

# PLANNING PLUS

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**Our Ref:** 21-10/001160  
**Date:** 23 December 2021

Attn: Mr Daniel Lamond  
Chief Executive Officer  
Douglas Shire Council  
PO Box 723  
MOSSMAN QLD 4873

**Via: Email**

Dear Sir,

**RE: APPLICATION FOR A DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE FOR 'MULTIPLE DWELLINGS' AND 'RECONFIGURING A LOT' (1 LOT INTO 4 LOTS) OVER LAND AT 87 - 89 DAVIDSON STREET, PORT DOUGLAS, DESCRIBED AS LOT 1 ON RP741340**

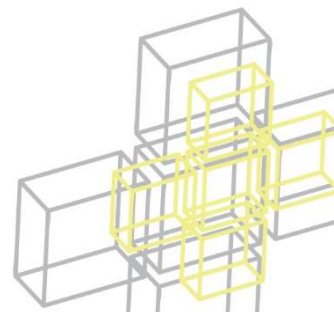
Planning Plus (QLD) Pty Ltd has been engaged by NV & JS Pty Ltd (the 'applicant') to prepare and lodge the abovementioned development application.

In support of the application, please find attached completed DA Form 1 (**Annexure 1**).

It is requested that an invoice be issued for the relevant application fee of \$4,757.00 in accordance with Council's 2021/22 Schedule of Fees and Charges.

In addition to the above, the following submission has been prepared to assist Council and other relevant authorities with their assessment of the application.

*town planning, project management & development consultants*



## 1.0. Site Information

### 1.1. Site Details

The land that is subject of this application is situated at 87 - 89 Davidson Street, Port Douglas, and is formally described as Lot 1 on RP741340. A Google Aerial Overlay and SmartMap of the site are included for reference as **Annexures 2 & 3**, respectively. A copy of the Certificate of Title is included as **Annexure 4**.

The site covers an area of 1,498m<sup>2</sup> and is flat with several derelict structures remaining on the property from past use.

We understand that the subject land is connected or is capable of being connected to the following infrastructure systems to enable the development to proceed:

- Reticulated sewer;
- Reticulated electricity;
- Reticulated water supply;
- Telecommunications; and
- Local road network.

### 1.2. Site Characteristics

Key site characteristics include:

<b>Topography:</b>	Flat
<b>Vegetation:</b>	Several trees of varying sizes
<b>Wetlands:</b>	None
<b>Conservation Areas:</b>	None
<b>Waterways:</b>	None
<b>Road frontages:</b>	Davidson Street
<b>Existing use of site:</b>	Vacant (derelict structures remaining onsite)

### 1.3. Planning Context

The planning context of the site includes:

<b>Regional Plan designation:</b>	Urban Footprint
<b>Planning Scheme Local Plan Area:</b>	Port Douglas / Craiglie Local Plan
<b>Planning Scheme Zone:</b>	Centre Zone
<b>Planning Scheme Overlays:</b>	Acid Sulfate Soils Overlay Landscape Values Overlay Transport Noise Corridors Overlay Transport Road Hierarchy Overlay <i>See Planning Scheme Property Report included as Annexure 5</i>

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**SARA DA Mapping:**

State Transport Corridor

*See SARA Mapping included as **Annexure 6***

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## 2.0. Proposal

This application seeks a Development Permit for Material Change of Use for 'Multiple Dwellings' and Reconfiguring a Lot (1 lot into 4 lots). The proposal is illustrated by the following plans which are included as **Annexure 7**:

- Site Plan
- Floor Plans
- Elevations
- Perspective Views
- Hydraulic Services Site Plan

The proposal seeks to establish 4 x 4 bedroom, 2 storey stand-alone dwellings, each with frontage to Davidson Street. Similar to other projects undertaken by the proponent in both Douglas Shire and Cairns Regional Council areas, it is proposed to commence construction of the Multiple Dwellings and then subdivide the site into four (4) lots such that the dwellings become Dwelling Houses. The proposed subdivision, comprising four (4) equal 375m<sup>2</sup> lots, is illustrated on the Site Plan included within Annexure 7. We note that 24 Mudlo Street (DSC ref: CA1594\_2016) and 56 Mudlo Street (DSC ref: CA 2021\_4090) are nearby examples wherein construction was required to include the ground level slab and three (3) courses of blocks prior to endorsement of the survey plan – the applicant is seeking a similar arrangement for this project.

Overall, while seeking some alternative design outcomes to that prescribed by the relevant Planning Scheme codes, the proposal is considered to represent an appropriate built form which will include a high level of amenity and streetscape through quality finishes and landscaping which the applicant is known to deliver.



### 3.0. Legislative Considerations

#### 3.1. Planning Act 2016

This section provides an overview of the legislative context of the application under the provisions of the *Planning Act 2016*.

##### 3.1.1. Assessable Development

The proposed development is identified as 'assessable' under the *Planning Act 2016* due to the effect of the Douglas Shire 2018 Planning Scheme.

##### 3.1.2. Assessment Manager

The Assessment Manager for this development application is Douglas Shire Council as determined by Schedule 8 of the *Planning Regulation 2017*.

##### 3.1.3. Level of Assessment

The Level of Assessment of the proposal is outlined in the below table.

Planning Scheme Zone	Aspect of Development	Level of Assessment
Centre	Material Change of Use (Multiple Dwellings)	Impact
Centre	Reconfiguring a Lot	Code

##### 3.1.4. Referral Agencies

A review of Schedule 10 of the *Planning Regulation 2017* indicates that the application triggers the following State agency referrals:

- Part 9, Division 4, Subdivision 2, Table 1 - State transport corridors and future State transport corridors.

##### 3.1.5. Public Notification

This application is subject to 'impact assessment' and therefore does require Public Notification.

## **4.0. Assessment Benchmarks**

This section assesses the application against all relevant assessment benchmarks.

### **4.1 State Planning Regulatory Provisions**

No State Planning Regulatory Provisions are relevant to this application.

### **4.2 State Planning Policy**

It is understood that all relevant state interests have been appropriately integrated into the Planning Scheme relevant to the site.

### **4.3 State Development Assessment Provisions (SDAP)**

The following State Development Assessment Provisions are identified as being applicable to the proposal:

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

An assessment of the proposal against the above-mentioned codes has been undertaken and is included as **Annexure 8**.

### **4.4 Douglas Shire Planning Scheme**

Under the current Douglas Shire Planning Scheme, the subject site is included within the Centre Zone. Within this zone, the proposed Material Change of Use for 'Multiple Dwellings' is 'impact-assessable' while Reconfiguring a Lot is identified as being 'code-assessable' development.

#### **4.4.1 Strategic Framework**

Given the impact-assessable nature of the development, an assessment against the Strategic Framework has been undertaken in the following:

#### **Theme 1 – Settlement Pattern**

##### Strategic Outcomes

Proposal is located within the Port Douglas urban area on land which is appropriate for residential development of the type proposed given its location adjacent to similar such development.

##### Element – Urban Settlement

Proposal is located within the Port Douglas urban area on land which is appropriate for residential development of the type proposed given its location adjacent to similar such development.

##### Element – Activity Centres

While the proposal is located on land which is zoned 'Centre', it is not being used for any type of centre activity and adjoins several other similarly-zoned sites which do serve the local neighbourhood centre function.

#### Element – Industry Areas and Activities

Not applicable.

#### Element – Residential Areas and Activities

The proposal achieves an appropriate form of residential development for the site considering surrounding land use patterns.

#### Element – Rural Residential Areas

Not applicable.

#### Element – Mitigation of Hazards

Subject site is not identified as being at risk of any particular hazards.

#### Element – Recognition of the rights and interests of native title land holders

Not applicable.

### **Theme 2 - Environment and landscape values**

#### Strategic Outcomes

The proposal will have minimal environmental impact.

#### Element – Biodiversity

The proposal will have minimal biodiversity impact.

#### Coastal Zones

Not applicable.

#### Element – Scenic amenity

The proposal is located adjacent to a scenic route however is compatible with the type of development expected along this corridor and will significantly improve what is currently a derelict site and somewhat of an eyesore.

Element – Air and acoustic protection and hazardous materials

Not applicable.

**Theme 3 – Natural resource management**

Strategic Outcomes

The proposal will include appropriate water quality controls.

Element – Land and catchment management

The proposal will include appropriate water quality controls.

Element – Primary production, forestry and fisheries

Not applicable.

Element – Resource extraction

Not applicable.

**Theme 4 - Strong communities and identity**

Strategic outcomes

Proposal is appropriately located with respect to social infrastructure and is consistent with the surrounding residential land use pattern.

Element – Social planning and infrastructure

Proposal is appropriately located with respect to social infrastructure.

Element – Active communities

Proposal is appropriately located with respect to active spaces and includes good pathway connectivity to the Port Douglas town centre and the beach.

Element – Sense of place, community and identity

Proposal is consistent with the surrounding residential land use pattern.

Element – Housing choice and affordability

Proposal adds to housing choice in the area and achieves a good balance between the higher density unit developments and large single dwelling options in the locality.

Element – Arts and culture

Not applicable.

Element – Cultural and landscape heritage

Not applicable.

Element - Strengthening Indigenous communities

Not applicable.

**Theme 5 – Economy**

Strategic outcomes

Proposal will contribute to the construction industry, tourism industry and the shire's rate base.

Element – Economic growth and diversification

Proposal will contribute to Port Douglas's construction industry as well as the tourism industry given the likelihood of the dwellings becoming "holiday homes" for regular visitors to the area.

Element – Tourism

Proposal will contribute to Port Douglas's tourism industry given the likelihood of the dwellings becoming "holiday homes" for regular visitors to the area.

Element – Primary production

Not applicable.

Element – Innovation and technology

Not applicable.

**Theme 6 - Infrastructure and transport**

Strategic outcomes

The proposal makes efficient use of existing infrastructure systems and does not compromise the efficient functioning of these systems.

#### Element – Energy

The proposal makes efficient use of existing energy infrastructure and does not compromise the efficient functioning of these systems.

#### Element – Water and waste management

The proposal makes efficient use of existing water and waste management infrastructure and does not compromise the efficient functioning of these systems.

#### Element – Transport

The proposal makes efficient use of existing transport infrastructure and does not compromise the efficient functioning of these systems.

#### Element – Information technology

The proposal makes efficient use of existing information technology infrastructure and does not compromise the efficient functioning of these systems.

#### **4.4.2 Codes**

The following codes are identified as being relevant to this development application:

- Centre Zone Code;
- Port Douglas / Craiglie Local Plan Code;
- Multiple Dwelling, Short Term Accommodation and Retirement Facility Code;
- Reconfiguring a Lot Code;
- Acid Sulfate Soils Overlay Code;
- Landscape Values Overlay Code;
- Transport Network Overlay Code;
- Access, Parking and Servicing Code;
- Environmental Performance Code;
- Infrastructure Works Code; and
- Landscaping Code.

A detailed assessment against the above codes is included as **Annexure 9** to this report.

## 5.0. Conclusion

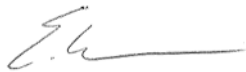
This submission supports an application by NV & JS Pty Ltd for a Development Permit for Material Change of Use for 'Multiple Dwellings' and Reconfiguring a Lot (1 lot into 4 lots) over land at 87 - 89 Davidson Street, Port Douglas, described as Lot 1 on RP741340.

The submission has included an assessment of the proposal against the relevant statutory planning controls at both the local and state level and included supporting information intended to address the likely concerns of Council and assessing authorities.

In summary, we submit that the proposed development is unlikely to have any significant impacts on the infrastructure, environment or community of the surrounding area that cannot be adequately controlled through the use of reasonable and relevant conditions.

We trust this information is sufficient for your purposes; however should you require any further details or clarification, please do not hesitate to contact the undersigned.

Yours Faithfully



**Evan Yelavich**  
**Director / Planner**  
**Planning Plus QLD Pty Ltd**

<b>Annexure 1:</b>	DA Form 1
<b>Annexure 2:</b>	Google Globe Aerial Image
<b>Annexure 3:</b>	SmartMap
<b>Annexure 4:</b>	Title Certificate
<b>Annexure 5:</b>	Planning Scheme Property Report
<b>Annexure 6:</b>	SARA Mapping
<b>Annexure 7:</b>	Proposal Plans
<b>Annexure 8:</b>	SDAP Code Assessment
<b>Annexure 9:</b>	Planning Scheme Code Assessment

## **Annexure 1: 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)	NV & JS Pty Ltd C/- Planning Plus
Contact name (only applicable for companies)	Evan Yelavich
Postal address (P.O. Box or street address)	PO Box 399
Suburb	Redlynch
State	QLD
Postcode	4870
Country	
Contact number	(07) 40393409
Email address (non-mandatory)	<a href="mailto:Evan@planningplusqld.com.au">Evan@planningplusqld.com.au</a>
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	

2) Owner's consent	
2.1) Is written consent of the owner required for this development application?	
<input type="checkbox"/> Yes – the written consent of the owner(s) is attached to this development application	
<input checked="" 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
		87-89	Davidson Street	Port Douglas
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	1	RP741340	Douglas Shire
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)

#### 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):*

Multiple Dwellings

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):*

Subdivision (1 lot into 4 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 checked="" type="checkbox"/> Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	<input checked="" type="checkbox"/> Yes – complete division 2
Operational work	<input type="checkbox"/> Yes – complete division 3
Building work	<input type="checkbox"/> Yes – complete <i>DA Form 2 – Building work details</i>

### Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m <sup>2</sup> ) (if applicable)
Residential dwellings	Multiple Dwellings	4	
8.2) Does the proposed use involve the use of existing buildings on the premises?			
<input type="checkbox"/> Yes			
<input checked="" type="checkbox"/> No			

### Division 2 – Reconfiguring a lot

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

9.1) What is the total number of existing lots making up the premises?	
1	
9.2) What is the nature of the lot reconfiguration? (tick all applicable boxes)	
<input checked="" type="checkbox"/> Subdivision (complete 10))	<input type="checkbox"/> Dividing land into parts by agreement (complete 11))
<input type="checkbox"/> Boundary realignment (complete 12))	<input type="checkbox"/> Creating or changing an easement giving access to a lot from a 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	4			
10.2) Will the subdivision be staged?				
<input type="checkbox"/> Yes – provide additional details below				
<input checked="" 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 <sup>2</sup> )	Lot on plan description	Area (m <sup>2</sup> )

### 12.2) What is the reason for the boundary realignment?

--

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

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

## Division 3 – Operational work

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

### 14.1) What is the nature of the operational work?

- |  |                                     |  |
|--|-------------------------------------|--|
| <input type="checkbox"/> Road work   | <input type="checkbox"/> Stormwater | <input type="checkbox"/> Water infrastructure  |
| <input type="checkbox"/> Drainage work   | <input type="checkbox"/> Earthworks | <input type="checkbox"/> Sewage infrastructure |
| <input type="checkbox"/> Landscaping   | <input type="checkbox"/> Signage    | <input type="checkbox"/> Clearing vegetation   |
| <input type="checkbox"/> Other – please specify: <table border="1" style="display: inline-table; width: 400px; height: 20px;"></table> |                                     |  |

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

☐ Yes – specify number of new lots:

☐ 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?

- ☐ Yes – a copy of the decision notice is attached to this development application
- ☐ The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
- ☒ 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*)
- ☐ Heritage places – Local heritage places

Matters requiring referral to the **Chief Executive of the distribution entity or transmission entity:**

- ☐ Infrastructure-related referrals – Electricity infrastructure

Matters requiring referral to:

- 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

☐ Infrastructure-related referrals – Oil and gas infrastructure

Matters requiring referral to the **Brisbane City Council**:

☐ Ports – Brisbane core port land

Matters requiring referral to the **Minister responsible for administering the *Transport Infrastructure Act 1994***:

☐ Ports – Brisbane core port land (*where inconsistent with the Brisbane port LUP for transport reasons*)

☐ Ports – Strategic port land

Matters requiring referral to the **relevant port operator**, if applicant is not port operator:

☐ Ports – Land within Port of Brisbane's port limits (*below high-water mark*)

Matters requiring referral to the **Chief Executive of the relevant port authority**:

☐ Ports – Land within limits of another port (*below high-water mark*)

Matters requiring referral to the **Gold Coast Waterways Authority**:

☐ Tidal works or work in a coastal management district (*in Gold Coast waters*)

Matters requiring referral to the **Queensland Fire and Emergency Service**:

☐ Tidal works or work in a coastal management district (*involving a marina (more than six vessel berths)*)

**18) Has any referral agency provided a referral response for this development application?**

☐ Yes – referral response(s) received and listed below are attached to this development application

☒ No

Referral requirement	Referral agency	Date of referral response

Identify and describe any changes made to the proposed development application that was the subject of the referral response and this development application, or include details in a schedule to this development application (*if applicable*).

## PART 6 – INFORMATION REQUEST

**19) Information request under Part 3 of the DA Rules**

☒ I agree to receive an information request if determined necessary for this development application

☐ I do not agree to accept an information request for this development application

**Note:** By not agreeing to accept an information request I, the applicant, acknowledge:

- 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.

Further advice about information requests is contained in the [DA Forms Guide](#).

## 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](http://www.qld.gov.au). An ERA requires an environmental authority to operate. See [www.business.qld.gov.au](http://www.business.qld.gov.au) for further information.

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

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

#### **Hazardous chemical facilities**

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

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

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



### **Clearing native vegetation**

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

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

☒ No

**Note:** 1. Where a development application for operational work or material change of use requires a s22A determination and this is not included, the development application is prohibited development.  
2. See <https://www.qld.gov.au/environment/land/vegetation/applying> for further information on how to obtain a s22A determination.

### **Environmental offsets**

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

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

☒ No

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

### **Koala 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](http://www.des.qld.gov.au) for further information.

### **Water resources**

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

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

☒ No

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

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

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

### **Waterway barrier works**

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

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

☒ No

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

### **Marine activities**

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

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

☒ No

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

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

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

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

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

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

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

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

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

### **Referable dams**

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

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

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

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

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

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

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

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

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

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

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

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

### **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](http://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	

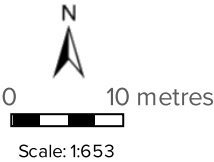
## **Annexure 2: Google Globe Aerial Image**





A product of

Legend located on next page



Printed at: A4  
Print date: 23/12/2021

Projection: Web Mercator EPSG 102100

For more information, visit  
<https://qldglobe.information.qld.gov.au/help-info/Contact-us.html>



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Road parcel



Land parcel



Land parcel - gt 1 ha



Land parcel - gt 10 ha



Easement parcel



Strata parcel



Volumetric parcel



Land parcel - gt 1000 ha



Land parcel label

Land parcel label - gt 1 ha

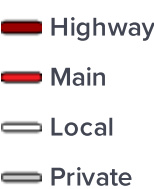
Land parcel label - gt 10 ha

Land parcel label - gt 1000 ha

Road crossing



Road



Cities and Towns



Railway

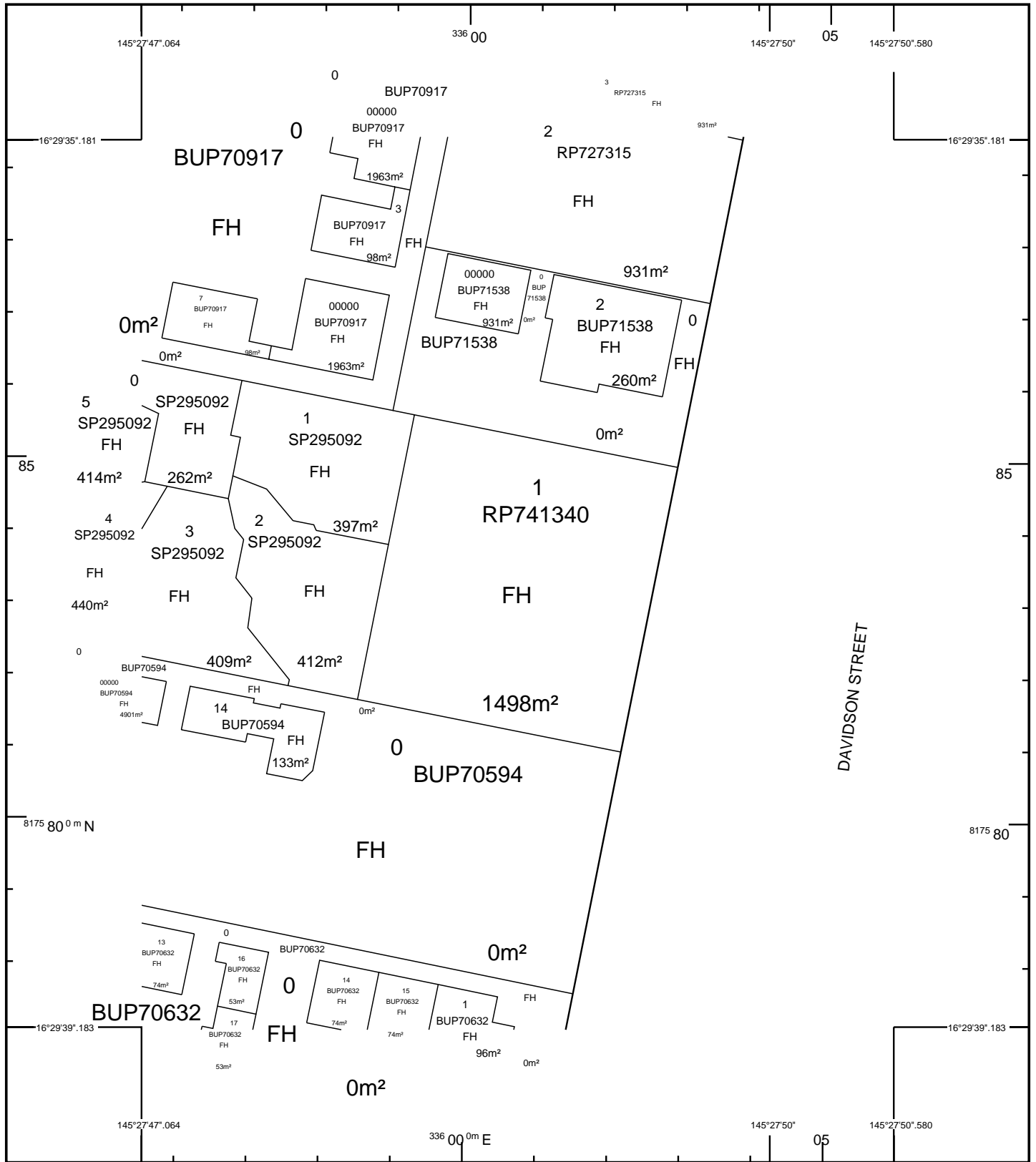


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## **Annexure 3: SmartMap**





STANDARD MAP NUMBER  
7965-22232

MAP WINDOW POSITION &  
NEAREST LOCATION

145°27'48\"/>

16°29'37\"/>

PORT DOUGLAS  
1.14 KM

↑

+

+

+

+

+

+

+

#### SUBJECT PARCEL DESCRIPTION

DCDB	
Lot/Plan	1/RP741340
Area/Volume	1498m <sup>2</sup>
Tenure	FREEHOLD
Local Government	DOUGLAS SHIRE
Locality	PORT DOUGLAS
Segment/Parcel	8725/27

#### CLIENT SERVICE STANDARDS

PRINTED 23/12/2021

DCDB 22/12/2021

Users of the information recorded in this document (the Information) accept all responsibility and risk associated with the use of the Information and should seek independent professional advice in relation to dealings with property.

