

# GMA Certification Group

BUILDING SURVEYORS

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*Leaders in Building Certification Services*

**PLANNING DIVISION**

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Our Ref: 20204164

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

Via Email: [enquiries@douglas.qld.gov.au](mailto:enquiries@douglas.qld.gov.au)

Dear Sir,

**RE: PROPOSED DOUBLE CAR PORT ON LAND LOCATED AT  
9 SPINNAWAY CLOSE PORT DOUGLAS (LOT 0 & 2  
BUP70674)**

GMA Certification are instructed by Geoff Ford to submit an application for Building Works Assessable against the Planning Scheme to facilitate the development of a Car Port on land located at 9 Spinnaway Close, Port Douglas, and described as Lot 0 & 2 on BUP70674.

As part of the application material please find attached the following:

- Development Application Form;
- Proposal Plans; and,
- Detailed Assessment against the relevant Assessment Benchmarks.

## **Subject Site**

The subject site is an established Dual Occupancy site located at 9 Spinnaway Close, Port Douglas. The site is located on the corner of Spinnaway Close and Sorento Close with access to the site provided from the Spinnaway close frontage. The development comprises mirror image Dwelling Units, each with a separate driveway and car parking space fronting Spinnaway Close.

The site the subject of the application is unit 2 and the immediately adjacent common property. Unit 2 is located furthest from the corner of the site and fronts Spinnaway Close only.

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Image 1 - Aerial Photograph of the site (source Queensland Globe)

## Proposed development

It is proposed to erect a double carport to the western side of unit 2. The double car port would be located at the Spinnaway close frontage and within the body corporate common property. It would be setback 1.646 metres from the frontage and 3.023 metres from the side boundary. It would be 6.6 metres long and 6 metres wide.

The proposed car port would present as an extension to the existing verandah and built form on the site and would maintain a consistent building line to the street. The area of the proposed car port is currently being used for the parking of vehicles in part on an existing paved area. Access to the car port would be provided from either side of the established tree to retain the tree, which is desirable from the applicant's perspective.





Image 2: Location of proposed car port with access around the retained tree.



Image 3: Location of proposed car port with access around the retained tree.

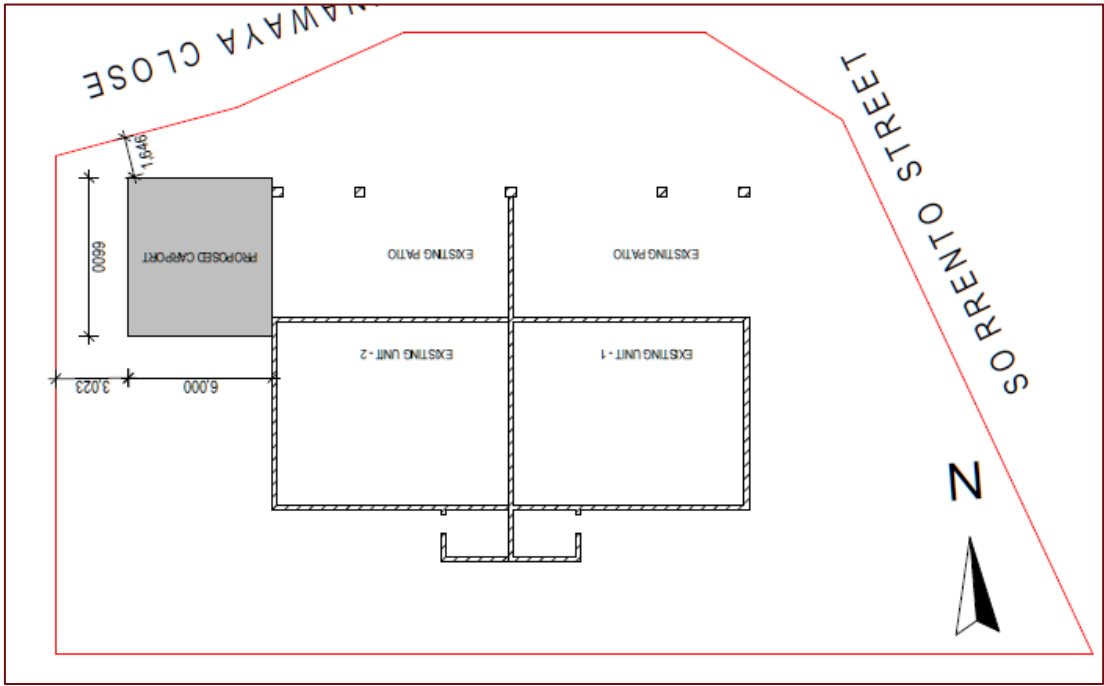


Image 4: Site Plan extract

## Planning Considerations

The site is within the Douglas Shire Council area and under the Douglas Shire Planning Scheme (2018) (the relevant planning scheme), the site is within the Low-Medium Density Residential Zone and the Port Douglas, Craiglie Local Plan, and is affected by the following overlays:

- Acid sulfate soils overlay; and,
- Flood and storm tide inundation hazard overlay.

