	N/A
P06 Where existing buildings or structures are to be retained, development results in: (a) boundaries that offer regular lot shapes and usable spaces; (b) existing improvements complying with current building and amenity standards in relation to boundary setbacks.	A06 Development ensures setbacks between existing buildings or structures and proposed boundaries satisfy relevant building standards or zone code requirements, whichever is the greater.	Complies. Refer to Proposal Plan RPS Drawing No. PR150799-1 (Appendix C).



Performance outcomes	Acceptable outcomes	Comments
<p>P07 Where rear lots are proposed, development:</p> <ul style="list-style-type: none"> (a) provides a high standard of amenity for residents and other users of the site and adjoining properties; (b) positively contributes to the character of adjoining properties and the area; (c) does not adversely affect the safety and efficiency of the road from which access is gained. 	<p>A07.1 Where rear lots are to be established:</p> <ul style="list-style-type: none"> (a) the rear lot is generally rectangular in shape, avoiding contrived sharp boundary angles; (b) no more than 6 lots directly adjoin the rear lot; (c) no more than one rear lot occurs behind the road frontage lot; (d) no more than two access strips to rear lots directly adjoin each other; (e) access strips are located only on one side of the road frontage lot. <p>A07.2 Access strips to the rear lot have a minimum width dimension of:</p> <ul style="list-style-type: none"> (a) 4.0 metres in Residential Zones. (b) 8.0 metres in Industrial Zones category. (c) 5.0 metres in all other Zones. <p>Note - Rear lots are generally not appropriate in non-Residential or non-Rural zones.</p> <p>A07.3 Access strips are provided with a sealed pavement of sufficient width to cater for the intended traffic, but no less than:</p> <ul style="list-style-type: none"> (a) 3.0 metres in Residential Zone. (b) 6.0 metres in an Industrial Zone. (c) 3.5 metres in any other Zone. 	N/A
<p>P019 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>A019 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.</p> <p>Declared pest plants include locally declared and State declared pest plants.</p>	Complies. The applicant will ensure that any pest plants are removed and a management plan is implemented to prevent future reinfestation, if required.

Appendix H State Code 1 Assessment

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
Buildings and structures		
PO1 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.	AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	Complies. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. The existing dwelling is not located within the state-controlled road and any future development may be adequately setback.
	AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	Complies. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. Maintenance of existing building, infrastructure, services and utilities and services may be undertaken without requiring access to the State-controlled road. Any future development may be appropriately conditioned.
PO2 The design and construction of buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	N/A
	AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. Any future development on the subject site may be appropriately conditioned to ensure that any buildings or structures do not reflect point light sources into the face of oncoming traffic.

Performance outcomes	Acceptable outcomes	Response
	AO2.3 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	N/A
	AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside Advertising Guide, 2 nd Edition, Department of Transport and Main Roads, 2017.	N/A
PO3 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.	AO3.1 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, 2018.	N/A
Filling, excavation and retaining structures		
PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road. 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. 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. Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	N/A. The proposed development is solely for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. No operational works are proposed.
PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.	No acceptable outcome is prescribed.	N/A

Performance outcomes	Acceptable outcomes	Response
<p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>		
<p>PO6 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 the Road Planning and Design manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	No acceptable outcome is prescribed.	N/A
<p>PO7 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 Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	No acceptable outcome is prescribed.	N/A

Performance outcomes	Acceptable outcomes	Response
<p>PO8 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.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, and the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a pavement impact assessment.</p>	<p>AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.</p>	N/A
<p>PO9 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>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	N/A
<p>PO10 Fill material used on a development site does not result in contamination of a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO10.1 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 purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p>	N/A
	<p>AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.</p>	N/A

Performance outcomes	Acceptable outcomes	Response
PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road. Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO11.1 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes. AND	N/A
	AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	N/A
Stormwater and drainage		
PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	N/A
PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO13.1 Development does not create any new points of discharge to a state-controlled road. AND	N/A
	AO13.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on lawful points of discharge. AND	N/A
	AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	N/A
PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.	N/A