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For further information on SmartMap products visit  
<https://www.qld.gov.au/housing/buying-owning-home/property-land-valuations/smartmaps>

## SmartMap

An External Product of  
SmartMap Information Services

Based upon an extraction from the  
Digital Cadastral Data Base



Queensland  
Government

(c) The State of Queensland,  
(Department of Resources) 2021.



## **Annexure 4: Title Certificate**

Queensland Titles Registry Pty Ltd  
ABN 23 648 568 101

<b>Title Reference:</b>	<b>21267043</b>	<b>Search Date:</b>	22/12/2021 09:13
<b>Date Title Created:</b>	08/11/1984	<b>Request No:</b>	39700879
<b>Previous Title:</b>	20810220		

**ESTATE AND LAND**

Estate in Fee Simple

LOT 1 REGISTERED PLAN 741340

Local Government: DOUGLAS

**REGISTERED OWNER**

Dealing No: 721159641 11/10/2021

NV & JS PTY LTD A.C.N. 600 898 315

**EASEMENTS, ENCUMBRANCES AND INTERESTS**

1. Rights and interests reserved to the Crown by  
Deed of Grant No. 10495135 (POR 36)

**ADMINISTRATIVE ADVICES**

NIL

**UNREGISTERED DEALINGS**

NIL

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

## **Annexure 5: Planning Scheme Property Report**

## 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](mailto: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

Gone Bananas

[87-89 Davidson Street PORT DOUGLAS](#)



Lot Plan

[1RP741340](#) (Freehold - 1498m<sup>2</sup>)



☒ 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**  
Centre

#### More Information

- [View Section 6.2.1 Centre Zone Code](#)
- [View Section 6.2.1 Centre Zone Compliance table](#)
- [View Section 6.2.1 Centre 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.

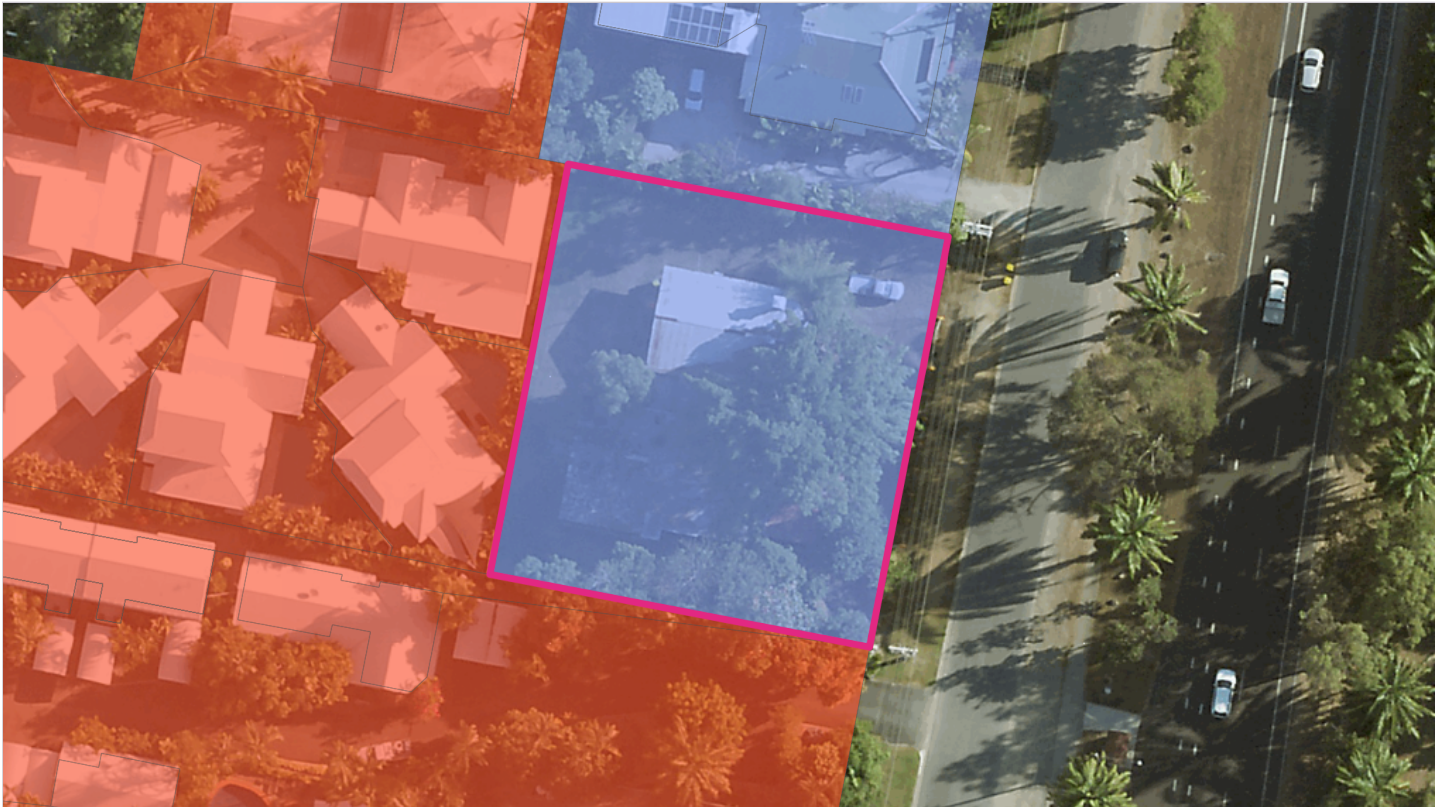
 <a href="#">Local Plans</a>	<b>Applicable Precinct or Area</b> Port Douglas - Craiglie	<b>More Information</b> <ul style="list-style-type: none"> <li><a href="#">View Section 7.2.4 Port Douglas/Craiglie Local Plan Code</a></li> <li><a href="#">View Section 7.2.4 Port Douglas/Craiglie Local Plan Compliance table</a></li> </ul>
 <a href="#">Acid Sulfate Soils</a>	<b>Applicable Precinct or Area</b> Acid Sulfate Soils (5-20m AHD) Acid Sulfate Soils (< 5m AHD)	<b>More Information</b> <ul style="list-style-type: none"> <li><a href="#">View Section 8.2.1 Acid Sulfate Soils Overlay Code</a></li> <li><a href="#">View Section 8.2.1 Acid Sulfate Soils Overlay Compliance table</a></li> </ul>
 <a href="#">Landscape Values</a>	<b>Scenic Buffer Area</b> Scenic route buffer View corridor	<b>More Information</b> <ul style="list-style-type: none"> <li><a href="#">View Section 8.2.6 Landscape Values Overlay Code</a></li> <li><a href="#">View Section 8.2.6 Landscape Values Overlay Compliance table</a></li> </ul>
 <a href="#">Transport Noise Corridors</a>	<b>Applicable Precinct or Area</b> Category 1: 58 dB(A) =< Noise Level < 63 dB(A) Category 2: 63 dB(A) < Noise Level < 68 dB(A)	<b>More Information</b> <ul style="list-style-type: none"> <li><a href="#">View Section 8.2.10 Transport Network Overlay Code</a></li> <li><a href="#">View Section 8.2.10 Transport Network Overlay Compliance table</a></li> </ul>
 <a href="#">Transport Road Hierarchy</a>	<b>Applicable Precinct or Area</b> Access Road Major Transport Corridor Buffer Area (State Controlled Road)	<b>More Information</b> <ul style="list-style-type: none"> <li><a href="#">View Section 8.2.10 Transport Network Overlay Code</a></li> <li><a href="#">View Section 8.2.10 Transport Network Overlay Compliance table</a></li> </ul>



Zoning

**Applicable Zone**  
Centre

- More Information**
- [View Section 6.2.1 Centre Zone Code](#)
  - [View Section 6.2.1 Centre Zone Compliance table](#)
  - [View Section 6.2.1 Centre 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

### 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

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

### Local Plan Precincts

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

Acid Sulfate Soils (< 5m 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



Landscape Values

Scenic Buffer Area

Scenic route buffer  
View corridor

More Information

- [View Section 8.2.6 Landscape Values Overlay Code](#)
- [View Section 8.2.6 Landscape Values Overlay Compliance table](#)



Selected Property	Land Parcels	<b>Scenic Buffer Area</b> Gateway View corridor Lookout all others Scenic route Scenic route buffer			
-------------------	--------------	---	--	--	--

<b>Landscape Values</b> Coastal scenery High landscape values Medium Landscape Value all others			
---	--	--	--



## Transport Noise Corridors

### Applicable Precinct or Area

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 Road Hierarchy

Applicable Precinct or Area

Access 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.

## Annexure 6: SARA Mapping

# State Assessment and Referral Agency

Date: 22/12/2021



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*

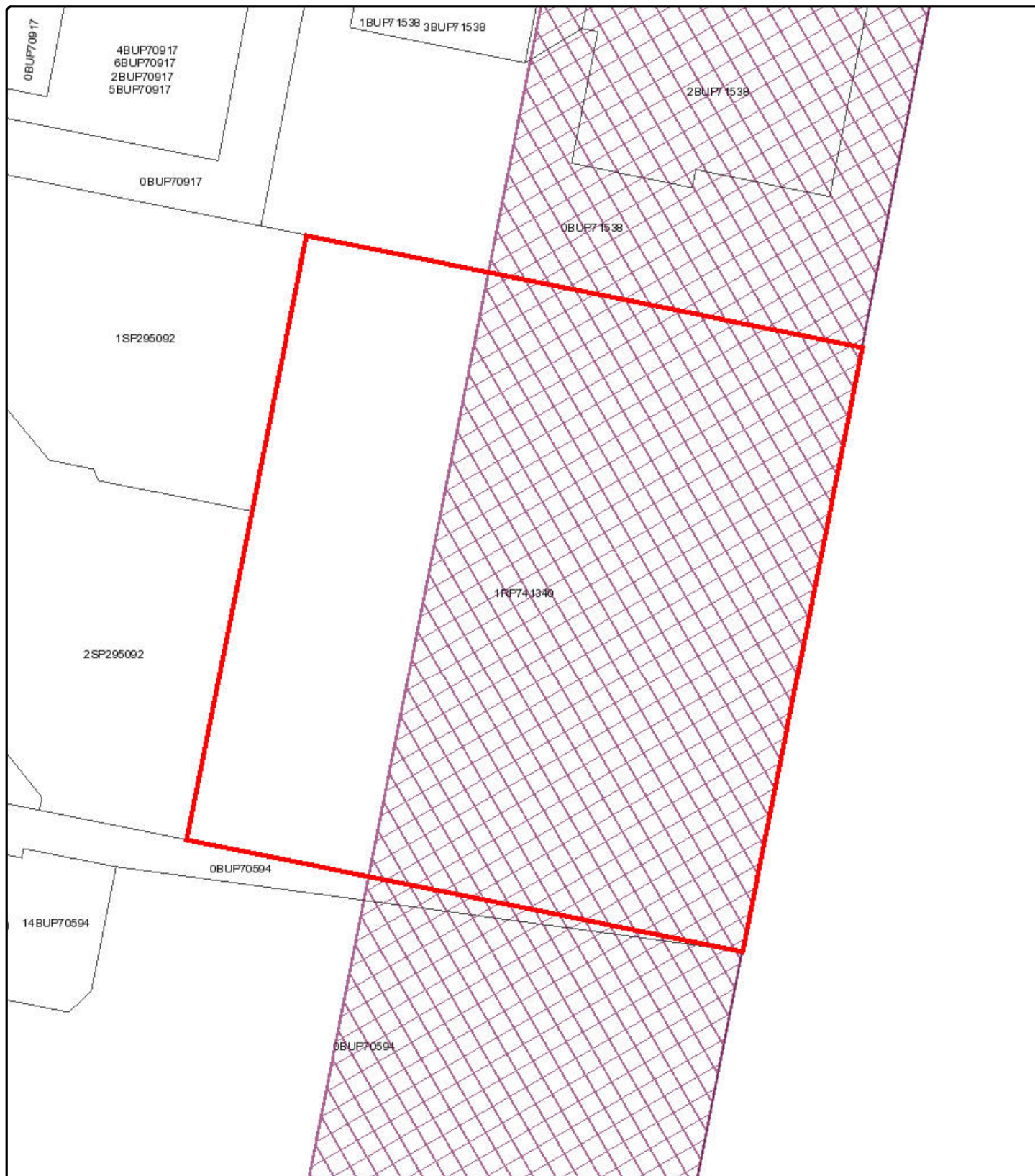
## Matters of Interest by Lot Plan

**Lot Plan: 1RP741340 (Area: 1498 m<sup>2</sup>)**

*State-controlled road*

*Area within 25m of a State-controlled road*





## State Assessment and Referral Agency

Date: 22/12/2021



Queensland Government

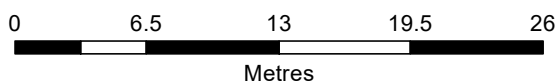
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### Legend

Area within 25m of a State-controlled road

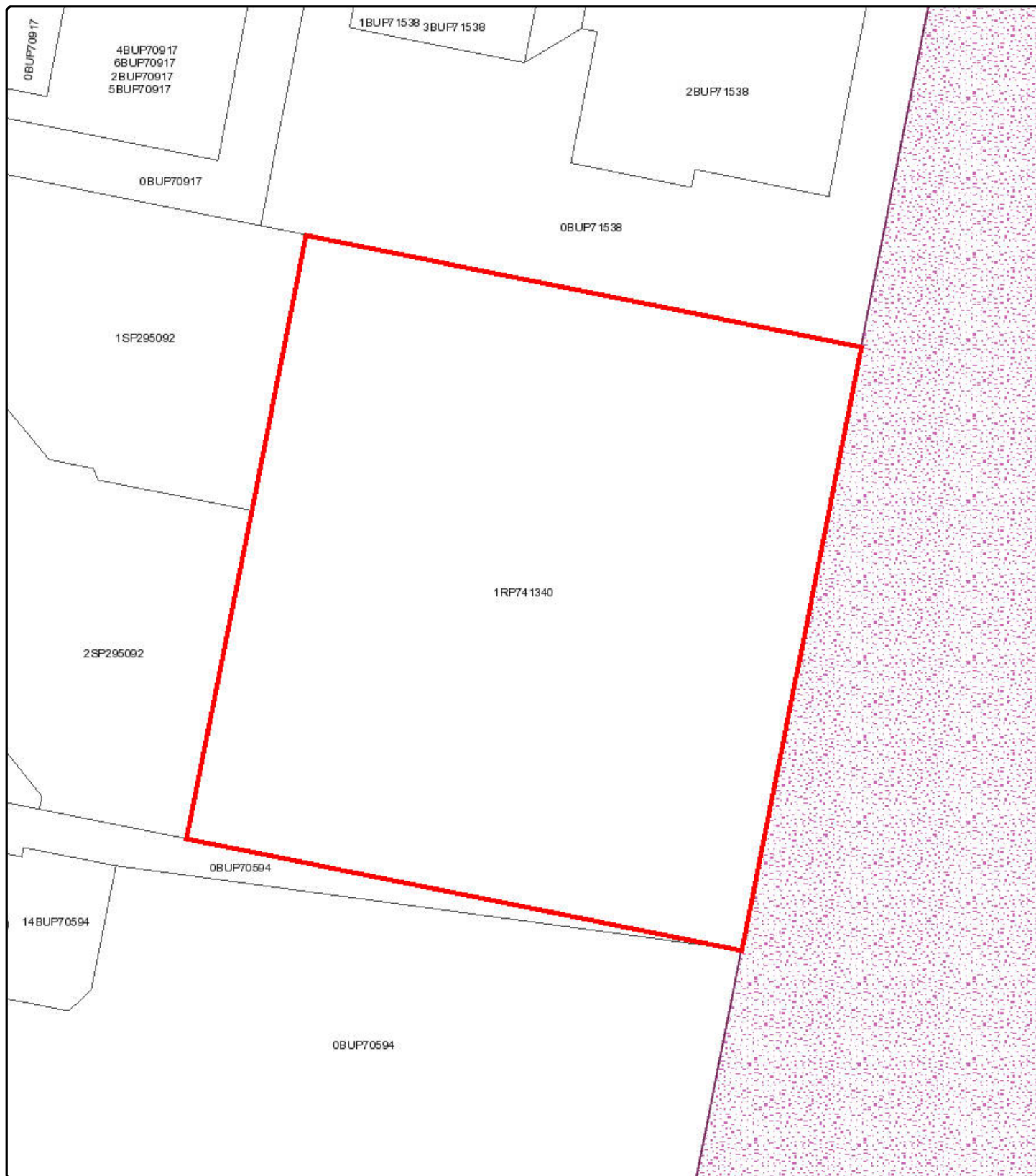


Area within 25m of a State-controlled road



#### Disclaimer:

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## State Assessment and Referral Agency

Date: 22/12/2021



Queensland Government

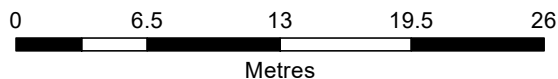
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### Legend

State-controlled road



State-controlled road

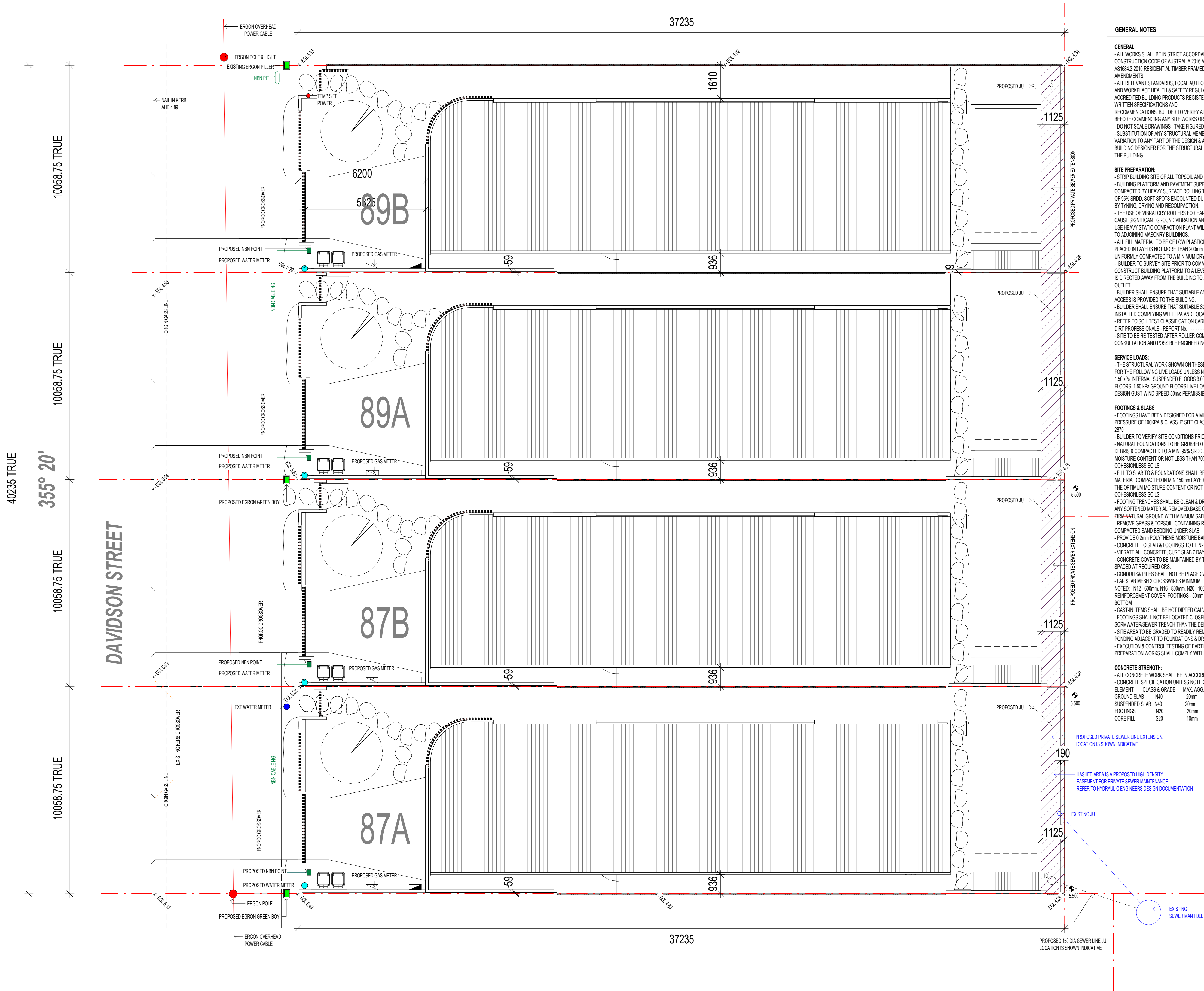


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## **Annexure 7: Proposal Plans**



GENERAL NOTES

- GENERAL**

  - ALL WORKS SHALL BE IN STRICT ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA 2016 AND AMENDMENTS.
  - AS1684.3 2010 RESIDENTIAL TIMBER FRAMED CONSTRUCTION PART 3 AND AMENDMENTS.
  - ALL RELEVANT STANDARDS, LOCAL AUTHORITY BY-LAWS AND REGULATIONS AND WORKPLACE HEALTH & SAFETY REGULATIONS.
  - ACCREDITED BUILDING PRODUCTS REGISTER AND MANUFACTURERS CURRENT WRITTEN SPECIFICATIONS AND RECOMMENDATIONS.
  - BUILDER TO VERIFY ALL DIMENSIONS AND LEVELS ON SITE BEFORE COMMENCING ANY SITE WORKS OR WORKSHOP DRAWINGS.
  - DO NOT SCALE DRAWINGS - TAKE FIGURED DIMENSIONS.
  - SUBSTITUTION OF ANY STRUCTURAL MEMBERS, AND OR ANY WILL VOID VARIATION TO ANY PART OF THE DESIGN & ANY RESPONSIBILITIES OF THE BUILDING DESIGNER FOR THE STRUCTURAL INTEGRITY AND PERFORMANCE OF THE BUILDING.