In accordance with the Tables of Assessment, the development is identified as Accepted Development, Subject to requirements. However, in this instance the development is not able to satisfy all the Accepted Development requirements relating to building setback and, consequently, a Code Assessable application is required to be submitted to Council for approval. In accordance, with section 5.4 (1) (c) (ii) of the Planning Scheme, the assessment is limited to the subject matter of the accepted development acceptable outcomes that were not complied with or were not capable of being complied with.

The proposed development is able to satisfy the Acceptable Outcomes/Requirements for Accepted Development with the exception of the matters listed below where an assessment is provided against the relevant Performance Outcomes.

Performance outcomes	Acceptable outcomes	Compliance
<b>For self-assessable and assessable development</b>		
<b>Setbacks (other than for a dwelling house)</b>		
<p><b>PO2</b></p> <p>Buildings are setback to:</p> <ul style="list-style-type: none"> <li>(a) maintain the character of residential neighbourhoods;</li> <li>(b) achieve separation from neighbouring buildings and from road frontages;</li> <li>(c) maintain a cohesive streetscape;</li> <li>(d) provide daylight access, privacy and appropriate landscaping.</li> </ul>	<p><b>AO2</b></p> <p>Buildings are setback:</p> <ul style="list-style-type: none"> <li>(1) a minimum of 6 metres from the main street frontage;</li> <li>(2) a minimum of 4 metres from any secondary street frontage;</li> <li>(3) 4.5 metres from a rear boundary;</li> <li>(4) 2 metres from a side or an average of half of the height of the building at the side setback, whichever is the greater</li> </ul>	<p><b>Complies with PO2</b></p> <p>The proposed car port would have a side and rear setback that satisfy the Acceptable Outcome; however, the car port would be built to 1.646 metres from the front boundary.</p> <p>The existing development in the site has an open appearance to the street with a front verandah and car port forming the front façade. The proposal is to extend the front veranda by providing a double car port as a built extension to the verandah. It would maintain a consistent built form to the street and provide additional on-site car parking.</p> <p>Built form and car ports and garages are a prevalent form of development in the locality containing the site. Dwelling houses on the nearby Sorrento Crescent and Seabrook Avenue comprise built projections, including car ports and gatehouses into the front setback area.</p> <p>The proposed encroachment into the</p>

Performance outcomes	Acceptable outcomes	Compliance
		front setback area would not adversely affect the character of the neighbourhood or the cohesive streetscape.

## Flood and Storm Tide Hazards Overlay Code

Performance outcomes	Acceptable outcomes	Compliance
<b>For assessable and self-assessable development</b>		
<p><b>PO1</b></p> <p>Development is located and designed to:</p> <ul style="list-style-type: none"> <li>(a) ensure the safety of all persons; minimise damage to the development and contents of buildings;</li> <li>(b) provide suitable amenity; minimise disruption to residents, recovery time, and rebuilding or restoration costs after inundation events.</li> </ul> <p>Note – For assessable development within the flood plain assessment sub-category,</p>	<p><b>AO1.1</b></p> <p>Development is sited on parts of the land that is not within the Flood and Storm tide hazards overlay maps contained in Schedule 2;</p> <p>or</p> <p>For dwelling houses,</p> <p><b>AO1.2</b></p> <p>Development within the Flood and Storm Tide hazards overlay maps (excluding the Flood plain assessment sub-category) is designed to provide immunity to the Defined Inundation Event as outlined within Table 8.2.4.3.b plus a freeboard of 300mm.</p>	<p><b>Complies with PO1</b></p> <p>The proposed development is for a carport associated with an existing Dwelling Unit. It would not provide additional habitable floorspace or adversely affect existing habitable floorspace. The proposed development would not affect the existing safety of residents or building content or adversely affect the amenity, exacerbate disruption to residents or recovery costs.</p>



Performance outcomes	Acceptable outcomes	Compliance
a flood study by a suitably qualified professional is required to identify compliance with the intent of the acceptable outcome.	<p><b>AO1.3</b></p> <p>New buildings are:</p> <ul style="list-style-type: none"> <li>(a) not located within the overlay area;</li> <li>(a) located on the highest part of the site to minimise entrance of flood waters;</li> <li>(b) provided with clear and direct pedestrian and vehicle evacuation routes off the site.</li> </ul>	<p><b>Complies with PO1</b></p> <p>The proposed development is for a carport associated with an existing Dwelling Unit. It would not provide additional habitable floorspace or adversely affect existing habitable floorspace. The proposed development would not affect the existing safety of residents or building content or adversely affect the amenity, exacerbate disruption to residents or recovery costs.</p>

A detailed assessment against all the relevant Assessment Benchmarks is attached for reference.

## Conclusion

The proposed development of a car port to the western side of Unit 2, 9 Spinnaway Close, Port Douglas, is considered to be an acceptable development on the site. The proposed development would not affect the existing streetscape or adversely affect the amenity of the neighbourhood.

The only matter that requires the detailed consideration of Council is the proposed setback of the car port from the front boundary. Whilst the setback would be less than the accepted 6 metres it is considered to be a satisfactory form of development and consistent with the built form and amenity of the area. The application is therefore submitted to Council for approval subject to reasonable and relevant conditions.

Kind Regards,

**Patrick Clifton**  
**PLANNING MANAGER**  
**GMA CERTIFICATION GROUP**