State Development Assessment Provisions – version 2.6

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

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road		
<p>PO15 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.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO15.1 Development does not require new or changed access to a limited access road.</p> <p>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.</p> <p>OR</p>	Complies. The proposed development for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement seeks to utilise the existing access to the State-controlled road and provision of an access easement for Proposed Lot 2. Refer to Proposal Plan RPS Drawing NO. PR150799-1 (Appendix C).
	<p>AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road.</p> <p>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.</p> <p>AND</p>	N/A
	<p>AO15.3 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>	N/A
<p>PO16 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 road or result in a worsening of operating conditions on a state-controlled road.</p>	<p>AO16.1 Vehicular access is provided from a local road.</p>	
	OR all of the following acceptable outcomes apply:	Complies. The proposed development for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement will utilise the existing access, including provision of an access

Performance outcomes	Acceptable outcomes	Response
<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>Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p>	easement. Refer to Proposal Plan RPS Drawing NO. PR150799-1 (Appendix C).
	<p>AO16.3 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>	Complies. The proposed development for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement will utilise the existing access, including provision of an access easement. Refer to Proposal Plan RPS Drawing NO. PR150799-1 (Appendix C).
	<p>AO16.4 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>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.</p> <p>AND</p>	Complies. The proposed development for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement will utilise the existing access, including provision of an access easement. Refer to Proposal Plan RPS Drawing NO. PR150799-1 (Appendix C). Pre-lodgement advice received from SARA confirmed that this option would be consistent (Appendix E).
	<p>AO16.5 On-site 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.</p>	Complies. The proposed development is simply for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. Any future development of the site may be appropriately conditioned to ensure that sufficient swept paths and vehicle manoeuvring areas provided to ensure that priority is given to vehicles entering the site.
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
<p>PO17 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.</p>	<p>AO17.1 Vehicular access is located as far as possible from the state-controlled road intersection.</p> <p>AND</p>	N/A

Performance outcomes	Acceptable outcomes	Response
<p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO17.2 Vehicular access is in accordance with parts, 3, 4 and 4A of the Road Planning and Design Manual, 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016.</p> <p>AND</p>	N/A
	<p>AO17.3 On-site 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.</p>	N/A
Public passenger transport infrastructure on state-controlled roads		
<p>PO18 Development does 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.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO18.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure.</p> <p>AND</p>	N/A
	<p>AO18.2 Development does not necessitate the relocation of existing public passenger transport infrastructure.</p> <p>AND</p>	N/A
	<p>AO18.3 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.</p> <p>AND</p>	N/A
	<p>AO18.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.</p>	N/A
Planned upgrades		

Performance outcomes	Acceptable outcomes	Response
PO19 Development does not impede delivery of planned upgrades of state-controlled roads.	AO19.1 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	N/A
	AO19.2 Development is sited and designed so that permanent buildings, structures, 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.	N/A
	OR all of the following acceptable outcomes apply: AO19.3 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	N/A
	AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road. AND	N/A
	AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road. AND	N/A
	AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	N/A

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO20 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. Please refer to the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	Complies. The proposed development is simply for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. The proposed development and use of the common access is not expected to result in a worsening of operating conditions on the state-controlled road.
PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.	N/A
PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the <i>Road Planning and Design Manual</i> , 2 nd 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.	N/A

Table 1.2.2: Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with table 2.2.2: Environmental emissions in State code 2: Development in a railway environment.

Refer to the SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcomes in Table 1.2.2.

Performance outcomes	Acceptable outcomes
Noise	
Accommodation activities	

Performance outcomes	Acceptable outcomes	
PO23 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.	AO23.1 A noise barrier or earth mound is provided which is designed, sited and constructed: <ol style="list-style-type: none"> to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> ≤60 dB(A) L₁₀ (18 hour) façade corrected (measured L₉₀ (8 hour) free field between 10pm and 6am ≤40 dB(A)) ≤63 dB(A) L₁₀ (18 hour) façade corrected (measured L₉₀ (8 hour) free field between 10pm and 6am >40 dB(A)) in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>In some instances, the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.</p>	N/A. The proposed development is simply for Reconfiguration of a Lot (Boundary Realignment) and creation of an access easement. Whilst it is noted that Proposed Lot contains an existing dwelling, the subject site is located in the Industry Zone and it is the applicant's intent to undertake future development on the site for industrial activities, potentially incorporating the existing dwelling as an office.
	OR all of the following acceptable outcomes apply: AO23.2 Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. AND	N/A