**SITE PREPARATION:**

  - STRIP BUILDING SITE OF ALL TOPSOIL AND ORGANICS.
  - BUILDING PLATFORM AND PAVEMENT SUPPORT AREAS SHOULD BE UNIFORMLY COMPACTED BY HEAVY SURFACE ROLLING TO A MINIMUM DRY DENSITY RATIO OF 95% SRD. SOFT SPOTS ENCOUNTERED DURING COMPACTION TO BE TREATED BY TYPING, DRYING AND RECOMPACTION.
  - THE USE OF VIBRATORY ROLLERS FOR EARTHWORKS COMPACTION MAY CAUSE SIGNIFICANT GROUND VIBRATION AND CAREFUL SITE CONTROL OR THE USE HEAVY STATIC COMPACTION PLANT WILL BE REQUIRED TO AVOID DAMAGE TO ADJOINING MASONRY BUILDINGS.
  - ALL FILL MATERIAL TO BE OF LOW PLASTICITY (PI<15) GRANULAR SELECT FILL, PLACED IN LAYERS NOT MORE THAN 200mm COMPACTED THICKNESS, AND UNIFORMLY COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 95% SRD.
  - BUILDER TO SURVEY SITE PRIOR TO COMMENCEMENT OF EARTHWORKS AND CONSTRUCT BUILDING PLATFORM TO A LEVEL SUCH THAT ALL SURFACE WATER IS DIRECTED AWAY FROM THE BUILDING TO A SATISFACTORY DRAINAGE OUTLET.
  - BUILDER SHALL ENSURE THAT SUITABLE AND APPROPRIATE VEHICULAR ACCESS IS PROVIDED TO THE BUILDING.
  - BUILDER SHALL ENSURE THAT SUITABLE SOIL EROSION BARRIERS ARE INSTALLED COMPLYING WITH EPA AND LOCAL AUTHORITY REQUIREMENTS.
  - REFER TO SOIL TEST CLASSIFICATION CARRIED OUT BY DIRT PROFESSIONALS - REPORT NO. ....
  - SITE TO BE RE TESTED AFTER ROLLER COMPACTION FOLLOWED BY ENGINEER CONSULTATION AND POSSIBLE ENGINEERING AMENDMENTS DEPENDANT

**SERVICE LOADS:**

  - THE STRUCTURAL WORK SHOWN ON THESE DRAWINGS HAS BEEN DESIGNED FOR THE FOLLOWING LIVE LOADS UNLESS NOTED OTHERWISE: 0.25 kPa ROOF
  - 1.50 kPa INTERNAL, SUSPENDED FLOORS 3.00 kPa EXTERNAL, SUSPENDED FLOORS
  - 1.50 kPa GROUND FLOORS LIVE LOADS TO AS 1170 PART 1 REGION C. DESIGN GUST WIND SPEED 50m/s PERMISSIBLE, 61m ULTIMATE LIMIT STATE

**FOOTINGS & SLABS**

  - FOOTINGS HAVE BEEN DESIGNED FOR A MINIMUM ALLOWABLE BEARING PRESSURE OF 100kPa & CLASS 'P' SITE CLASSIFICATION ACCORDING TO A.S. 2870
  - BUILDER TO VERIFY SITE CONDITIONS PRIOR TO CONSTRUCTION
  - NATURAL FOUNDATIONS TO BE GRUBBED OUT & FREE OF ORGANIC MATTER & DEBRIS & COMPACTED TO A MIN. 95% SRD AT -5% TO -2% OF OPTIMUM MOISTURE CONTENT OR NOT LESS THAN 70% DENSITY INDEXED FOR COHESIONLESS SOILS
  - FILL TO SLAB TO 400mm & FOUNDATIONS SHALL BE APPROVED NON-PLASTIC MATERIAL COMPACTED IN MIN 150mm LAYERS TO 95% SRD AT -5% TO -2% OF THE OPTIMUM MOISTURE CONTENT OR NOT LESS THAN 70% SRD FOR COHESIONLESS SOILS
  - FOOTING TRENCHES SHALL BE CLEAN & DRY AT THE TIME OF CASTING WITH ANY SPOILED MATERIAL REMOVED BASE OF FOOTING TO BE FOUND ON FIRM NATURAL GROUND WITH MINIMUM SAFE BEARING CAPACITY OF 100kPa
  - REMOVE GRASS & TOPSOIL CONTAINING ROOTS FROM SLAB SITE PROVIDE COMPACTED SAND BEDDING UNDER SLAB
  - PROVIDE 12mm POLYTHENE MOISTURE BARRIER UNDER SLAB & FOOTINGS
  - CONCRETE TO SLAB & FOOTINGS TO BE N20, 80mm SLUMP, 20mm AGGREGATE
  - VIBRATE ALL CONCRETE. CURE SLAB 7 DAYS MINIMUM.
  - CONCRETE COVER TO BE MAINTAINED BY THE USE OF APPROVED BAR CHAIRS SPACED AT REQUIRED CRS.
  - CONDUITS & PIPES SHALL NOT BE PLACED WITHIN COVER CONCRETE
  - LAP SLAB MESH 2 CROSSWIRES MINIMUM LAPS UNLESS OTHERWISE NOTED:- N12 - 600mm, N16 - 800mm, N20 - 1000mm, N24 - 1200mm, N28 - 1400mm. REINFORCEMENT COVER: FOOTINGS - 50mm BOTTOM, SLABS - 40mm TOP / 50mm BOTTOM
  - CAST-IN ITEMS SHALL BE HOT DIPPED GALVANISED
  - FOOTINGS SHALL NOT BE LOCATED CLOSER TO THE NEAREST EDGE OF A SORMWATERSEWER TRENCH THAN THE DEPTH OF THE TRENCH.
  - SITE AREA TO BE GRADED TO READILY REMOVE SURFACE WATER & PREVENT PONDING ADJACENT TO FOUNDATIONS & DRIVEWAY
  - EXECUTION & CONTROL TESTING OF EARTHWORKS & ASSOCIATED SITE PREPARATION WORKS SHALL COMPLY WITH A.S. 3798

**CONCRETE STRENGTH:**

  - ALL CONCRETE WORK SHALL BE IN ACCORDANCE WITH AS3600.
  - CONCRETE SPECIFICATION UNLESS NOTED OTHERWISE:

ELEMENT	CLASS & GRADE	MAX. AGG.	MAX. SLUMP
GROUND SLAB	N40	20mm	100mm
SUSPENDED SLAB	N40	20mm	100mm
FOOTINGS	N20	20mm	100mm
CORE FILL	S20	10mm	230mm
- REINFORCEMENT NOTATION:**

  - 'N' DENOTES GRADE D500N HOT ROLLED REBAR TO AS4671.
  - 'S' DENOTES GRADE D500N HOT ROLLED REBAR TO AS4671.
  - 'R' DENOTES GRADE R500L COLD DRAWN ROUND WIRE TO AS4671.
  - 'W' DENOTES GRADE R500L COLD DRAWN ROUND WIRE TO AS4671.
  - 'D'W' DENOTES GRADE D500L COLD DRAWN RIBBED WIRE TO AS4671.
  - 'R' 'S' 'L' 'T' 'M' DENOTES FRAYED D500 DEFORMED WIRE MESHES TO AS4671.
  - ADDITIVES SHALL NOT BE USED WITHOUT THE SUPERINTENDENTS APPROVAL.
  - MECHANICALLY VIBRATE CONCRETE IN THE FORM TO GIVE MAXIMUM COMPACTION WITHOUT SEGREGATION OF THE CONCRETE.
  - CURE CONCRETE AS REQUIRED BY SECTION 19 OF AS3600.
  - CONCRETE SIZES SHOWN ARE MINIMUM AND DO NOT INCLUDE APPLIED FINISHES.
  - DO NOT REDUCE OR HOLE CONCRETE WITHOUT SUPERINTENDENTS APPROVAL.
  - DO NOT PLACE CONDUITS, PIPES AND THE LIKE WITHIN THE COVER CONCRETE.
  - FORMWORK SHALL GENERALLY COMPLY WITH AS3810
  - STRIPPING OF FORMWORK SHALL COMPLY WITH SECTION 19 OF AS3600.

**CONCRETE MASONRY NOTES:**

  - GENERAL WALLS U.N.O.
  - 190 SERIES CONC MASONRY BLOCKS IN ACCORDANCE WITH AS 3700 & AS 2732
  - MORTAR 1:1/6 (C/L/S) DOTS DENOTE N12 VERTICAL BARS (U.N.O.) AT ENDS, CORNERS, INTERSECTIONS, EACH SIDE OF ALL OPENINGS AND AT CRS NOTED ON PLANS.
  - LAP VERTICAL BARS 600mm WITH N12 STARTER BARS COGGED 200mm INTO FOOTING
  - PROVIDE ADDITIONAL N12 VERTICAL BAR EACH SIDE OF OPENINGS >2400 WIDE.
  - PROVIDE DOUBLE COURSE (U.N.O.) CONTINUOUS BOND BEAM TO TOP OF 190 SERIES WALLS. REINF. WITH 1-N12 BAR EACH COURSE - LAP 800mm MIN.
  - ALL EXTERNAL JOINTS TO BE FLUSHED/ LEFT READY FOR RENDERING.
  - ALL CMF WALLS THAT ARE TO BE CONCRETE FILLED ARE TO BE WATER HOSED DURING THE WALL CONSTRUCTION TO REMOVE MORTAR DAGS IN THE MASONRY CORES

**WALL CONSTRUCTION - FRAMING:**

**EXTERNAL STUDWORK WALLS / LOAD BEARING WALLS :**

  - MGP10 (H2)
  - 90 x 35 STUDS @ MAX. 450mm CRS.
  - 90 x 45 BOTTOM PLATES.
  - 2 / 90 x 35 TOP PLATES.
  - 90 x 35 NOGS @ 1300 CRS GENERALLY
  - N12 / M16 TIE DOWN ROD POSITIONS AS SHOWN ON PLAN.
  - LINTELS AS PER SCHEDULE.
  - 2 STUDS BESIDE OPENINGS UP TO 1800mm
  - 3 STUDS BESIDE OPENINGS UP TO 3600mm
  - 4 STUDS BESIDE OPENINGS UP TO 3600mm

**INTERNAL STUDWORK WALLS :**

  - MGP10 (H2)
  - 90 x 35 STUDS @ MAX. 450mm CRS.
  - 90 x 35 TOP & BOTTOM PLATES - 1 ROW NOGGS.
  - 90 x 45 TOP & BOTTOM PLATES TO BRACE WALLS.

**BRACING WALLS :**

  - 4mm STRUCTURAL PLY FIXED WITH 2.8 x 30 GAL. FLATHEAD NAILS @ 50mm CRS. TOP AND BOTTOM PLATE 150mm CRS. TO VERTICAL EDGES.
  - 300mm CRS. INTERMEDIATE STUDS.
  - ANCHOR ENDS OF WALLS TOP AND BOTTOM.
  - USE 6mm VILLABOARD IN LIEU OF PLY TO WET AREAS.
  - FIX BRACE WALLS TO ROOF FRAMING WHERE NOT OTHERWISE CONNECTED.
  - FIX BOTTOM AND TOP OF WALL TO FLOOR AND ROOF STRUCTURE.
  - WITH M-12 BOLTS AT MAX 900 CNS. WHERE WALL IS PARALLEL TO JOISTS OR TRUSSES, PROVIDE 100X50 F14 HWD SOLID NOGGS.
  - AT REQUIRED CNS FIXED WITH 2-100mm BATTEN SCREWS EACH END.
  - WHERE WALL IS PERPENDICULAR TO TRUSSES FIX WALL WITH 125X75X6 MS ANGLE WITH 1-M12 BOLT THRU TOP PLATES AND 1-M12 THRU TRUSSES/JU.
  - STRAP WALL JOINTS WITH 2-30X10 & GAL STRAPS WITH 8-2.8X30 GAL FLAT HEAD NAILS EACH STRAP
  - USE 6mm VILLABOARD IN LIEU OF PLY IN WET AREAS
- ROOF FRAMING :**

**TRUSSES**

  - PREFABRICATED ROOF TRUSSES DESIGNED BY THE TRUSS MANUFACTURER INCLUDING ALL NECESSARY BRACING AND CONNECTIONS.
  - J2 JOINT GROUP FOR HWD TRUSSES.
  - J4 JOINT GROUP FOR PINE TRUSSES.

**ROOF BRACING**

  - METAL STRAP BRACING TO TRUSS MANUFACTURER'S DESIGN.

**ROOF SHEET & BATTEN FIXINGS**

  - LYSAGHT SHEETING OVER LYSAGHT BATTENS
  - ALL ROOF SHEETING AND BATTEN FIXINGS ARE TO BE IN ACCORDANCE WITH THE MANUFACTURERS SPECIFICATION FOR THE REQUIRED WIND SPEED.
  - THE FIXING SYSTEMS FOR THE WHOLE METAL ROOF ASSEMBLY SUPPLIED BY THE MANUFACTURER, ARE TO BE COMPLIANT WITH THE LOW WIND CYCLIC TESTING REQUIREMENTS OF THE BUILDING CODE OF AUSTRALIA (SPECIFICATION B1.2 VOLUME 1 FOR CLASS 2 TO 9 BUILDINGS) OR (SECTION 3.10.1 VOLUME 2 FOR CLASS 1 & 10 BUILDINGS)
  - A COMPLIANCE CERTIFICATE SHALL BE REQUESTED FROM THE MANUFACTURER & THE INSTALLER

**GENERAL :**

  - LAPS, FLASHINGS AND GENERAL INSTALLATION IN ACCORDANCE WITH THE MANUFACTURERS SPECIFICATION.

**WET AREA WALLS:**

  - ALL WET AREA WALLS AND FLOORS TO BE WATERPROOFED WITH APPROVED MEMBRANES IN ACCORDANCE WITH ASNZS 4558.
  - WET AREAS TO BE WATERPROOFED IN ACCORDANCE WITH NCC 2016 PART 3.8.1.2, OR AS PER ALTERNATED SHOWER DETAIL.
  - WALL/FLOOR COVERINGS: BUILDER TO CONSULT OWNER FOR FULL EXTENT OF FLOOR COVERING REQUIREMENTS.
  - SELECTED WALL TILES TO WET AREAS AND SPLASHBACKS. PROVIDE APPROVED ADHESIVE TO ALL TILES.

**STEELWORK:**

  - ALL STEEL WORKS TO BE CARRIED OUT TO AUSTRALIAN STANDARDS 4100 STEEL STRUCTURES CODE
  - STEEL SHALL BE AS 3679 & 3678 GENERALLY GRADE 300 PLUS FOR HOT ROLLED SECTIONS
  - H3 LEVEL APPLICATIONS TO BE ABOVE GROUND, OUTSIDE. EXPOSED TO WEATHER AREAS SUCH AS DECKING, FENCE PICKETS & RAILS, PERGOLAS, EXPOSED FLOOR JOISTS AND BEARERS AND EXTERNAL WALL CLADDINGS DUE TO THE DYE PROMENT CONTAINED IN LOSP TREATED TIMBERS. ALL INTERNAL ARCH/TRAJES AND MOLLINGS TO BE EITHER NATURALLY RESISTANT TIMBERS OR H3 LEVEL LOSP TREATED TIMBERS.
  - ALL SLAB PENETRATIONS TO HAVE TERMIMESH MARINE GRADE STEEL COLLARS FITTED BY MANUFACTURERS QUALIFIED TECHNICIANS
  - BUILDER TO PROVIDE 2 DURABLE NOTICES PERMANENTLY FIXED IN PROMINENT LOCATIONS, SUCH AS THE ELECTRICITY METER BOX AND A KITCHEN CUPBOARD. THE NOTICE TO INDICATE:

**METHOD OF PROTECTION**

  - DATE OF INSTALLATION OF THE SYSTEM USED.
  - WHERE A CHEMICAL BARRIER IS USED, ITS LIFE EXPECTANCY AS LISTED ON THE NATIONAL REGISTRATION AUTHORITY LABEL
  - THE INSTALLERS OR MANUFACTURERS RECOMMENDATIONS FOR THE SCOPE AND FREQUENCY OF FUTURE INSPECTIONS FOR TERMITE ACTIVITY.
  - THE BUILDER MAY PROVIDE AN ALTERNATIVE TERMITE TREATMENT SYSTEM PROVIDE SUCH SYSTEMS CERTIFIED WITH THE AUSTRALIAN BUILDING CODES BOARD AS REQUIRED BY THE NCC 2016.
  - GENERALLY, THE TERMITE TREATMENT SHALL COMPLY WITH NCC 2016 PART 3.1.3
- ELECTRICAL:**

  - A MINIMUM 80% OF THE TOTAL FIXED INTERNAL LIGHTING WILL BE FITTED WITH ENERGY EFFICIENT LIGHTING AS DEFINED BY QCC PART NP 4.1 MIN. 27 LUMENS PER WATT. IF AIR CONDITIONERS ARE BEING INSTALLED THEY WILL HAVE A MINIMUM 4-STAR MINIMUM ENERGY PERFORMANCE STANDARD (MEPS) RATING. ELECTRICIAN TO PROVIDE FORM 16 CERTIFICATE FOR ALL ABOVE ITEMS HAVE BEEN COMPLIED WITH. PROVIDE ADDITIONAL DOCUMENTATION FROM LIGHT MANUFACTURER CONFIRMING THE LIGHT FITTINGS ACHIEVE THE MINIMUM 27 LUMENS PER WATT.

**PLUMBING:**

  - ALL SHOWER ROSES TO BE 3 STAR (WELS) RATED IN ACCORDANCE WITH AS/NZS 6400:2004. 4 STAR WATER EFFICIENCY LABELING AND STANDARDS (WELS) SCHEME RATED SYSTEMS WILL BE INSTALLED TO ALL WATER CLOSETS. PREVIOUSLY 3 STAR WELS RATED.
  - MINIMUM 3 STAR WELS RATED PAT WARE WILL BE INSTALLED TO ALL KITCHEN SINKS, BATHROOM BASINS AND LAUNDRY TROUGHS.
  - PLUMBER TO PROVIDE FORM 16 COMPLIANCE CERTIFICATE FOR ALL ABOVE ITEMS

**AIR CONDITIONING:**

  - BUILDER TO NOTE THAT SPLIT AIR CONDITIONING UNITS TO BE INSTALLED WHERE REQUIRED BY OWNER OR AS PER PLAN ONLY. ALLOWANCE TO BE MADE FOR THE INSTALLATION OF GAS PIPES AND CONDENSATION DRAINS AT TIME OF POURING SLAB AND ERECTING WALLS.
  - ALL PIPES TO BE INSULATED AS REQUIRED.
  - INSTALLATION TO BE IN ACCORDANCE WITH MANUFACTURERS SPECIFICATION.

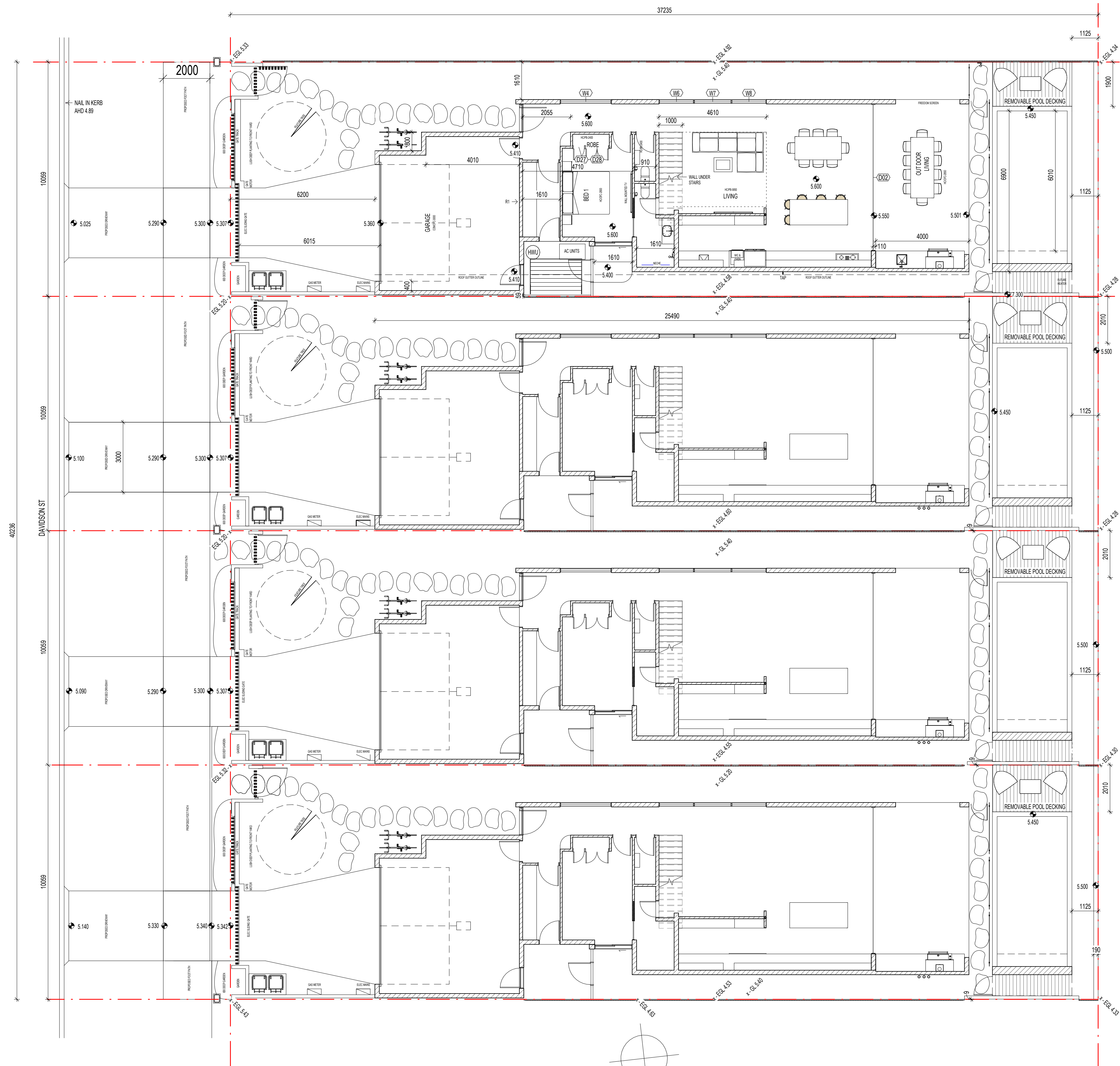
**TERMITE TREATMENT:**

  - ALL TIMBER USED IN PROJECT TO BE EITHER NATURALLY RESISTANT TO TERMITE ATTACK (AS LISTED IN AS3660.1- APPENDIX C) OR CHEMICALLY TREATED TIMBERS IN ACCORDANCE WITH AS3660.1 APPENDIX D.
  - LOSP TREATED TIMBER TO BE TREATED TO H3 LEVEL FOR ALL TIMBERS USED IN ABOVE GROUND, DRY, WEATHER PROTECTED AREAS, SUCH AS SHEDS, WALL FRAMING AND SUB-FLOOR APPLICATIONS.
  - H3 LEVEL APPLICATIONS TO BE ABOVE GROUND, OUTSIDE. EXPOSED TO WEATHER AREAS SUCH AS DECKING, FENCE PICKETS & RAILS, PERGOLAS, EXPOSED FLOOR JOISTS AND BEARERS AND EXTERNAL WALL CLADDINGS DUE TO THE DYE PROMENT CONTAINED IN LOSP TREATED TIMBERS. ALL INTERNAL ARCH/TRAJES AND MOLLINGS TO BE EITHER NATURALLY RESISTANT TIMBERS OR H3 LEVEL LOSP TREATED TIMBERS.
  - ALL SLAB PENETRATIONS TO HAVE TERMIMESH MARINE GRADE STEEL COLLARS FITTED BY MANUFACTURERS QUALIFIED TECHNICIANS
  - BUILDER TO PROVIDE 2 DURABLE NOTICES PERMANENTLY FIXED IN PROMINENT LOCATIONS, SUCH AS THE ELECTRICITY METER BOX AND A KITCHEN CUPBOARD. THE NOTICE TO INDICATE:

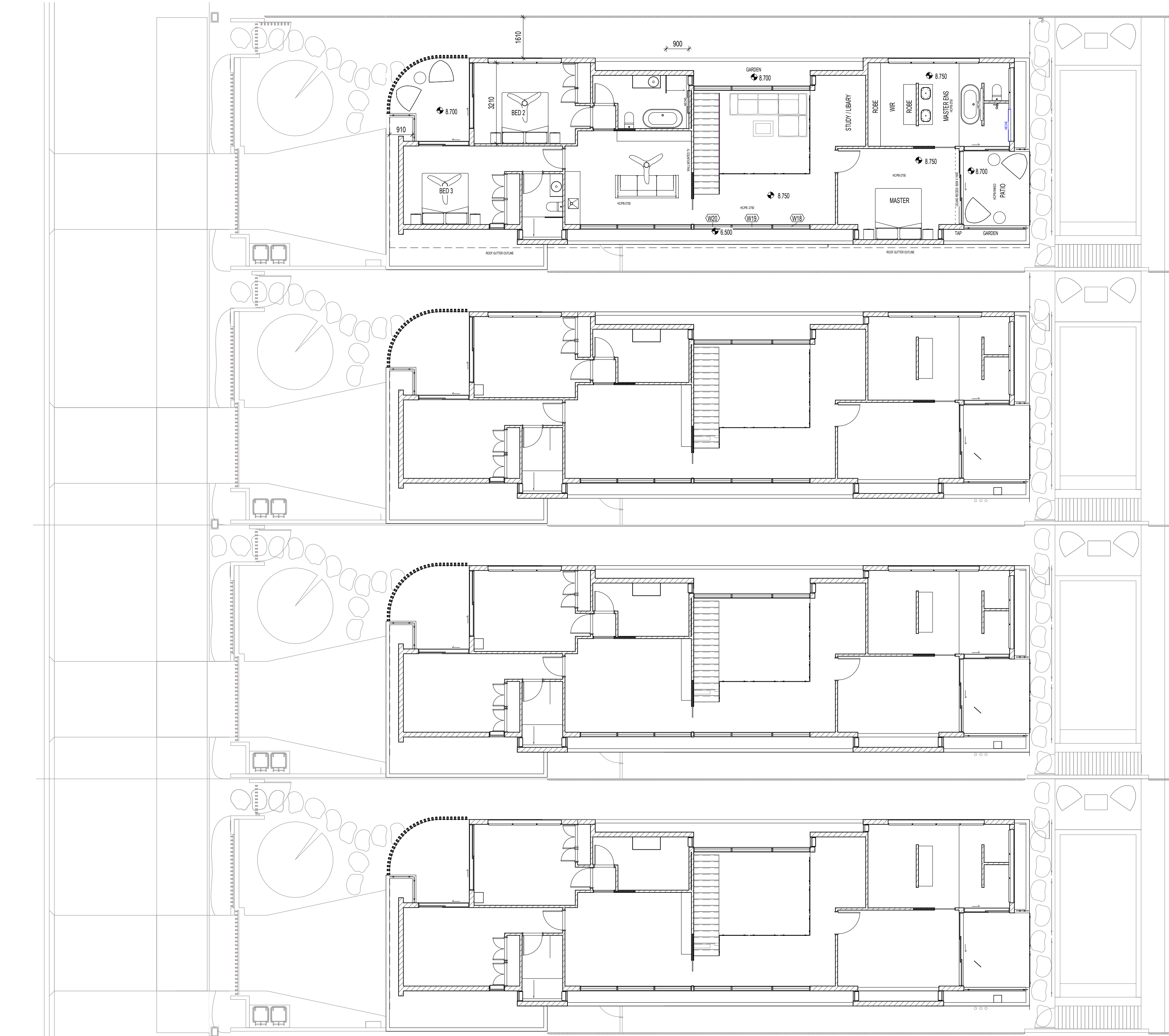
LAND & FLOOR AREAS PER VILLA	
LAND	374.54m <sup>2</sup>
GARAGE ENCLOSED	37.8m <sup>2</sup>
LOWER LEVEL ENCLOSED	98m <sup>2</sup>
LOWER PATIOS EXTERNAL	37.9m <sup>2</sup>
UPPER LEVEL ENCLOSED	137.58m <sup>2</sup>
UPPER EXTERNAL	39.5m <sup>2</sup>
GROSS FLOOR AREA	350.78m <sup>2</sup>
COVERAGE AREA	193.7m <sup>2</sup>
SITE AREA	374.54m <sup>2</sup>
COVERAGE %	51.72%

ULTIMATE & SERVICEABILITY LIMIT STATE DESIGN WIND PRESSURES						
WIND CLASS	DESIGN GUST WIND SPEED (m/s)		DESIGN PRESSURES (kPa)			
	V <sub>h,u</sub>	V <sub>h,s</sub>	GREATER THAN 1.2m FROM CORNERS	UP TO 1.2m FROM CORNERS	ULS	SLS
C2	61	39	-22.88	-20.88	-4.02	-1.23

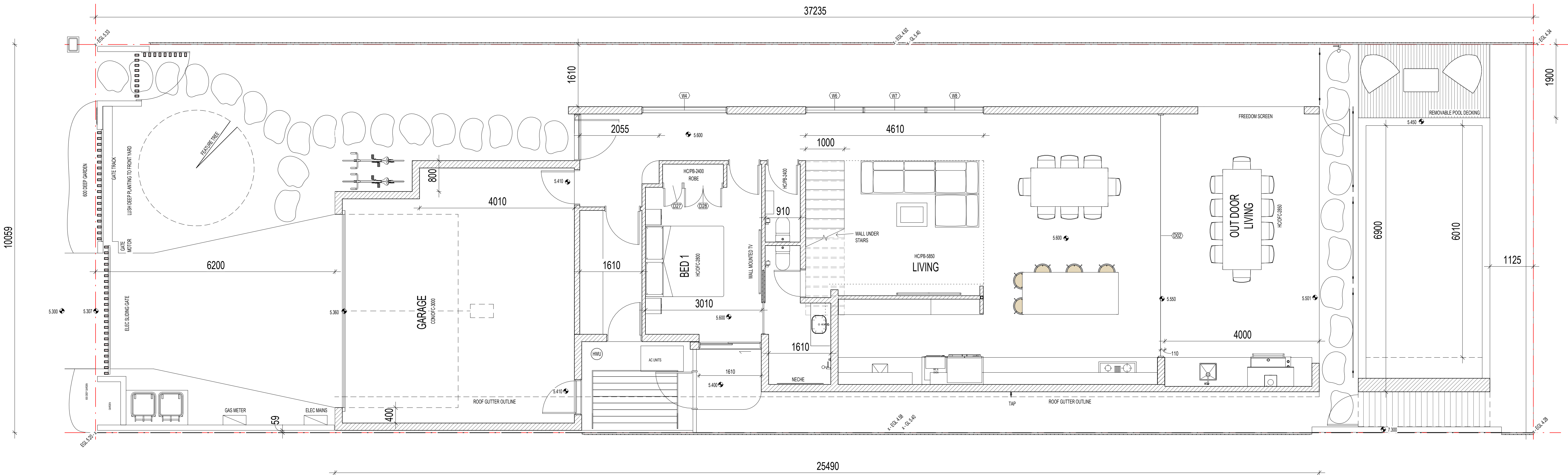




FLOOR PLAN - GROUND LEVEL  
1 : 100

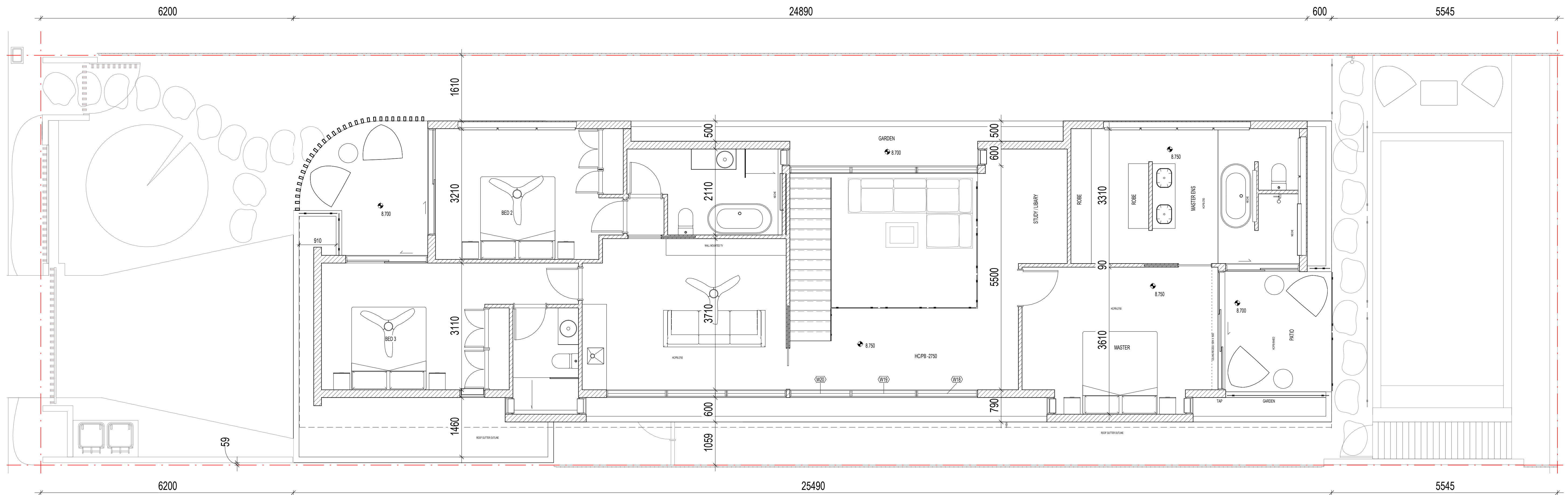


 FLOOR PLAN - UPPER LEVEL  
1:100

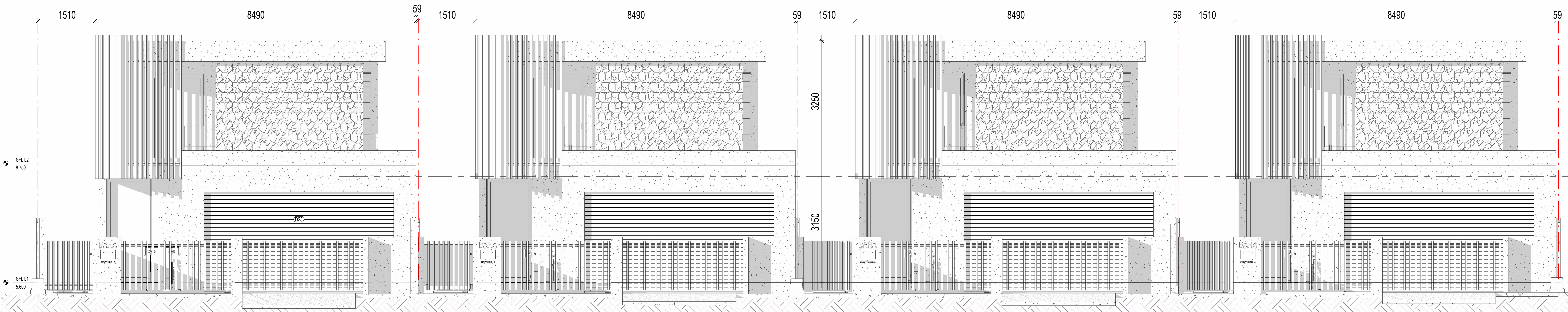


FLOOR PLAN - GROUND LEVEL 1 - 50  
1 : 50







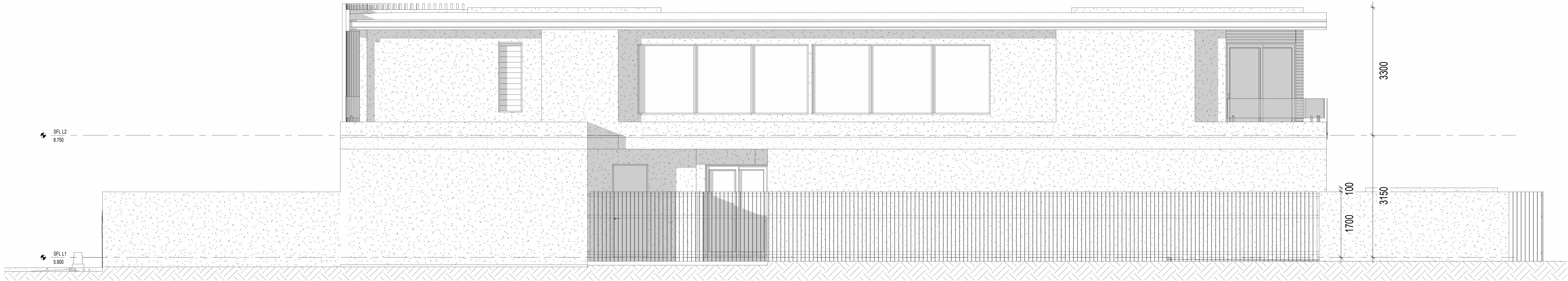


EAST  
1:50

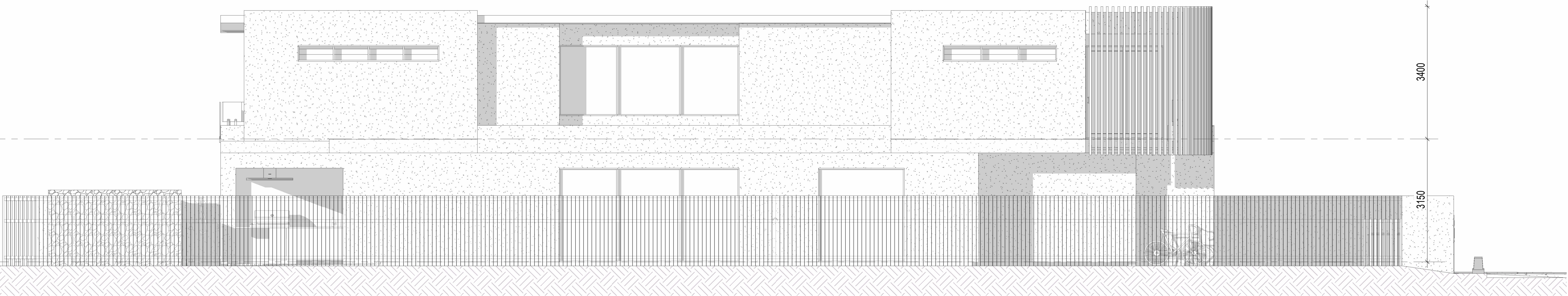


WEST  
1:50



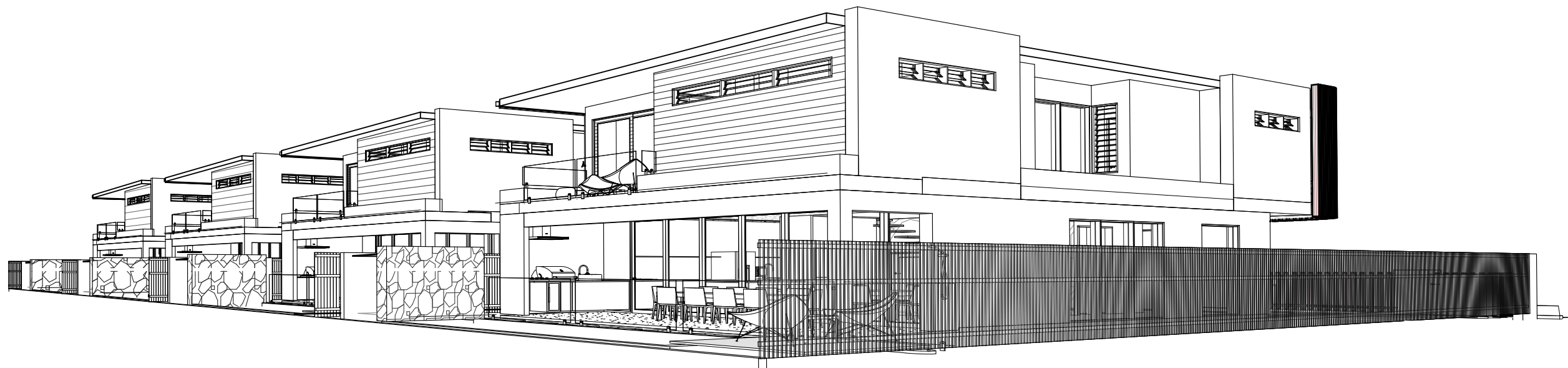
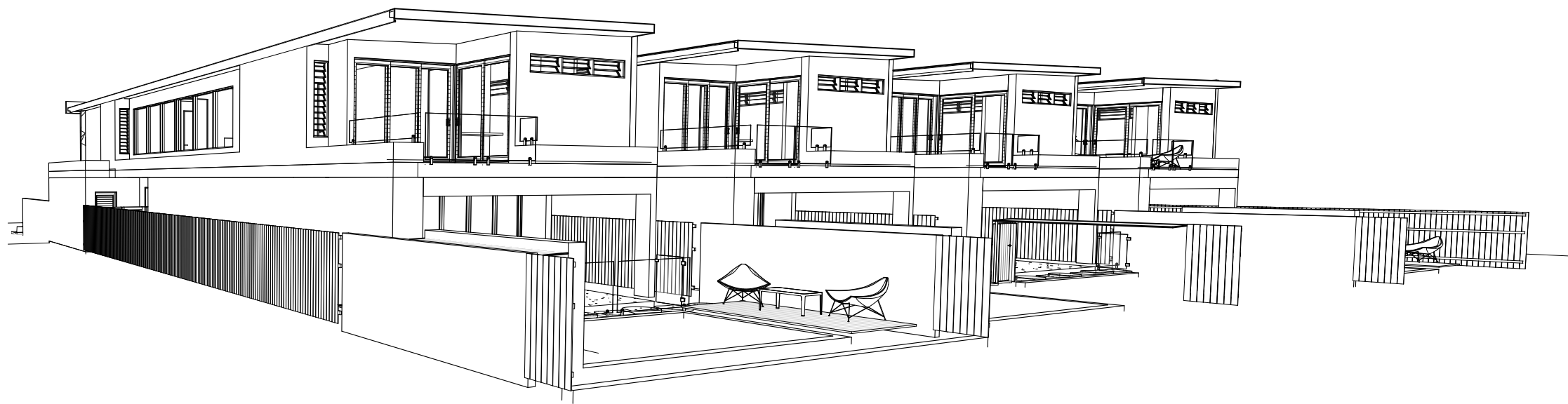
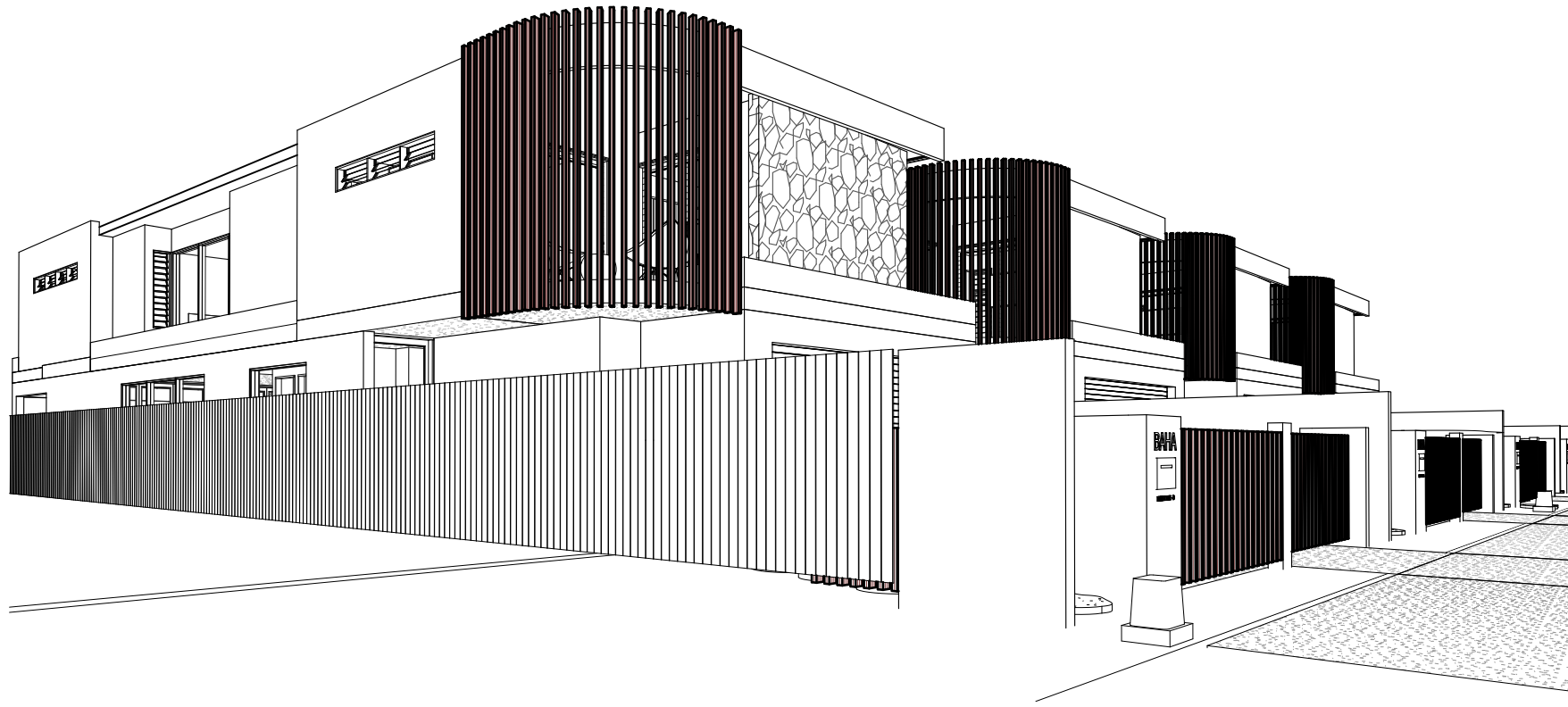