Performance outcomes	Acceptable outcomes	
	AO23.3 Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor. AND	N/A
	AO23.4 Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria: 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours). Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise. To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017. Habitable rooms of relevant residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. Transport noise corridors are mapped on the State Planning Policy interactive mapping system.	N/A
PO24 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	AO24.1 A noise barrier or earth mound is provided which is designed, sited and constructed: 1. to meet the following external noise criteria in outdoor spaces for passive recreation : a. ≤ 57 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight ≤ 45 dB(A)) b. ≤ 60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight > 45 dB(A)) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise	N/A

Performance outcomes	Acceptable outcomes	
	<p>Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017</p> <p>OR</p>	
	<p>AO24.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p> <p>AND</p>	N/A
	<p>AO24.3 Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).</p>	N/A
Childcare centres and educational establishments		
<p>PO25 Development involving a:</p> <ol style="list-style-type: none"> 1. childcare centre; or 2. educational establishment <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.</p>	<p>AO25.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> a. ≤ 58 dB(A) L_{10} (1 hour) façade corrected (maximum hour during normal opening hours) 2. in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013. 	N/A

Performance outcomes	Acceptable outcomes	
	<p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p>	
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO25.2 Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	N/A
	<p>AO25.3 Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	N/A
	<p>AO25.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p>	N/A

Performance outcomes	Acceptable outcomes	
<p>PO26 Development involving a:</p> <ol style="list-style-type: none"> 1. childcare centre; or 2. educational establishment <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.</p>	<p>AO26.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in each outdoor education area or outdoor play area: <ol style="list-style-type: none"> a. ≤ 63 dB(A) L_{10} (12 hour) free field (between 6am and 6pm) 2. in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p>OR</p>	N/A
	<p>AO26.2 Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p>	N/A
Hospitals		
<p>PO27 Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.</p>	<p>AO27.1 Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting</p>	N/A

Performance outcomes		Acceptable outcomes
		Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.
Vibration		
Hospitals		
PO28 Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.	AO28.1 Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$. AND	N/A
	AO28.2 Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.	N/A
Air and light		
PO29 Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	AO29.1 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	N/A
PO30 Development involving a: <ol style="list-style-type: none"> 1. childcare centre; or 2. educational establishment minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	AO30.1 Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	N/A
PO31 Development involving an accommodation activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	AO31.1 Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor. OR	N/A

Performance outcomes	Acceptable outcomes	
	AO31.2 Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor.	N/A

Table 1.2.3: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	
PO32 Development does not impede delivery of a future state-controlled road.	AO32.1 Development is not located in a future state-controlled road. OR	N/A
	AO32.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	N/A
	OR all of the following acceptable outcomes apply: AO32.3 Structures and infrastructure located in a future state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	N/A
	AO32.4 Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	N/A
	AO32.5 Land is able to be reinstated to the pre-development condition at the completion of the use.	N/A
PO33 Vehicular access to a future state-controlled road is located and designed to not create a safety hazard for users of a future state-controlled road or result in a worsening of operating conditions on a future state-controlled road.	AO33.1 Development does not require new or changed access between the premises and a future state-controlled road. AND	N/A

Performance outcomes	Acceptable outcomes	
Note: Where a new or changed access between the premises and a future 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.	AO33.2 Vehicular access for the development is consistent with the function and design of the future state-controlled road.	N/A
PO34 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a future state-controlled road. Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with the Road Planning and Design Manual, 2 nd edition: Volume 3, Department of Transport and Main Roads, 2016. Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.	No acceptable outcome is prescribed.	N/A
PO35 Fill material from a development site does not result in contamination of land for a future state-controlled road. Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO35.1 Fill material is free of contaminants including acid sulfate content. Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes. AND	N/A
	AO35.2 Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.	N/A
PO36 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	N/A

Performance outcomes	Acceptable outcomes	
PO37 Run-off from the development site is not unlawfully discharged to a future state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO37.1 Development does not create any new points of discharge to a future state-controlled road. AND	N/A
	AO37.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division), Fourth Edition, 2016, provides further information on lawful points of discharge. AND	N/A
	AO37.3 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	N/A