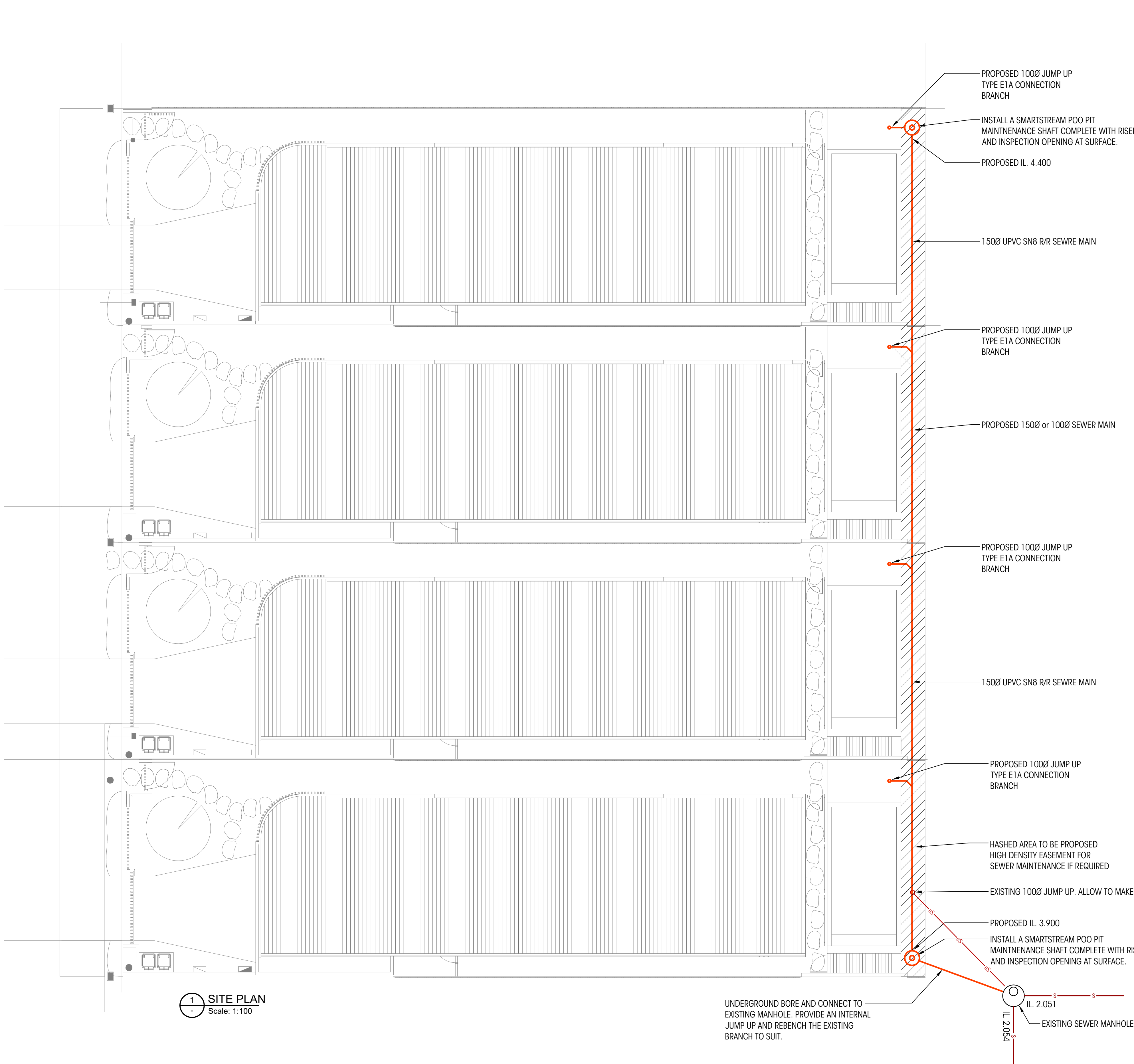
NORTH  
1:50



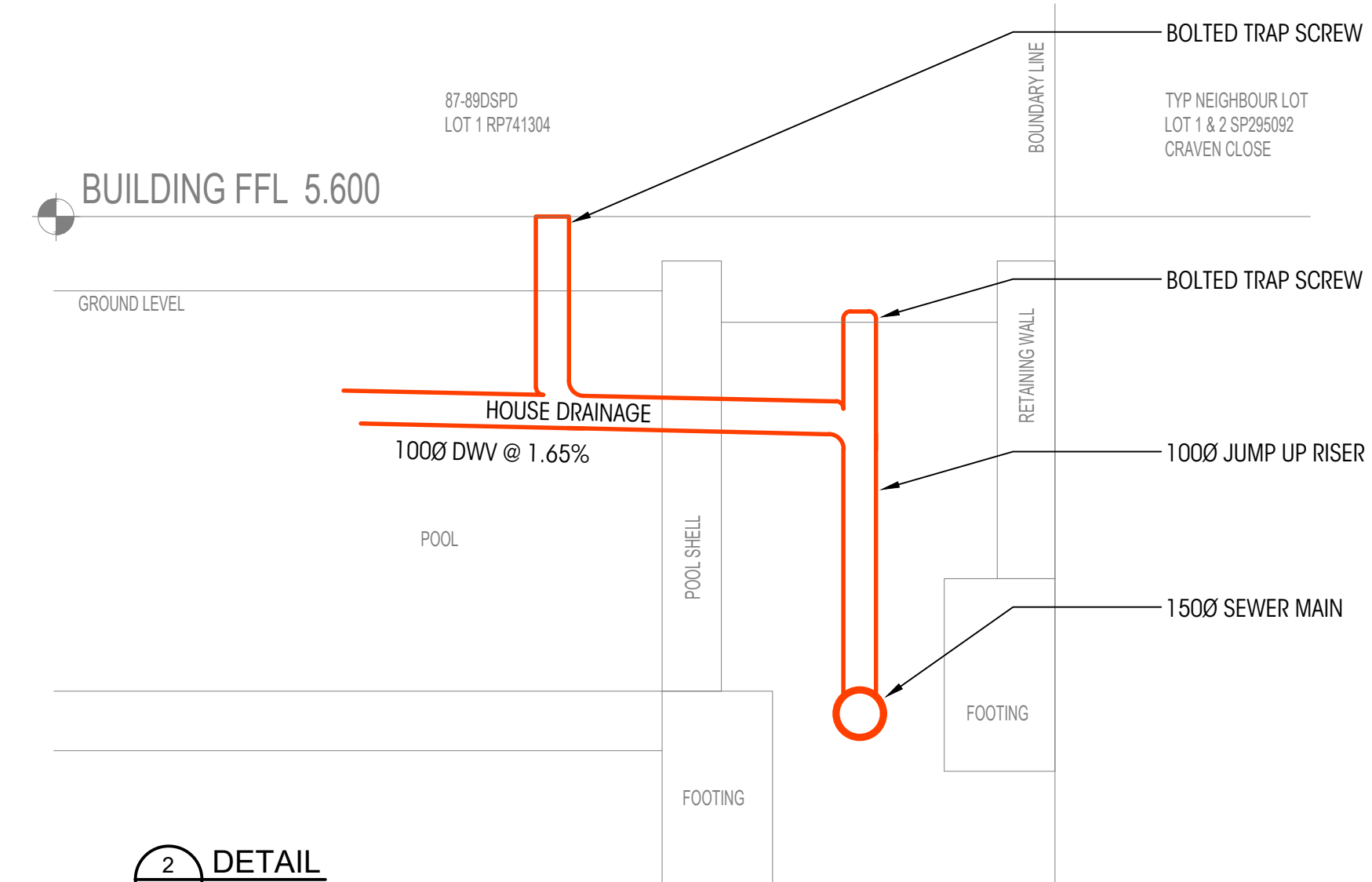
SOUTH  
1:50



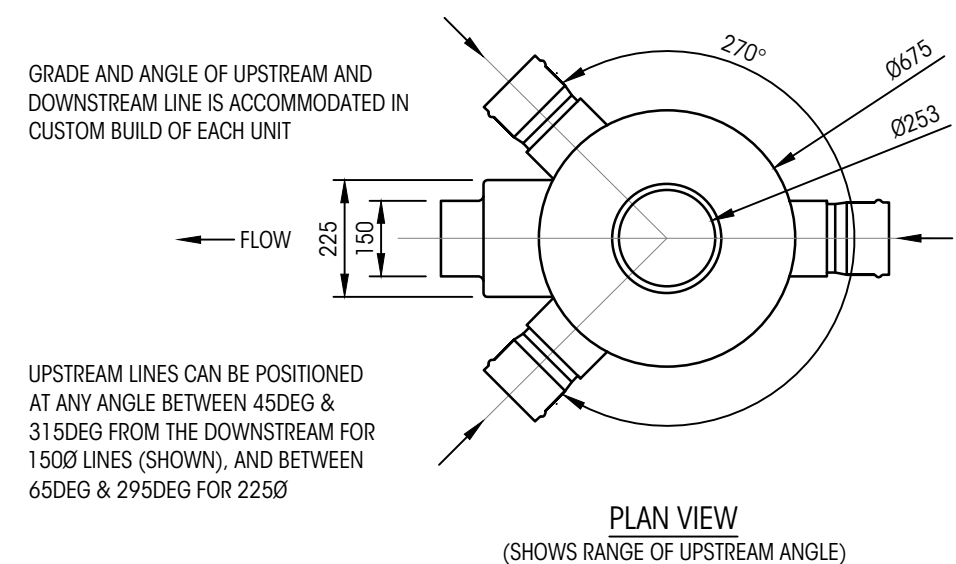




1 SITE PLAN  
Scale: 1:100

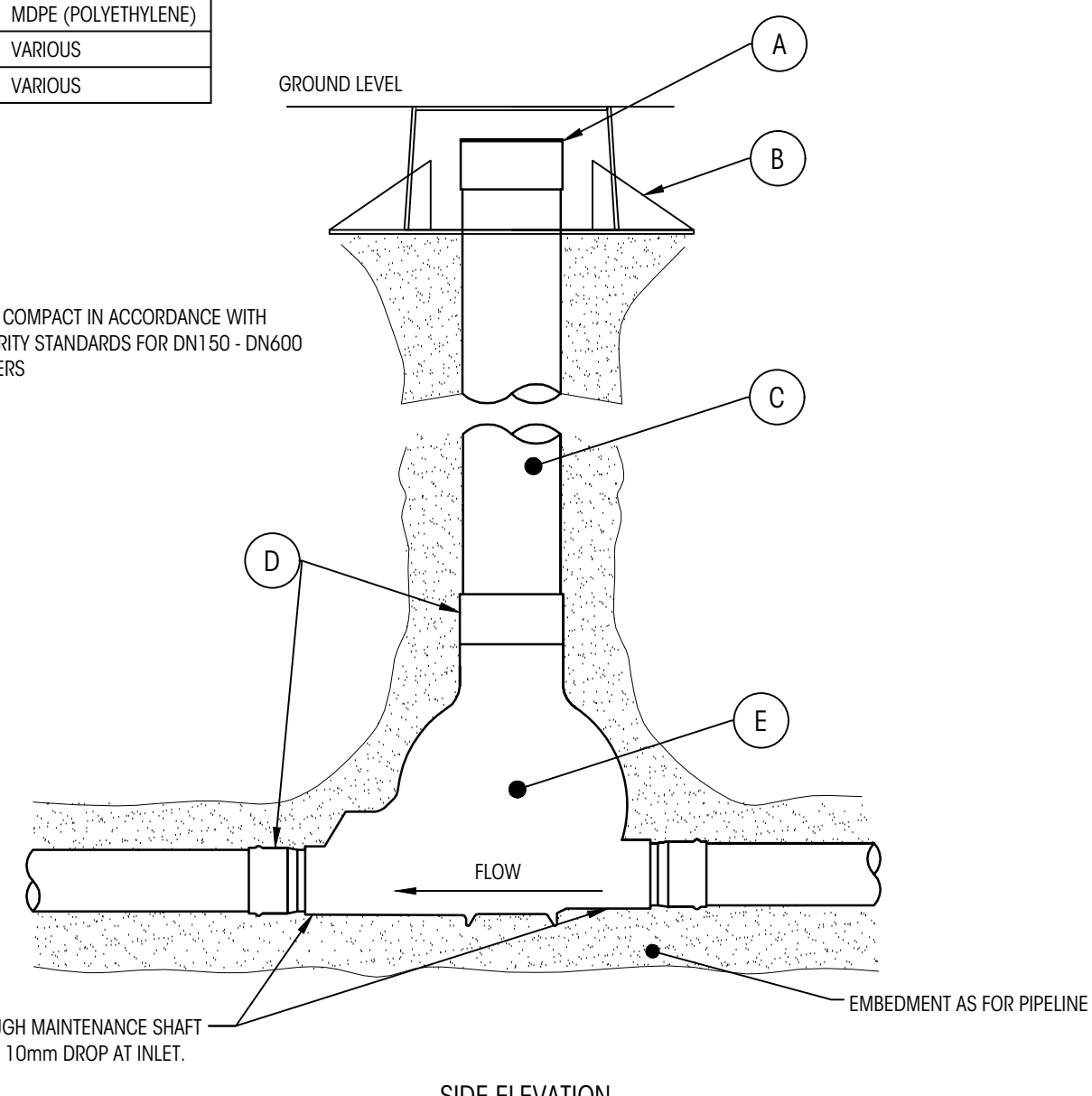


2 DETAIL  
Scale: NTS



COMPONENTS		
ITEMS	DESCRIPTION	MATERIAL
A	VERTICAL RISER CAP	PVC
B	ACCESS COVER CLASS 'B' 'C' OR 'D'	VARIOUS
C	DN 2250 PVC OR DN 2500 PE RISER SHAFT	VARIOUS
D	VARIOUS FITTING AVAILABLE	VARIES
E	MAINTENANCE SHAFT BODY	MDPE (POLYETHYLENE)
F	225 -150PVC OR 250-160PE DROP JUCTION	VARIOUS
G	225 -150PVC OR 250-160PE DROP JUCTION	VARIOUS

BACKFILL AND COMPACT IN ACCORDANCE WITH LOCAL AUTHORITY STANDARDS FOR DN150 - DN600 GRAVITY SEWERS



3 POO PIT - DETAIL  
Scale: NTS

FOR INFORMATION

DATE	REV	AMENDMENT	CHKD
14.12.2021	P1	PRELIMINARY ISSUE	
17.12.2021	A	ISSUED FOR DA APPROVAL	

REFERENCE COORDINATION DRAWINGS			
DESCRIPTION	DRAWING NO.	REV	CHKD
ARCHITECTURAL DRAWING	X		SB



PROJECT  
**PROPOSED RESIDENTIAL87-89**  
**DAVIDSON STREET**  
**PORT DOUGLAS**  
CLIENT  
NATHAN VERRI

DATE	DEC 2021	DRAWN	SR
SCALE	1:100	CHECKED	SB
SHEET SIZE	A1	APPROVED	SB
CAD FILE	1Drive\Projects\21236 - 87-89 Davidson Street		

TITLE		
<b>HYDRAULIC SERVICES</b>		
<b>SITE PLAN</b>		
<b>SANITARY DRAINAGE</b>		
PROJECT NO.	DRAWING NO.	REVISION
<b>21236</b>	<b>H01</b>	<b>A</b>

## **Annexure 8: SDAP Code 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		
<b>PO1</b> The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure.	<b>AO1.1</b> Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	Proposal complies.
	<b>AO1.2</b> Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	Proposal complies.
<b>PO2</b> The design and construction of buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	<b>AO2.1</b> Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	Proposal complies.
	<b>AO2.2</b> Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	N/A
	<b>AO2.3</b> External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	N/A
	<b>AO2.4</b> Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside Advertising Guide, 2 <sup>nd</sup> Edition, Department of Transport and Main Roads, 2017.	N/A



Performance outcomes	Acceptable outcomes	Response
<b>PO3</b> Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.	<b>AO3.1</b> Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2018.	N/A
Filling, excavation and retaining structures		
<p><b>PO4</b> Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road.</p> <p>Note: Information on the location of services and public utility plants in a <b>state-controlled road</b> can be obtained from the Dial Before You Dig service.</p> <p>Where development will impact on an existing or future service or public utility plant in a <b>state-controlled road</b> such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.</p> <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.</p>	No acceptable outcome is prescribed.	Proposal complies.
<p><b>PO5</b> Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design Manual 2<sup>nd</sup> 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.	Proposal complies.
<b>PO6</b> Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.	No acceptable outcome is prescribed.	Proposal complies.

## State Development Assessment Provisions – version 2.6

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

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 2<sup>nd</sup> 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><b>P07</b> Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Road Planning and Design Manual 2<sup>nd</sup> 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.	Proposal complies.
<p><b>P08</b> Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended a pavement impact assessment is provided.</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>	<b>A08.1</b> Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	N/A

Performance outcomes	Acceptable outcomes	Response
<b>PO9</b> Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.  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.	No acceptable outcome is prescribed.	Proposal complies.
<b>PO10</b> Fill material used on a development site does not result in contamination of 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.	<b>AO10.1</b> Fill material is free of contaminants including acid sulfate content.  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.  AND	Proposal complies.
	<b>AO10.2</b> Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	Proposal complies.
<b>PO11</b> 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.	<b>AO11.1</b> Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.  AND	Proposal complies.
	<b>AO11.2</b> Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	Proposal complies.
<b>Stormwater and drainage</b>		
<b>PO12</b> 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	No acceptable outcome is prescribed.	Proposal complies.

Performance outcomes	Acceptable outcomes	Response
Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.		
<b>PO13</b> 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.	<b>AO13.1</b> Development does not create any new points of discharge to a state-controlled road. AND	Proposal complies.
	<b>AO13.2</b> 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	Proposal complies.
	<b>AO13.3</b> Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	Proposal complies.
<b>PO14</b> 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.	<b>AO14.1</b> Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.	Proposal complies.
Vehicular access to a state-controlled road		
<b>PO15</b> Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads. Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and	<b>AO15.1</b> Development does not require new or changed access to a limited access road. Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system. OR	Proposal complies.



Performance outcomes	Acceptable outcomes	Response
Main Roads, 2017, for further guidance on how to comply with this performance outcome.	<b>AO15.2</b> A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road.  Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office.  AND	Proposal complies.
	<b>AO15.3</b> Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road.  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.	N/A
<b>PO16</b> The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.  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	<b>AO16.1</b> Vehicular access is provided from a local road.	
	OR all of the following acceptable outcomes apply:  <b>AO16.2</b> Vehicular access for the development is consistent with the function and design of the state-controlled road.  AND	Proposal complies – access is obtained from service road portion of the State controlled road.

Performance outcomes	Acceptable outcomes	Response
<p>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><b>AO16.3</b> Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a <b>state-controlled road</b>. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	Proposal complies.
	<p><b>AO16.4</b> Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p> <p>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>	N/A
	<p><b>AO16.5</b> 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>	N/A
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
<p><b>PO17</b> The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.</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><b>AO17.1</b> Vehicular access is located as far as possible from the state-controlled road intersection.</p> <p>AND</p>	N/A
	<p><b>AO17.2</b> Vehicular access is in accordance with parts, 3, 4 and 4A of the Road Planning and Design Manual, 2<sup>nd</sup> Edition: Volume 3, Department of Transport and Main Roads, 2016.</p> <p>AND</p>	N/A

Performance outcomes	Acceptable outcomes	Response
	<b>AO17.3</b> 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.	N/A
Public passenger transport infrastructure on state-controlled roads		
<b>PO18</b> 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.  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.	<b>AO18.1</b> Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure. AND	Proposal complies.
	<b>AO18.2</b> Development does not necessitate the relocation of existing public passenger transport infrastructure. AND	Proposal complies.
	<b>AO18.3</b> On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services. AND	Proposal complies.
	<b>AO18.4</b> The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	Proposal complies.
Planned upgrades		

Performance outcomes	Acceptable outcomes	Response
<b>PO19</b> Development does not impede delivery of planned upgrades of state-controlled roads.	<b>AO19.1</b> Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road. Note: Land required for the planned upgrade of a state-controlled road is identified in the <a href="#">DA mapping system</a> . OR	Proposal complies.
	<b>AO19.2</b> 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.	
	OR all of the following acceptable outcomes apply:  <b>AO19.3</b> Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	
	<b>AO19.4</b> Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road. AND	
	<b>AO19.5</b> Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road. AND	
	<b>AO19.6</b> Land is able to be reinstated to the pre-development condition at the completion of the use.	

Performance outcomes	Acceptable outcomes	Response
Network impacts		
<b>PO20</b> Development does not result in a worsening of operating conditions on the state-controlled road network.  Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided. 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.	
<b>PO21</b> Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	<b>AO21.1</b> The layout and design of the development directs traffic generated by the development to the <b>local road</b> network.	
<b>PO22</b> Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	<b>AO22.1</b> Upgrade works required as a result of the development are designed and constructed in accordance with the <i>Road Planning and Design Manual</i> , 2 <sup>nd</sup> edition, Department of Transport and Main Roads, 2016.  Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.	

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	
<p><b>PO23</b> 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.</p>	<p><b>AO23.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to meet the following external noise criteria at all facades of the building envelope:               <ol style="list-style-type: none"> <li>a. <math>\leq 60</math> dB(A) <math>L_{10}</math> (18 hour) façade corrected (measured <math>L_{90}</math> (8 hour) free field between 10pm and 6am <math>\leq 40</math> dB(A))</li> <li>b. <math>\leq 63</math> dB(A) <math>L_{10}</math> (18 hour) façade corrected (measured <math>L_{90}</math> (8 hour) free field between 10pm and 6am <math>&gt; 40</math> dB(A))</li> </ol> </li> <li>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.</li> </ol> <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>	
	<p>OR all of the following acceptable outcomes apply:</p> <p><b>AO23.2</b> Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	<p>Proposal will be built in accordance with Queensland Development Code MP4.4.</p>

Performance outcomes	Acceptable outcomes	
	<p><b>AO23.3</b> Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p> <p><b>AO23.4</b> 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:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 35</math> dB(A) <math>L_{eq}</math> (1 hour) (maximum hour over 24 hours).</li> </ol> <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> <p><b>Habitable rooms of relevant residential buildings</b> located within a <b>transport noise corridor</b> must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. <b>Transport noise corridors</b> are mapped on the State Planning Policy interactive mapping system.</p>	<p>Proposal will be built in accordance with Queensland Development Code MP4.4.</p>
<p><b>PO24</b> 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.</p>	<p><b>AO24.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to meet the following external noise criteria in <b>outdoor spaces for passive recreation</b>: <ol style="list-style-type: none"> <li>a. <math>\leq 57</math> dB(A) <math>L_{10}</math> (18 hour) free field (measured <math>L_{90}</math> (18 hour) free field between 6am and 12 midnight <math>\leq 45</math> dB(A))</li> <li>b. <math>\leq 60</math> dB(A) <math>L_{10}</math> (18 hour) free field (measured <math>L_{90}</math> (18 hour) free field between 6am and 12 midnight <math>&gt; 45</math> dB(A))</li> </ol> </li> <li>2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise</li> </ol>	

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><b>AO24.2</b> 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>	<p>Proposal includes recreation space at rear of dwellings away from state controlled road.</p>
	<p><b>AO24.3</b> 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>	<p>Proposal includes recreation space at rear of dwellings away from state controlled road.</p>
Childcare centres and educational establishments		
<p><b>PO25</b> Development involving a:</p> <ol style="list-style-type: none"> <li>1. childcare centre; or</li> <li>2. educational establishment</li> </ol> <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><b>AO25.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> <li>a. ≤58 dB(A) L<sub>10</sub> (1 hour) façade corrected (maximum hour during normal opening hours)</li> </ol> </li> <li>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.</li> </ol>	<p>N/A</p>



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><b>AO25.2</b> 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>	
	<p><b>AO25.3</b> 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>	
	<p><b>AO25.4</b> 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"> <li>1. <math>\leq 35</math> dB(A) <math>L_{eq}</math> (1 hour) (maximum hour during opening hours).</li> </ol> <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>	

Performance outcomes		Acceptable outcomes
<b>PO26</b> Development involving a: <ol style="list-style-type: none"> <li>1. childcare centre; or</li> <li>2. educational establishment</li> </ol> minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	<b>AO26.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed: <ol style="list-style-type: none"> <li>1. to meet the following external noise criteria in each outdoor education area or outdoor play area:               <ol style="list-style-type: none"> <li>a. <math>\leq 63</math> dB(A) <math>L_{10}</math> (12 hour) free field (between 6am and 6pm)</li> </ol> </li> <li>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.</li> </ol> <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>	
	<b>AO26.2</b> 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.	
Hospitals		
<b>PO27</b> Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.	<b>AO27.1</b> Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria: <ol style="list-style-type: none"> <li>1. <math>\leq 35</math> dB(A) <math>L_{eq}</math> (1 hour) (maximum hour during opening hours).</li> </ol> <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		
<b>PO28</b> Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.	<b>AO28.1</b> 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
	<b>AO28.2</b> 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.	
Air and light		
<b>PO29</b> 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.	<b>AO29.1</b> 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
<b>PO30</b> Development involving a: 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.	<b>AO30.1</b> 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
<b>PO31</b> Development involving an accommodation activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	<b>AO31.1</b> 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	
	<b>AO31.2</b> 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	
<b>PO32</b> Development does not impede delivery of a future state-controlled road.	<b>AO32.1</b> Development is not located in a future state-controlled road. OR	N/A
	<b>AO32.2</b> Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	
	OR all of the following acceptable outcomes apply:  <b>AO32.3</b> 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	
	<b>AO32.4</b> Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	
	<b>AO32.5</b> Land is able to be reinstated to the pre-development condition at the completion of the use.	
<b>PO33</b> 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.	<b>AO33.1</b> 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.	<b>AO33.2</b> Vehicular access for the development is consistent with the function and design of the future state-controlled road.	N/A
<b>PO34</b> 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 <sup>nd</sup> 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
<b>PO35</b> 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.	<b>AO35.1</b> 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
	<b>AO35.2</b> Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.	
<b>PO36</b> 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	
<b>PO37</b> 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.	<b>AO37.1</b> Development does not create any new points of discharge to a future state-controlled road.  AND	N/A
	<b>AO37.2</b> 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	
	<b>AO37.3</b> Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	

## **Annexure 9: Planning Scheme Code Assessment**



## Port Douglas/Craigie local plan code

### Application

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

### Context and setting

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

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

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

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

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

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

The street pattern in the town centre is based on the original grid pattern survey of 1878. While the town has lost many of its original buildings to cyclones and redevelopment, a number of important built features remain including the Central Hotel, the Court House Hotel, a number of relocated buildings such as St Mary's Church, the former Clink Theatre and the Court House Museum and scattered memorials such as the Carstens memorial in Macrossan Street

and the Port Douglas War memorial in Wharf Street. The Sugar Wharf on Dickson Inlet was the original terminus of the tramline to Mossman. The tramline now terminates adjacent to the Port Douglas marina and operates as the Balley Hooley passenger service on four kilometres of track between the Port Douglas Marina and St Crispins Station.

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

## Purpose

- (1) The purpose of the Port Douglas/Craigie local plan code is to facilitate development outcomes consistent with community values, the local tropical built-form and protection of the natural environment within the Port Douglas/Craigie local plan area, while providing a platform for investment and prosperity.
  - (a) In addition, the purpose of the code is supported by the Port Douglas Waterfront Master Plan which provides a clear strategic direction for the incremental transformation of the Port Douglas Waterfront, including the following objectives:
    - (b) To set out a vision for revitalisation of the waterfront;
    - (c) To protect and enhance the environmental attributes; and
- (2) To provide a flexible framework, expressed through several key strategies that will assist the Council and community in managing change.
- (3) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Port Douglas will continue to develop as the premium destination for international and domestic tourists in the Far North Queensland Region, while also acting for permanent residents attracted to the associated lifestyle.
  - (b) Major tourist, retail, dining and entertainment facilities will consolidate in the Town Centre and the Waterfront North sub-precincts, with improved pedestrian connections between the town centre and the waterfront.
  - (c) Craigie will develop as an integrated residential community with some low scale tourism development opportunities in appropriate locations. Craigie will also function as small scale commercial and light industry node, providing employment opportunities for the Shire's permanent resident population.
  - (d) All forms of development will complement the tropical image of the town through distinctive tropical vernacular, urban design and landscaping.
  - (e) Character will be enhanced through the identification of gateway sites, landmarks, main approach routes and pedestrian thoroughfares and view corridors;
  - (f) The Flagstaff Hill, Dickson Inlet, Four Mile Beach and other areas of scenic and environmental significance will be protected from development. Vegetation cover will dominate over built form.
  - (g) Vegetation, iconic to the character of Port Douglas, including the avenues of Oil Palms, is retained and where appropriate supplemented.

- (h) Development will be indistinguishable from view from Four Mile Beach. In addition, any development on Flagstaff Hill will be indistinguishable when viewed from vantage points in Port Douglas.
  - (i) Residential areas are designed as pleasant, functional and distinctive, in visually well-defined areas.
- (4) The purpose of the code will be further achieved through the following overall outcomes:
- (a) Precinct 1 – Port Douglas precinct
    - (i) Sub-precinct 1a – Town Centre sub-precinct
    - (ii) Sub-precinct 1b – Waterfront North sub-precinct
    - (iii) Sub-precinct 1c – Waterfront South sub-precinct
    - (iv) Sub-precinct 1d – Limited Development sub-precinct
    - (v) Sub-precinct 1e – Community and recreation sub-precinct
    - (vi) Sub-precinct 1f – Flagstaff Hill sub-precinct
  - (b) Precinct 2 – Integrated Resort precinct
  - (c) Precinct 3 – Craiglie Commercial and Light Industry precinct
  - (d) Precinct 4 – Old Port Road / Mitre Street precinct
  - (e) Precinct 5 – Very Low Density Residential/ Low Scale Recreation/Low Scale Educational/Low Scale Entertainment Uses precinct

### **Precinct 1 – Port Douglas precinct**

- (5) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure that:
- (a) development will contribute to the incremental transformation of the township, preserving and enhancing maritime activities and environmental areas, delivering tropical open spaces and a high quality public realm, and allowing for tourism opportunities and investment.
  - (b) development contributes to the enhancement of the Port Douglas precinct through the following development outcomes:
    - (i) access and connectivity throughout the township is enhanced through a series of improvements to circulation and mobility, including:
      - (A) access to, and connectivity along, the waterfront and foreshore areas is maintained and, where appropriate, enhanced;
      - (B) reducing reliance on the waterfront as a car parking resource.
    - (ii) the use of land in the Port Douglas precinct improves the cohesive layout of the township through:
      - (A) the establishment of distinct sub-precincts that reinforce the character and built form of the Port Douglas local plan area including:
        - Port Douglas centre sub-precinct 1a – Town Centre sub-precinct;
        - Port Douglas centre sub-precinct 1b – Waterfront North sub-precinct;
        - Port Douglas centre sub-precinct 1c – Waterfront South sub-precinct;
        - Port Douglas centre sub-precinct 1d – Limited development sub-precinct;
        - Port Douglas centre sub-precinct 1e – Community and recreation precinct;

- Port Douglas centre sub-precinct 1f – Flagstaff Hill sub-precinct;
- (B) facilitating marina facilities and supporting marine industry uses as a key part of the local economy;
- (C) reducing conflict between industry, community and commercial activities in the waterfront, without diminishing the marine industry capacity in the Port Douglas precinct;
- (i) environment and sustainability is integrated into the township through:
  - (A) preservation and enhancement of the qualities and characteristics of environmental areas of the township;
  - (B) water sensitive urban design is considered as a means of water quality improvement and management of overland flow to ensure hard infrastructure solutions in Warner Street can be mitigated;
  - (C) design of buildings and access way improvements prioritises walking and cycling modes of transport.
- (ii) the tropical character of the Port Douglas precinct is enhanced by ensuring development:
  - (A) maintains and enhances the built form, local character, streetscapes and natural elements of the township;
  - (B) is compatible with the desired character and amenity of local places and neighbourhoods;
  - (C) does not exceed the height of buildings designations which contribute to the desired form of the township which contains three storey development heights in sub-precinct 1a – Town Centre sub-precinct and part of sub-precinct 1b – Waterfront North sub-precinct;
  - (D) implements high quality landscaped environments around buildings and on streets;
  - (E) protects the recognisable character and locally significance sites throughout the precinct.
- (iii) public spaces and the streetscape are enhanced through:
  - (A) an increase in the quantity and quality of public land and places throughout the precinct;
  - (B) consolidating community recreation and sporting uses to create a precinct of community focussed activity between Mudlo Street and Wharf Street;
  - (C) improved connections between the town centre and the waterfront marina, including an investigation of a plaza on the waterfront;
  - (D) improved streetscapes with high quality landscaping, surface treatments and shaded pedestrian environments;
  - (E) the creation of a sense of place through aesthetic streetscapes and built-form character;
  - (F) managing vegetation to ensure succession of planting and the ongoing presence of significant trees.
- (iv) advertising signage is small scale, low-key and complements the tropical character of the town.

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

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

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

#### **Sub-precinct 1b - Waterfront North sub-precinct**

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

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

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

- (f) the precinct is protected from encroachment of incompatible land use activities.

#### **Sub-precinct 1d – Limited Development sub-precinct**

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

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

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

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

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

## **Precinct 2 – Integrated Resort precinct**

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

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

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

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

## **Precinct 4 – Old Port Road / Mitre Street precinct**

- (14) In addition to the overall outcomes, development in the Old Port Road / Mitre Street precinct facilitates the following overall outcomes:
- (a) the precinct is intended to be used for outdoor recreational land use activity, primarily as a golf course;
  - (b) areas of significant vegetation are protected from development and retained;
  - (c) other forms of development will only be considered if substantial areas of open space are retained adjacent to existing residential areas to maintain the existing residential amenity of open views across open space.

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



- (15) In addition to the overall outcomes, development in the Very Low Residential Density/Low Scale Recreation/Low Scale Educational/Low Scale Entertainment Uses precinct facilitates the following overall outcomes:
- (a) residential accommodation does not exceed a maximum of 8.5 metres in building height;
  - (b) minimum lot sizes exceed 2 hectares;
  - (c) very low scale and intensity recreation/ very low scale and intensity educational/ and very low scale entertainment uses may be appropriate in areas of the precinct subject to erosion and other flooding constraints.

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

### Criteria for assessment

**Table Error! No text of specified style in document..a –Port Douglas / Craiglie local plan – assessable development**

Performance outcomes	Acceptable outcomes	Applicant response
<b>For self assessable and assessable development</b>		
<b>Development in the Port Douglas / Craiglie local plan area generally</b>		
<b>PO1</b> Pedestrians, cyclists, motorists and public transport users can easily move into and through the precinct along planned connectivity routes, identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2.	<b>AO1</b> A pedestrian and cycle movement network is integrated and delivered through development.	Proposal includes footpath at site frontage.
<b>PO2</b> Development retains and enhances key landscape elements including character trees and areas of significant vegetation contributing to the character and quality of the local plan area and significant views and vistas and other landmarks important to the context of Port Douglas / Craiglie (as identified on the Port Douglas/ Craiglie Townscape Plan map contained in Schedule 2).	<b>AO2.1</b> Development provides for the retention and enhancement of existing mature trees and character vegetation that contribute to the lush tropical character of the town, including: <ul style="list-style-type: none"> <li>(a) the tree covered backdrop of Flagstaff Hill;</li> <li>(b) natural vegetation along watercourses, in particular the Mowbray River, Beor Creek and Dickson Inlet;</li> <li>(c) the tidal vegetation along the foreshore;</li> </ul>	It is not practical to retain existing trees in this instance. The proposal will provide lush tropical landscaping in accordance with the desired Port Douglas character.

Performance outcomes	Acceptable outcomes	Applicant response
	<p>(d) beachfront vegetation along Four Mile Beach, including the fringe of Coconut Palms;</p> <p>(e) the oil palm avenues along the major roads;</p> <p>(f) the lush landscaping within major roundabouts at key nodes;</p> <p>(g) Macrossan Street and Warner Street;</p> <p>(h) Port Douglas waterfront.</p> <p><b>AO2.2</b> Development protects and does not intrude into important views and vistas as identified on the Port Douglas Townscape Plan map contained in Schedule 2, in particular:</p> <p>(a) Flagstaff Hill;</p> <p>(a) Four Mile Beach;</p> <p>(b) Across to the ranges over Dickson Inlet;</p> <p>(c) Mowbray Valley.</p> <p><b>AO2.3</b> Important landmarks, memorials and monuments are retained.</p>	<p>Proposal complies.</p> <p>N/A</p>
<p><b>PO3</b> Development contributes to the protection, reinforcement and where necessary enhancement of gateways and key intersections identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2.</p>	<p><b>AO3</b> Development adjacent to the gateways and nodes as identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2 incorporates architectural features and landscaping treatments and design elements that enhance the sense of arrival and way finding within the town.</p>	<p>N/A</p>
<p><b>PO4</b> Landscaping of development sites complements the existing tropical character of Port Douglas and Craiglie.</p>	<p><b>AO4</b> Landscaping incorporates the requirements of Planning scheme policy SC6.7 – Landscaping, in particular landscaping should</p>	<p>Proposal is capable of complying. A detailed landscape plan will be provided prior to Building Works.</p>



Performance outcomes	Acceptable outcomes	Applicant response
	<p>Any porte-cocheres, disabled and pedestrian accesses are accommodated within the boundary of new or refurbished development.</p> <p><b>A07.4</b> Where the development is an integrated mixed-use development incorporating short term accommodation or multiple dwellings and either food and drink outlet or hotel or shop or shopping centre or office, on-site parking spaces are provided as per the number prescribed in the Parking and access code with a relaxation of 30% of spaces required for the non-residential uses.</p> <p><b>A07.5</b> On-site car parking available for public use is clearly signed at the site frontage.</p> <p><b>A07.6</b> Boom gates, pay machines or other regulatory devices to control access to a publicly available car parking area are not constructed or installed.</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p>
<p><b>PO8</b> Precinct 1 – Port Douglas precinct is not characterised by a proliferation of advertising signs.</p>	<p><b>A08</b> No acceptable outcomes are prescribed.</p>	<p>N/A</p>
<b>Additional requirements for Sub-precinct 1a – Town Centre sub-precinct</b>		
<p><b>PO9</b> Building heights: (a) do not overwhelm or dominate the town centre; (b) respect the desired streetscape;</p>	<p><b>A09</b> Buildings and structures are not more than 3 storeys and 13.5 metres in height, with a roof height of not less than 3 metres.</p> <p>Note – Height is inclusive of the roof height.</p>	<p>N/A</p>

Performance outcomes	Acceptable outcomes	Applicant response
(c) ensure a high quality appearance when viewed from both within the town centre sub-precinct and external to the town centre sub-precinct; (d) remain subservient to the natural environment and the backdrop of Flagstaff Hill. (e) do not exceed 3 storeys.		
<b>PO10</b> Building design, the streetscape, pedestrian paths and street front spaces promote integration with the surrounding area and the rest of Precinct 1 – Port Douglas Precinct.	<b>AO10</b> No acceptable outcomes are prescribed.	N/A
<b>PO11</b> Buildings: (a) address street frontages; (b) ensure main entrances front the street or public spaces; (c) do not focus principally on internal spaces or parking areas.	<b>AO11</b> No acceptable outcomes are prescribed.	N/A
<b>PO12</b> Setbacks at ground level provide for: (a) connection between pedestrian paths and public places; (b) areas for convenient movement of pedestrians; (c) changes in gradient of the street.	<b>AO12</b> Setbacks at ground level: (a) are clear of columns and other obstructions; (b) have pavement matching the gradient of adjoining footpaths and connecting pedestrian areas on adjoining sites; (c) connect without any lip or step to adjoining footpaths.	N/A
<b>AO13</b> Buildings do not result in a reduction of views and vistas from public places to: (a) Flagstaff Hill; (b) Dickson Inlet; (c) public open space; (d) places of significance.	<b>AO13</b> No acceptable outcomes are prescribed.	N/A

Performance outcomes	Acceptable outcomes	Applicant response
<b>PO14</b> Development enhances the distinctive tropical resort town and identity of Port Douglas and encourages pedestrian activity at street level including shade protection across the footpath for the length of the building.	<b>AO14</b> Development is built up to the street frontage/s at the street level and incorporates a light frame awning, a minimum of 3 metres in width for the length of the street frontage/s;  Or  If a development includes an outdoor dining area at ground/footpath level, the dining area has a maximum setback of 3 metres and the required awning is still maintained along the length of the street frontage/s.  Note – PO24 provides more detail on awning design.	N/A
<b>PO15</b> Development is predominantly commercial in nature with any tourist accommodation having a secondary focus and not located on the street-level frontage where active frontages are encouraged as identified the Port Douglas local plan maps contained in Schedule 2.	<b>AO15.1</b> Centre activities establish: at street level on active street frontages; a maximum of one level above street level.  <b>AO15.2</b> Any residential development activities or short term accommodation is located above street level of the active frontage, but not on or up to the street frontage in any development, including mixed use development.	N/A   N/A
<b>PO16</b> Detailed building design: (a) enhances the visual amenity of the streetscape; (b) has a legible and attractive built form that is visually enhanced by architectural elements; (c) contributes to a distinctive tropical north Queensland, seaside tourist town character; (d) integrates major landscaping elements to maximise their aesthetic value to ensure that the	<b>AO16</b> No acceptable outcomes are prescribed.	N/A

Performance outcomes	Acceptable outcomes	Applicant response
lush, vegetated character of the Town Centre sub-precinct is maintained.		
<b>P017</b> Buildings exhibit variations to their external appearance and the shape of the built form to provide visual interest through: <ul style="list-style-type: none"> <li>(a) surface decoration;</li> <li>(b) wall recesses and projections;</li> <li>(c) a variation in wall finishes; windows, balconies, awnings and other visible structural elements.</li> <li>(d) differentiating between the lower, middle and upper parts of the building by varying the façade and/or the shape of the built form, where comprised of more than two storeys.</li> </ul>	<b>AO17</b> No acceptable outcomes are prescribed.	N/A
<b>P018</b> Roofs are not characterised by a cluttered display of plant and equipment, in particular: <ul style="list-style-type: none"> <li>(a) building caps and rooftops contribute to the architectural distinction of the building and create a coherent roofscape for the Town Centre sub-precinct;</li> <li>(b) service structures, lift motor rooms and mechanical plant and equipment are designed as an architectural feature of the building or are screened from public view;</li> <li>(c) rooftops are not used for advertising.</li> </ul>	<b>AO18</b> No acceptable outcomes are prescribed.	N/A
<b>P019</b> Windows and sun/rain control devices are used in the building form, in particular, sun shading devices are provided to: <ul style="list-style-type: none"> <li>(a) shade windows;</li> <li>(b) reduce glare;</li> <li>(c) assist in maintaining comfortable indoor temperatures;</li> <li>(d) minimising heat loads;</li> </ul>	<b>AO19</b> No acceptable outcomes are prescribed.	N/A





Performance outcomes	Acceptable outcomes	Applicant response
	(d) a horizontal or vertical change in the wall plane; or (e) a change in the exterior finishes and exterior colours of the development.	
<b>PO23</b> Building facades that face public spaces at ground level: (a) complement the appearance of the development and surrounding streetscape; (b) enhance the visual amenity of the public place; (c) include a variety of human scale architectural elements and details; (d) provide an opportunity for the casual and convenient surveillance of public space from within the development.	<b>AO23</b> Building facades at the ground floor of development that face public space are designed to ensure: (a) a minimum of 70% of the façade area is comprised of windows, wall openings or shop fronts that permit the casual surveillance of the public space from the development; (b) a visually prominent main entrance that faces the principal public place; (c) vertical architectural elements and features are incorporated at 3 metre or less intervals along the length of the façade.	N/A
<b>PO24</b> Awnings for pedestrian shelter are consistent with the character setting of the Town Centre sub-precinct and: (a) extend and cover the footpath to provide protection from the sun and rain; (b) include lighting under the awning; (c) are continuous across the frontage of the site; (d) align to provide continuity with existing or future awnings on adjoining sites; (e) are a minimum of 3.0 metres in width and generally not more than 3.5 metres above pavement height; (f) do not extend past a vertical plane, 1.2 metres inside the kerb-line to enable street trees to be planted and grow;	<b>AO24</b> No acceptable outcomes are prescribed.	N/A

Performance outcomes	Acceptable outcomes	Applicant response
(g) are cantilevered from the main building with any posts within the footpath being non load-bearing.		
<b>PO25</b> Development integrates with the streetscape and landscaping improvements for Port Douglas.	<b>AO25</b> Development fronting Davidson Street, Macrossan Street, Wharf Street, Mowbray Street and Warner Street is designed to integrate with the on-street landscaping and design improvements as outlined within the Port Douglas landscape master plan contained within Planning scheme policy SC6.7 – Landscaping.  Note - Planning scheme policy SC6.7 - Landscaping provides guidance on meeting the Performance Outcome.	N/A
<b>Additional requirements for Sub-precinct 1b – Waterfront North sub-precinct</b>		
<b>PO26</b> The establishment of uses is consistent with the outcomes sought for sub-precinct 1b – Waterfront North.	<b>AO26</b> Uses identified as inconsistent uses in <b>Table Error! No text of specified style in document..b — Inconsistent uses in sub-precinct 1b - Waterfront North sub-precinct</b> are not established in sub-precinct 1b - Waterfront North	N/A
<b>PO27</b> The bulk and scale of buildings is consistent with surrounding development and steps down to complement the open space areas in the adjoining limited development sub-precinct.	<b>AO27</b> Buildings and structures are not more than: (a) 3 storeys and 13.5 metres in height , with a roof height of not less than 3 metres, in those parts of the precinct south of Inlet Street; (b) 2 storeys and 8.5 metres in height, with a roof height of not less than 3 metres, in those parts of the precinct north of Inlet Street.  Note – Height is inclusive of roof height.	N/A
<b>PO28</b>	<b>AO28</b>	N/A



Performance outcomes	Acceptable outcomes	Applicant response
	(b) have pavement matching the gradient of adjoining footpaths and connecting pedestrian areas on adjoining sites; (c) connect without any lip or step to adjoining footpaths.	
<b>PO32</b> Buildings do not result in a reduction of views and vistas from public places to: (a) Dickson Inlet; (b) public open space; (c) places of significance.	<b>AO32</b> No acceptable outcomes are prescribed.	N/A
<b>PO33</b> Development enhances the distinctive tropical resort town and identity of Port Douglas and encourages pedestrian activity at ground level including shade protection across the footpath and open space areas.	<b>AO33</b> No acceptable outcomes are prescribed.	N/A
<b>PO34</b> Development is predominantly commercial in nature with any tourist accommodation having a secondary focus and not located on the street-level frontage where active frontages are encouraged as identified the Port Douglas local plan maps contained in Schedule 2.	<b>AO34.1</b> Centre activities establish: (a) at street level on active street frontages; (b) a maximum of one level above street level.  <b>AO34.2</b> Residential development activities or short term accommodation is located above street /ground floor level of the active frontage, but not on or up to the street / public frontage in any development, including mixed use development.	N/A
<b>PO35</b> Detailed building design: (a) enhances the visual amenity of the streetscape; (b) has a legible and attractive built form that is visually enhanced by architectural elements;	<b>AO35</b> No acceptable outcomes are prescribed.	N/A

Performance outcomes	Acceptable outcomes	Applicant response
(c) contributes to a distinctive tropical north Queensland, seaside tourist town character; (d) integrates major landscaping elements to maximise their aesthetic value to ensure that the lush, vegetated character of the Waterfront North sub-precinct is maintained.		
<b>PO36</b> Buildings exhibit variations to their external appearance and the shape of the built form to provide visual interest through: (a) surface decoration; (b) wall recesses and projections; (c) a variation in wall finishes; windows, balconies, awnings and other visible structural elements. (d) differentiating between the lower, middle and upper parts of the building by varying the façade and/or the shape of the built form, where comprised of more than two storeys.	<b>AO36</b> No acceptable outcomes are prescribed.	N/A
<b>PO37</b> Roofs are not characterised by a cluttered display of plant and equipment, in particular: (a) building caps and rooftops contribute to the architectural distinction of the building and create a coherent roofscape for the Waterfront North sub-precinct; (b) service structures, lift motor rooms and mechanical plant and equipment are designed as an architectural feature of the building or are screened from public view; (c) rooftops are not used for advertising.	<b>AO37</b> No acceptable outcomes are prescribed.	N/A
<b>PO38</b> Windows and sun/rain control devices are used in the building form, in particular, sun shading devices are provided to: (a) shade windows;	<b>AO38</b> No acceptable outcomes are prescribed.	N/A

Performance outcomes	Acceptable outcomes	Applicant response
(b) reduce glare; (c) assist in maintaining comfortable indoor temperatures; (d) minimising heat loads; (e) enriching the North Queensland tropical character of the Waterfront North sub-precinct; (f) architectural interest to building façades.		
<b>PO39</b> Buildings are finished with high quality materials, selected for: (a) their ability to contribute the character of Waterfront North sub-precinct; (b) easy maintenance, durability and an ability not to readily stain, discolour or deteriorate.	<b>AO39</b> No acceptable outcomes are prescribed.	N/A
<b>PO40</b> Buildings do not incorporate any type of glass or other materials that are likely to reflect the sun's rays in a manner that may create a nuisance, discomfort or a hazard.	<b>AO40</b> No acceptable outcomes are prescribed.	N/A
<b>PO41</b> Façades and elevations do not include large blank walls and openings and setbacks are used to articulate vertical building surfaces.	<b>AO41.1</b> Development has a maximum length of unbroken building facade of 20 metres and a maximum extent of overall development in the same style/design along the street frontage/s of 40 metres.  <b>AO41.2</b> Any break in the building façade varies the alignment by a 1 metre minimum deviation.  <b>AO41.3</b> A minimum of three of the following building design features and architectural elements	N/A

Performance outcomes	Acceptable outcomes	Applicant response
	<p>detailed below are incorporated to break the extended facade of a development:</p> <ul style="list-style-type: none"> <li>(a) a change in roof profile;</li> <li>(b) a change in parapet coping;</li> <li>(c) a change in awning design;</li> <li>(d) a horizontal or vertical change in the wall plane; or</li> <li>(e) a change in the exterior finishes and exterior colours of the development.</li> </ul>	
<p><b>PO42</b> Building facades that face public spaces at ground level:</p> <ul style="list-style-type: none"> <li>(a) complement the appearance of the development and surrounding streetscape;</li> <li>(b) enhance the visual amenity of the public place;</li> <li>(c) include a variety of human scale architectural elements and details;</li> <li>(d) provide an opportunity for the casual and convenient surveillance of public space from within the development.</li> </ul>	<p><b>AO42</b> Building facades at the ground floor of development that face public space are designed to ensure:</p> <ul style="list-style-type: none"> <li>(a) a minimum of 70% of the façade area is comprised of windows, wall openings or shop fronts that permit the casual surveillance of the public space from the development;</li> <li>(b) a visually prominent main entrance that faces the principal public place;</li> <li>(c) vertical architectural elements and features are incorporated at 3 metre or less intervals along the length of the façade.</li> </ul>	N/A
<p><b>PO43</b> Awnings for pedestrian shelter are consistent with the character setting of the Waterfront North sub-precinct and:</p> <ul style="list-style-type: none"> <li>(a) extend and cover the footpath to provide protection from the sun and rain;</li> <li>(b) include lighting under the awning;</li> <li>(c) are continuous across pedestrian circulation areas;</li> <li>(d) align to provide continuity with existing or future awnings on adjoining sites;</li> </ul>	<p><b>AO43</b> No acceptable outcomes are prescribed.</p>	N/A

Performance outcomes	Acceptable outcomes	Applicant response
(e) are a minimum of 3 metres in width and generally not more than 3.5 metres above pavement height; (f) do not extend past a vertical plane, 1.2 metres inside the street kerb-line to enable street trees to be planted and grow; (g) are cantilevered from the main building with any posts within the footpath being non load-bearing.		
<b>PO44</b> The Balley Hooley rail line and turn-table is retained and incorporated into development and maintains its functionality.	<b>AO44.1</b> Bally Hooley rail line and turn-table is retained and incorporated into development to maintain its functionality.  <b>AO44.2</b> Where development provides floor area for the Bally Hooley rail station, the gross floor area of the rail line and station does not generate a requirement for additional vehicle parking.	N/A   N/A
<b>PO45</b> Development recognises the importance of and relationship between the marina, commercial and residential development in the Waterfront North sub-precinct, and includes measures to mitigate the impact of: (a) noise; (b) odour; (c) hazardous materials; (d) waste and recyclable material storage.	<b>AO45</b> No acceptable outcomes are prescribed.	N/A
<b>PO46</b> Formalised public spaces and pedestrian paths/areas on freehold land are made accessible to the public.	<b>AO46</b> No acceptable outcomes are prescribed.	N/A



Performance outcomes	Acceptable outcomes	Applicant response
<b>PO47</b> Buildings, civic spaces, roads and pedestrian links are enhanced by: (a) appropriate landscape design and planting; (b) themed planting that defines entry points, and creates strong 'entry corridors' into the waterfront; (c) lighting and well-considered discrete signage that complements building and landscape design; (d) public artwork and other similar features that reflect the heritage and character of the Port Douglas Waterfront.	<b>AO47</b> No acceptable outcomes are prescribed.	N/A
<b>PO48</b> Buildings are designed and sited to provide vistas along shared pedestrian/open space and movement areas in suitable locations.	<b>AO48</b> No acceptable outcomes are prescribed.	N/A
<b>PO49</b> Development does not diminish the viability of marine-based industrial uses that directly serve the Port Douglas tourist and fishing operators and private boat owners, particularly with respect to the slipway operation.	<b>AO49</b> No acceptable outcomes are prescribed.	N/A
<b>PO50</b> Marine infrastructure to service the tourism, fishing and private boating community is provided.	<b>AO50</b> No acceptable outcomes are prescribed.	N/A
<b>PO51</b> Changes to the Port Douglas Waterfront quay-line do not cause adverse impacts to the environmentally sensitive Dickson Inlet.	<b>AO51</b> Development that results in changes to the Port Douglas Waterfront quay-line is only established where an Ecological assessment report provides support to the changes.  Note - Planning scheme policy SC6.8 – Natural environment provides guidance on preparing an ecological assessment report.	N/A
<b>Additional requirements for Sub-precinct 1c – Waterfront South sub-precinct</b>		

Performance outcomes	Acceptable outcomes	Applicant response
<b>PO52</b> The establishment of uses is consistent with the outcomes sought for Precinct 1c – Waterfront South.	<b>AO52</b> Uses identified as inconsistent uses <b>Table Error!</b> <b>No text of specified style in document..c</b> are not established in Precinct 1c – Waterfront South.	N/A
<b>PO53</b> Development does not adversely impact on the natural environment, natural vegetation or watercourses.	<b>AO53.1</b> An Ecological assessment report is prepared identifying the environmental qualities of the surrounding natural and built features which are to be managed.  Note - Planning scheme policy SC6.8 – Natural environment provides guidance on preparing an ecological assessment report.  <b>AO53.2</b> An Environmental Management Plan is prepared to manage potential impacts of the operation of the development on surrounding natural areas.  Note - Planning scheme policy SC6.4 – Environmental management plans contains information to demonstrate compliance and guidance on preparing an Environmental Management Plan.	N/A
<b>PO54</b> Development of land at the end of Port Street adjacent to Dickson Inlet incorporates a slipway, or an alternative functioning facility, with capacity to service the Port Douglas marine and tourism industry.	<b>AO54</b> A master plan for the development is provided and implemented to demonstrate the integration of the slipway, or an alternative functioning facility, with other supporting service industry activities that service the marine and tourism industry of Port Douglas.	N/A
<b>PO55</b>	<b>AO55.1</b>	N/A

Performance outcomes	Acceptable outcomes	Applicant response
Buildings and structures are of a height, and are set back from side boundaries and other sensitive areas to ensure the scenic amenity and environmental qualities of the adjacent area are not adversely affected.	<p>Development has a height of not more than 10 metres.</p> <p><b>AO55.2</b> Development is setback from all property boundaries not less than 3 metres.</p>	
<p><b>PO56</b> The site coverage of all buildings and structures ensures development:</p> <ul style="list-style-type: none"> <li>(a) is sited in an existing cleared area or in an area approved for clearing;</li> <li>(b) has sufficient area for the provision of services;</li> <li>(c) development does not have an adverse effect on the environmental, habitat, conservation or landscape values of the on-site and surrounding sensitive areas.</li> </ul>	<p><b>AO56</b> No acceptable outcomes are prescribed.</p>	N/A
<p><b>PO57</b> Premises include adequate provision for service vehicles, to cater for generated demand. Loading areas for service vehicles are designed to:</p> <ul style="list-style-type: none"> <li>(a) be accommodated on-site;</li> <li>(b) maximise safety and efficiency of loading;</li> <li>(c) protect the visual and acoustic amenity of sensitive land use activities;</li> <li>(d) minimise adverse impacts on natural characteristics of adjacent areas.</li> </ul>	<p><b>AO57.1</b> Sufficient manoeuvring area is provided on-site to allow a Medium Rigid Vehicle to enter and leave the site in a forward gear.</p> <p><b>AO57.2</b> Development is designed to ensure all service vehicles are contained within the site when being loaded/unloaded.</p> <p><b>AO57.3</b> Driveways, parking and manoeuvring areas are constructed and maintained to:</p> <ul style="list-style-type: none"> <li>(a) minimise erosion from storm water runoff;</li> <li>(a) retain all existing vegetation.</li> </ul>	<p>N/A</p> <p>N/A</p> <p>N/A</p>
<b>PO58</b>	<b>AO58</b>	N/A

Performance outcomes	Acceptable outcomes	Applicant response
Development ensures adverse impacts from service vehicles on the road network, external to the site, are minimised.	No acceptable outcomes are prescribed.	
<b>PO59</b> Entry to the site is landscaped to enhance the amenity of the area and provide a pleasant working environment.	<b>AO59</b> Areas used for loading and unloading, storage, utilities and car parking are screened from public view: (a) by a combination of landscaping and screen fencing; (b) dense planting along any road frontage is a minimum width of 3 metres.	N/A
<b>PO60</b> Landscaping is informal in character and complementary to the existing natural environment, provides screening and enhances the visual appearance of the development.	<b>AO60</b> For any development landscaping is in accordance with the Plant species schedule in Planning scheme policy SC6.7– Landscaping.	N/A
<b>Additional requirements for Sub-precinct 1d – Limited Development sub-precinct</b>		
<b>PO61</b> The height of buildings and structures contributes to the desired form and outcomes for the sub-precinct and are limited to a single storey.	<b>AO61</b> Buildings and structures are not more than one storey and 4 metres in height.  Note - Height is inclusive of the roof height.	N/A
<b>Additional requirements for Sub-precinct 1e – Community and recreation sub-precinct</b>		
<b>PO62</b> The precinct is developed for organised sporting activities and other community uses.	<b>AO62</b> No acceptable outcomes are prescribed.	N/A
<b>Additional requirements for Sub-precinct 1f – Flagstaff Hill sub-precinct</b>		
<b>PO63</b> Flagstaff Hill is protected from inappropriate development to protect the hill as an important natural landmark feature of Port Douglas and as a vegetated backdrop to the Town centre.	<b>AO63</b> No acceptable outcomes are prescribed.	N/A

Performance outcomes	Acceptable outcomes	Applicant response
<b>PO64</b> All development on Flagstaff Hill is designed to minimise the visibility of the development and to ensure development is subservient to the natural landscape and topography of the site, including through: <ul style="list-style-type: none"> <li>(a) building design which minimises excavation and filling;</li> <li>(b) buildings being designed to step down the site and incorporate foundations and footings on piers or poles;</li> <li>(c) buildings being visually unobtrusive and incorporating exterior finishes and muted colours which are non-reflective and complement the colours of the surrounding vegetation and view-shed;</li> <li>(d) protection of the views from public viewing points in the Port Douglas precinct.</li> </ul>	<b>AO64</b> No acceptable outcomes are prescribed.	N/A
<b>Additional requirements for Precinct 3 – Craiglie Commercial and Light Industry precinct</b>		
<b>PO65</b> 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.	<b>AO65</b> Development consists of service and light industries and associated small scale commercial activities.	N/A
<b>PO66</b> 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.	<b>AO66.1</b> 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.	N/A
	<b>AO66.2</b>	N/A

Performance outcomes	Acceptable outcomes	Applicant response
	<p>The setback area to the Captain Cook Highway frontage is landscaped with advanced dense planting including tree species (100 litre bag stock), which will, at maturity, exceed the height of the building(s) on the site.</p> <p><b>AO66.3</b> Advertising signs are discreet in appearance with no large advertising signs, including tenancy signs, located on or near the Captain Cook Highway frontage, or within any landscaped setback area.</p> <p><b>AO66.4</b> 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>N/A</p> <p>N/A</p>
<b>Additional requirements for Precinct 6 – Very Low Residential Density / Low Scale Recreation / Low Scale Educational / Low Scale Entertainment Uses precinct</b>		
<b>PO67</b> No additional lots are created within the precinct.	<b>AO67</b> No acceptable outcomes are prescribed.	N/A
<b>PO68</b> Reconfigured lots have a minimum lot size of 2 hectares, unless the lot reconfiguration transfers lots to the higher parts of the land, to avoid the need to fill existing lots to accommodate dwelling houses.	<b>AO68</b> No acceptable outcomes are prescribed.	N/A

**Table Error! No text of specified style in document..b — Inconsistent uses in sub-precinct 1b - Waterfront North sub-precinct**

## Inconsistent uses

<ul style="list-style-type: none"> <li>• Agricultural supplies store</li> <li>• Air services</li> <li>• Animal husbandry</li> <li>• Animal keeping</li> <li>• Aquaculture</li> <li>• Brothel</li> <li>• Bulk landscape supplies</li> <li>• Car wash</li> <li>• Cemetery</li> <li>• Crematorium</li> <li>• Cropping</li> <li>• Detention facility</li> <li>• Dual occupancy</li> <li>• Dwelling house</li> </ul>	<ul style="list-style-type: none"> <li>• Extractive industry</li> <li>• Funeral parlour</li> <li>• High impact industry</li> <li>• Intensive animal industry</li> <li>• Intensive horticulture</li> <li>• Major electricity infrastructure</li> <li>• Major sport, recreation and entertainment facility</li> <li>• Medium impact industry</li> <li>• Motor sport facility,</li> <li>• Outstation</li> <li>• Permanent plantation</li> </ul>	<ul style="list-style-type: none"> <li>• Relocatable home park</li> <li>• Roadside stall</li> <li>• Rural industry</li> <li>• Rural workers accommodation</li> <li>• Service station</li> <li>• Showroom</li> <li>• Special industry</li> <li>• Tourist park</li> <li>• Transport depot</li> <li>• Veterinary services</li> <li>• Warehouse</li> <li>• Wholesale nursery</li> <li>• Winery</li> </ul>
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**Table Error! No text of specified style in document..c — Inconsistent uses in sub-precinct 1c - Waterfront South sub-precinct**

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

<ul style="list-style-type: none"> <li>• Dwelling house</li> <li>• Dwelling unit</li> <li>• Extractive industry</li> <li>• Function facility</li> <li>• Funeral parlour</li> <li>• Garden centre</li> </ul>	<ul style="list-style-type: none"> <li>• Outdoor sport and recreation</li> <li>• Outstation</li> </ul>	<ul style="list-style-type: none"> <li>• Tourist park</li> <li>• Transport depot</li> <li>• Veterinary services</li> <li>• Warehouse</li> <li>• Wholesale nursery</li> <li>• Winery</li> </ul>
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Note - **Table Error! No text of specified style in document..b** or **Table Error! No text of specified style in document..c** do 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.



## 6.2.1 Centre zone code

### 6.2.1.1 Application

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

### 6.2.1.2 Purpose

- (1) The purpose of the Centre zone code is to provide for a mix of land uses and activities.
- (a) These uses include, but are not limited to, business, retail, professional, administrative, community, entertainment, cultural and residential activities.
  - (b) Centres are found at a variety of scales based on their location and surrounding activities.
- (2) The local government purpose of the code is to:
- (a) implement the policy direction set in the Strategic Framework, in particular:
    - (i) Theme 1 : Settlement pattern, Element 3.4.3 Activity Centres.
    - (ii) Theme 4 : Strong communities and identity, Element 3.7.4 Sense of place, community and identity, Element 3.7.6 Arts and Culture
    - (iii) Theme 5 : Economy, Element 3.8.2 – Economic growth and diversification, Element 3.8.3 Tourism.
  - (b) provide for a mix of uses and level of economic and social activity to serve community needs.
- (3) The purpose of the code will be achieved through the following overall outcomes:
- (a) Development creates a range of retail, commercial, community and residential uses.
  - (b) Development is consistent with any location specific provisions contained within a Local Plan.
  - (c) Development provides activation and surveillance at ground level where adjoining roads or other public spaces.
  - (d) Development is integrated and coordinated both within the site and in relation to surrounding land uses and activities.
  - (e) Development provides a built form that establishes a cohesive streetscape and continuous pedestrian connections and shelters.
  - (f) Development is sensitively designed and managed to mitigate impacts on surrounding sensitive land uses.
  - (g) Development has access to infrastructure and services.

### 6.2.1.3 Criteria for assessment

**Table 6.2.1.3.a - Centre zone – assessable development**

Performance outcomes	Acceptable outcomes	Applicant response
<b>For self-assessable and assessable development</b>		
<p>PO1 The height of all buildings is in keeping with the character of the surrounding residential neighbourhoods and must not adversely affect the amenity of the neighbourhood.</p>	<p>AO1 The maximum height of buildings and structures is: (a) in accordance with the provisions of any applicable local plan; (b) if no local plan applies, not more than 8.5 metres and two storeys in height.</p> <p>Note - Height is inclusive of the roof height.</p>	<p>Proposal complies.</p>
<p>PO2 The siting of buildings contributes to the use of the land, desired amenity and character of the area and protects the amenity of other land uses.</p>	<p>AO2.1 Buildings and structures are setback to road frontages: (a) in accordance with the provisions of any applicable local plan; (b) a minimum of 6 metres where no local plan applies or there are no particular provisions specified in the local plan for the site.</p> <p>AO2.2 Where adjoining land in the Industry zone, buildings are setback: (a) 0 metres from the side and rear boundaries; or (b) 2.5 metres or <math>\frac{1}{4}</math> of the height of the building, whichever is the greater; and (c) not any distance between 0 metres and 2.5 metres.</p> <p>AO2.3 Where adjoining land in any other zone, buildings are setback 3 metres or <math>\frac{1}{4}</math> of the height</p>	<p>Proposal complies – road setback = 6.2m</p> <p>Proposal seeks compliance with PO2 on the basis that Centre Zone setbacks are not appropriate given the residential nature of the</p>

Performance outcomes	Acceptable outcomes	Applicant response
	<p>of the building, whichever is the greater and are provided with an acoustic barrier in accordance with the recommendations of a qualified acoustic expert.</p> <p>AO2.4 Setback areas are provided with a 2 metre landscaped strip capable of deep planting, which is kept clear of service equipment and storage areas: (a) adjacent to the road frontage in all areas not required for pedestrian or vehicular access for the setback area nominated in AO2.1(b) above; (b) adjacent to the boundary with the other zone for the setback area nominated in AO2.3 above.</p>	<p>proposal. Proposal includes side setbacks of 1.6m (northern boundary), 0.93m (southern boundary (excluding Class 10a garage structure which are proposed to boundary) and 5.5m (rear boundary). Proposed setbacks will not negatively impact any adjoining land uses given the position of adjoining development and will achieve an appropriate character and streetscape following landscaping. As future Dwelling Houses, it is noted that setbacks are also compliant with QDC requirements for 10m-wide lots (requirement is 1m - northern setback exceeds this and southern setback is within 7cm).</p> <p>As above, compliance with PO2 is sought given the residential nature of the development on Centre zoned land.</p>
<p>PO3 The site coverage of buildings ensures that there is sufficient space available to cater for services, landscaping and on-site parking.</p>	<p>AO3 Site coverage does not exceed 80%, unless otherwise specified in a Local plan.</p>	<p>Proposal includes approximately 51% site cover which is appropriate for residential development.</p>
<b>For assessable development</b>		

Performance outcomes	Acceptable outcomes	Applicant response
<p>PO4</p> <p>The establishment of uses is consistent with the outcomes sought for the Centre zone and protects the zone from the intrusion of inconsistent uses.</p>	<p>AO4</p> <p>Inconsistent uses as identified in Table 6.2.1.3.b are not established in the Centre zone.</p>	<p>The site adjoins other Centre zoned land which fulfill the convenience needs of the surrounding area and the proposed residential development will enhance the viability of these existing uses.</p>
<p>PO5</p> <p>Development provides a range of convenient goods and services for the daily needs of discrete residential communities.</p>	<p>AO5</p> <p>Development complies with the requirements specified in a local plan.</p>	<p>The site adjoins other Centre zoned land which fulfill the convenience needs of the surrounding area and the proposed residential development will enhance the viability of these existing uses.</p>
<p>PO6</p> <p>Development does not lower the standard of amenity in terms of air, noise, odour, electrical interference and vibrations at any land use associated with the:</p> <p>(a) the Accommodation activity group, located outside the Centre zone;</p> <p>(b) the Sensitive land use activity group, located outside the Centre zone.</p>	<p>AO6</p> <p>No acceptable outcomes are prescribed.</p>	<p>Proposal complies.</p>
<p>PO7</p> <p>Reconfiguration of land results in</p> <p>(a) a practical layout for centre land use activities, generally consisting of regular rectangular-shaped lots.</p> <p>(b) lots no less than 600m<sup>2</sup> in area.</p>	<p>AO7</p> <p>No acceptable outcomes are prescribed.</p>	<p>Proposal seeks to facilitate appropriate residential development and justification for this is provided in this application.</p>

**Table 6.2.1.3.b - Inconsistent uses within the Centre zone**

Inconsistent uses		
<ul style="list-style-type: none"> <li>Air services</li> <li>Animal husbandry</li> <li>Animal keeping</li> </ul>	<ul style="list-style-type: none"> <li>Major electrical infrastructure</li> <li>Major sport and</li> </ul>	<ul style="list-style-type: none"> <li>Relocatable home park</li> <li>Renewable energy facility, being a wind farm</li> </ul>

<ul style="list-style-type: none"> <li>• Aquaculture</li> <li>• Brothel</li> <li>• Cemetery</li> <li>• Crematorium</li> <li>• Cropping</li> <li>• Detention facility</li> <li>• Environment facility</li> <li>• Extractive industry</li> <li>• High impact industry</li> <li>• Intensive animal industry</li> <li>• Intensive horticulture</li> </ul>	<ul style="list-style-type: none"> <li>entertainment facility</li> <li>• Marine industry, except where located within sub-precinct 1b Waterfront North in the Port Douglas / Craigie Local Plan.</li> <li>• medium impact industry</li> <li>• motor sport facility</li> <li>• Outstation</li> <li>• Permanent plantation</li> </ul>	<ul style="list-style-type: none"> <li>• Resort complex</li> <li>• Retirement facility</li> <li>• Roadside stall</li> <li>• Rural industry</li> <li>• Rural workers accommodation</li> <li>• Special industry</li> <li>• Tourist park</li> <li>• Transport depot</li> <li>• Utility installation</li> <li>• Winery</li> </ul>
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Note – This table does not imply that all other uses not listed in the table are automatically consistent uses within the zone. Assessable development must still demonstrate consistency through the assessment process.

## Multiple dwelling, short term accommodation and retirement facility code

### Application

- (1) This code applies to assessing development for a Multiple dwelling, short term accommodation, residential care facility or retirement facility if:
  - (a) assessable development where the code is an applicable code identified in the assessment criteria column of a table of assessment for a material change of use; or
  - (b) impact assessable development.
- (2) When using this code, reference should be made to Part 5.

### Purpose

- (1) The purpose of the Multiple dwelling, short term accommodation and retirement facility code is to assess the suitability of development to which this code applies.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) development is compatible with and complementary to surrounding development, with regard to scale, bulk, and streetscape patterns;
  - (b) master planning is undertaken for larger developments to ensure connectivity and integration with adjoining uses and the wider neighbourhood;
  - (c) development does not adversely impact on the natural features on the site;
  - (d) the design of development creates a pleasant living environment and is appropriate for the tropical climate of the region;
  - (e) the impacts of development on adjoining premises are managed.

### Criteria for assessment

Table Error! No text of specified style in document..a – Multiple dwelling, short term accommodation and retirement facility code – assessable development

Performance outcomes	Acceptable outcomes	Applicant response
For assessable development		
<b>PO1</b> The site has sufficient area and frontage to: (a) accommodate the scale and form of buildings considering site features; (b) achieve communal open space areas and private outdoor spaces;	<b>AO1.1</b> The site has a minimum area of 1000m <sup>2</sup> .  <b>AO1.2</b> The site has a minimum frontage of 25 metres.	Proposal complies.   Proposal complies.

Performance outcomes	Acceptable outcomes	Applicant response
(c) deliver viable areas of deep planting and landscaping to retain vegetation and protect or establish tropical planting; (d) achieve safe and convenient vehicle and pedestrian access; (e) accommodate on-site car parking and manoeuvring for residents, visitors and service providers.		
<b>P02</b> Development for large-scale multiple dwellings, short term accommodation and retirement villages contributes to the neighbourhood structure and integrates with the existing neighbourhood through: (a) the establishment and extension of public streets and pathways; (b) the provision of parks and other public spaces as appropriate to the scale of the development; (c) inclusion of a mix of dwelling types and tenures and forms; (d) buildings that address the street; (e) building height and setback transitions to adjoining development of a lower density or scale.	<b>A02</b> Development on a site 5,000m <sup>2</sup> or greater is in accordance with a structure plan.  Note – Guidance on preparing a structure plan is provided within Planning scheme policy SC6.14 – Structure planning.	N/A

Performance outcomes	Acceptable outcomes	Applicant response										
<p><b>PO3</b> Development ensures that the proportion of buildings to open space is:</p> <ul style="list-style-type: none"><li>(a) in keeping with the intended form and character of the local area and immediate streetscape;</li><li>(b) contributes to the modulation of built form;</li><li>(c) supports residential amenity including access to breezes, natural light and sunlight;</li><li>(d) supports outdoor tropical living;</li><li>(e) provides areas for deep tropical planting and / or for the retention of mature vegetation.</li></ul>	<p><b>AO3.1</b> The site cover is not more than 40%.</p> <p><b>AO3.2</b> The development has a gross floor area of not more than:</p> <table><tr><th>Zone</th><th>Maximum GFA</th></tr><tr><td>Low-medium density residential</td><td>0.8 x site area</td></tr><tr><td>Medium density residential</td><td>1.2 x site area</td></tr><tr><td>Tourist accommodation</td><td>1.2 x site area</td></tr><tr><td>All other zones</td><td>No acceptable outcome specified</td></tr></table>	Zone	Maximum GFA	Low-medium density residential	0.8 x site area	Medium density residential	1.2 x site area	Tourist accommodation	1.2 x site area	All other zones	No acceptable outcome specified	<p>Proposal includes site cover of approximately 51% which is generally in accordance with QDC requirements for Dwelling Houses, which the proposal will ultimately become. At only 2 storeys, GFA is approximately 1:1 which is less than the 1.2:1 which applies to surrounding residential development.</p>
Zone	Maximum GFA											
Low-medium density residential	0.8 x site area											
Medium density residential	1.2 x site area											
Tourist accommodation	1.2 x site area											
All other zones	No acceptable outcome specified											
<p><b>PO4</b> Development is sited so that the setback from boundaries:</p> <ul style="list-style-type: none"><li>(a) provides for natural light, sunlight and breezes;</li><li>(b) minimises the impact of the development on the amenity and privacy of neighbouring residents;</li><li>(c) provides for adequate landscaping.</li></ul>	<p><b>AO4.1</b> Buildings and structures are set back not less than 6 metres from a road frontage.</p> <p><b>AO4.2</b> Buildings and structures are setback not less than 4 metres to the rear boundary.</p> <p><b>AO4.3</b> The side boundary setback for buildings and structures is:</p> <ul style="list-style-type: none"><li>(a) for buildings up to 2 storeys not less than 2.5 metres for the entire building;</li><li>(b) for buildings up to 3 storeys not less than 3.5 metres for the entire building.</li></ul>	<p>Proposal complies.</p> <p>Proposal complies.</p> <p>Proposal includes side setbacks of 1.6m (northern boundary), 0.93m (southern boundary (excluding Class 10a garage structure which are proposed to boundary) and 5.5m (rear boundary). Proposed setbacks will not negatively impact any adjoining land uses given the position of adjoining development and will achieve an appropriate character and streetscape following landscaping. As future Dwelling Houses, it is noted that setbacks are also compliant with QDC</p>										



Performance outcomes	Acceptable outcomes	Applicant response
		requirements for 10m-wide lots (requirement is 1m - northern setback exceeds this and southern setback is within 7cm).
<p><b>PO5</b> Building depth and form must be articulated to</p> <ul style="list-style-type: none"> <li>(a) ensure that the bulk of the development is in keeping with the form and character intent of the area;</li> <li>(b) provide adequate amenity for residents in terms of natural light and ventilation.</li> </ul> <p>Note – Planning scheme policy SC6.1 – Building design and architectural elements provides guidance on reducing building bulk.</p>	<p><b>AO5.1</b> (a) The maximum length of a wall in any direction is 30 metres with substantial articulation provided every 15 metres. (b) The minimum distance between buildings on a site is not less than 6 metres;</p> <p><b>AO5.2</b> The length of any continuous eave line does not exceed 18 metres.</p>	<p>Proposal complies.</p>
<p><b>PO6</b> Development reduces the appearance of building bulk, ensures a human-scale, demonstrates variations in horizontal and vertical profile and supports streetscape character.</p>	<p><b>AO6.1</b> Development incorporates a number of the following design elements: (a) balconies; (b) verandahs; (c) terraces; (d) recesses.</p> <p><b>AO6.2</b> Development reduces building bulk by: (a) variation in building colours, materials and textures; (b) the use of curves, recesses, projections or variations in plan and elevation; (c) recession and projection of rooflines and the inclusion of interesting roof forms, such as cascading roof levels, gables, skillions or variations in pitch; (d) use of sun-shading devices and other façade features; (e) use of elements at a finer scale than the main structural framing of the building.</p>	<p>Proposal complies.</p> <p>Proposal complies.</p>

Performance outcomes	Acceptable outcomes	Applicant response
<p><b>P07</b> Development provides a building that must define the street to facilitate casual surveillance and enhance the amenity of the street through:</p> <ul style="list-style-type: none"> <li>(a) orientation to the street;</li> <li>(b) front boundary setback;</li> <li>(c) balconies and windows to provide overlooking and casual surveillance;</li> <li>(d) building entrances.</li> </ul>	<p><b>AO7.1</b> Development provides a building that is not set back further than 2m beyond the minimum required street front setback.</p> <p><b>AO7.2</b> Development provides balconies and windows from the primary living area that face and overlook the street or public space.</p>	<p>Proposal complies.</p> <p>Proposal complies.</p>
<p><b>P08</b> Buildings exhibit tropical design elements to support Douglas Shire's tropical climate, character and lifestyle.</p>	<p><b>AO8.1</b> Development has floor to ceiling heights of 2.7 metres;</p> <p><b>AO8.2</b> Buildings include weather protection and sun shading to all windows to all external doors and windows of habitable rooms.</p> <p><b>AO8.3</b> Development incorporates deep recesses, eaves and sun-shading devices</p> <p><b>AO8.4</b> Western orientated facades are shaded using building and landscape elements, such as adjustable screens, awnings or pergolas or dense tropical planting.</p> <p><b>AO8.5</b></p>	<p>Proposal include 3m ceiling heights.</p> <p>Proposal complies.</p> <p>Proposal complies.</p> <p>Proposal complies.</p> <p>Proposal complies.</p>

Performance outcomes	Acceptable outcomes	Applicant response
	Individual dwelling units are not located on both sides of an enclosed central corridor (i.e. not double banked).	
<p><b>PO9</b> Development minimises direct overlooking between buildings through appropriate building layout, location and the design of windows and balconies or screening devices.</p> <p>Note—Siting and building separation is used to minimise privacy screening requirements.</p>	<p><b>AO9.1</b> Development where the dwelling is located within 2 metres at ground level or 9 metres above ground level of a habitable room window or private open space of an existing dwelling house, ensures habitable rooms and any private outdoor spaces have:</p> <ul style="list-style-type: none"> <li>(a) an offset from the habitable room or private open space of the existing dwelling to limit direct outlook; or</li> <li>(b) sill heights a minimum of 1.5m above floor level; or</li> <li>(c) fixed obscure glazing in any part of the window below 1.5m above floor level; or</li> <li>(d) fixed external screens; or</li> <li>(e) in the case of screening for a ground floor level unit, fencing to a minimum 1.8m above the ground storey floor level.</li> </ul> <p><b>AO9.2</b> Development where a direct view is available from balconies, terraces, decks or roof decks into windows of habitable rooms, balconies, terraces or decks in an adjacent existing dwelling house, is screened from floor level to a height above 1.5m above floor level.</p> <p><b>AO9.3</b> Development provides screening devices that are solid translucent screens, perforated or slatted panels or fixed louvres that have a maximum of 25% openings, with a maximum opening</p>	<p>Proposal complies. Window screening, raised sill heights and landscaping on the upper level will provide necessary privacy.</p> <p>Proposal complies.</p> <p>Proposal complies.</p>

Performance outcomes	Acceptable outcomes	Applicant response
	<p>dimension of 50mm, and that are permanent and durable.</p> <p>Note—The screening device is offset a minimum of 0.3m from the wall around any window.</p> <p>Note—Screening devices are hinged or otherwise attached to facilitate emergency egress</p>	
<p><b>PO10</b></p> <p>Development provides accessible and functional landscaping and recreation area for the benefit of residents/guests.</p>	<p><b>AO10</b></p> <p>A minimum of 35% of the site is allocated as landscaping and recreation area.</p>	<p>Landscaping/recreation areas exceed 35% of the site.</p>
<p><b>PO11</b></p> <p>Landscaping must contribute positively to the amenity of the area, streetscape and public spaces.</p>	<p><b>AO11</b></p> <p>Development provides landscaping as follows:</p> <p>(a) A dense landscape planting strip of at least 2 metres width suitable for deep planting is provided and maintained along all street frontages;</p> <p>(b) A dense landscape planting strip of at least 1.5 metres width suitable for deep planting is provided along all side and rear boundaries.</p>	<p>Proposal includes significant areas of deep planting at site frontage. Side boundaries will include appropriate landscaping which will be enhanced by upper level gardens which will ensure appropriate streetscape and amenity.</p>
<p><b>PO12</b></p> <p>The landscaping and recreation area provides for functional communal open space for all developments exceeding five dwellings on one site.</p>	<p><b>AO12.1</b></p> <p>Communal open space is provided at:</p> <p>(a) a minimum of 5% of site area of 50m<sup>2</sup> whichever is the greater; and</p> <p>(b) a minimum dimension of 5 metres.</p> <p><b>AO12.2</b></p> <p>Development provides communal open space that:</p> <p>(a) is consolidated into one useable space;</p>	<p>Proposal results in freehold lots with significant private space, including private pools, therefore there is no need for communal space.</p>

Performance outcomes	Acceptable outcomes	Applicant response
	<p>(b) where communal open space exceeds 100m<sup>2</sup>, the communal open space may be split into two, and so forth incrementally.</p> <p><b>AO12.3</b> Communal open space:</p> <ul style="list-style-type: none"> <li>(a) is a minimum of 50% open to the sky;</li> <li>(b) achieves 25% shading by trees in 5 years;</li> <li>(c) does not include vehicle driveways and manoeuvring;</li> <li>(d) does not contain surface structures such as rainwater tanks, fire hydrants, transformers or water boosters.</li> </ul> <p><b>AO12.4</b> Communal open space is designed to provide for a range of facilities, typically including some, or all, of the following elements:</p> <ul style="list-style-type: none"> <li>(a) seating;</li> <li>(b) barbecue;</li> <li>(c) play equipment;</li> <li>(d) swimming pool;</li> <li>(e) communal clothes drying;</li> <li>(f) vegetable garden.</li> </ul> <p><b>AO12.5</b> Development involving 5 or fewer dwellings on one lot can allocate additional private open space to a ground storey dwelling instead of providing communal open space.</p>	
<p><b>PO13</b> Development must provide attractive and functional private open space for residents and guests.</p>	<p><b>AO13.1</b> Development provides private open space which:</p> <ul style="list-style-type: none"> <li>(a) for ground storey dwellings, comprises of a minimum area of 35m<sup>2</sup> with a minimum dimension of 3 metres;</li> </ul>	Proposal complies.

Performance outcomes	Acceptable outcomes	Applicant response
	<p>(b) for dwellings above ground storey, comprises of a balcony with minimum area of 12m<sup>2</sup> and a minimum dimension of 3 metres.</p> <p><b>AO13.2</b> Development provides private open space areas that are:</p> <p>(a) directly accessible from internal primary living area of the dwelling (not bedrooms);</p> <p>(b) provided with a screened area of 2m<sup>2</sup> minimum dimension capable of screening air conditioning plant, private clothes drying etc...</p> <p>(c) provided with adjustable, moveable or operable privacy screening where appropriate.</p> <p><b>AO13.3</b> Development provides balconies that are located to the front or rear of the building except where adequate building separation can be achieved to maintain privacy.</p> <p><b>AO13.4</b> Where secondary balconies are provided to a side of a building for additional amenity or services, such as clothes drying or to articulate facades, the setback may be reduced to the minimum setback, but these areas are not included in the calculation of private open space requirements.</p> <p><b>AO13.5</b> Private open space:</p> <p>(a) does not include vehicle driveways and manoeuvring;</p>	<p>Proposal complies.</p> <p>Proposal complies.</p> <p>N/A</p> <p>Proposal complies.</p>



Performance outcomes	Acceptable outcomes	Applicant response
(a) convenient and accessible to residents and waste and recyclable material collection services; (b) located and designed to mitigate adverse impacts: (i) within the site; (ii) on adjoining properties; (iii) to the street.	(a) are located on site; (b) are sited and designed to be unobtrusive and screened from view from the street frontage; (c) are imperviously sealed roofed and bunded, and contain a hose down area draining to Council's sewer network; (d) are of a sufficient size to accommodate bulk (skip) bins; (e) have appropriate access and sufficient on site manoeuvrability area for waste and recyclable material collection services.  Note - The Environmental performance code contains requirements for waste and recyclable material storage.	
<b>PO17</b> Development provides a secure storage area for each dwelling.	<b>AO17</b> A secure storage area for each dwelling: (a) is located to enable access by a motor vehicle or be near to vehicle parking; (b) has a minimum space of 3.5m <sup>2</sup> per dwelling; (c) has a minimum height of 2 metres; (d) is weather proof; (e) is lockable; (f) has immunity to the 1% AEP inundation event.  Note – A cupboard within a unit will not satisfy this requirement.	Proposal complies.
<b>Additional requirements for a Retirement facility</b>		
<b>PO18</b> Retirement facilities are located in areas which offer convenience to residents, and are designed to be compatible with the locality and surrounding area in which they are located.	<b>AO18</b> Retirement facilities are conveniently located in established areas close to public transport, shopping facilities and health care services.	N/A
<b>PO19</b>	<b>AO19.1</b>	N/A



Performance outcomes	Acceptable outcomes	Applicant response
Retirement facilities are designed to provide for the amenity and security of residents.	<p>The Retirement facility incorporates covered walkways wide enough to accommodate wheel chairs and ramps, and where necessary, provide on-site weather protection between all parts of the complex.</p> <p><b>AO19.2</b> Internal pathways have firm, well drained and non-slip surfaces.</p> <p><b>AO19.2</b> Security screens are provided to all dwelling units or residential rooms to ensure the safety and security of residents.</p> <p><b>AO19.3</b> An illuminated sign and site map of the layout of the development is located near the main entrance to the facility.</p>	
<p><b>PO20</b> The internal layout of a Retirement facility and the location of the retirement facility allows for safe evacuation of residents in an emergency and provides emergency services to efficiently access the site.</p>	<p><b>AO20.1</b> The design of the Retirement facility ensures that external circulation and access and egress points on the site facilitate the evacuation of the site in an efficient manner.</p> <p><b>AO20.2</b> The site of a Retirement facility is not prone to inundation.</p> <p><b>AO20.3</b> The location of the Retirement facility is readily accessible to emergency vehicles.</p>	N/A
<p><b>PO21</b> The development is designed for the needs of the age group, and to allow 'aging in place' to occur.</p>	<p><b>AO21.1</b> Development applies adaptable housing principles.</p>	N/A

Performance outcomes	Acceptable outcomes	Applicant response
	<b>AO21.2</b> A range of housing designs and sizes are provided in the development to cater for different individual and household needs.	

## Reconfiguring a lot code

### Application

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

### Purpose

- (1) The purpose of the Reconfiguring a lot code is to regulate development for reconfiguring a lot.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) development results in a well-designed pattern of streets supporting walkable communities;
  - (b) lots have sufficient areas, dimensions and shapes to be suitable for their intend use taking into account environmental features and site constraints;
  - (c) road networks provide connectivity that is integrated with adjoining existing or planned development while also catering for the safe and efficient access for pedestrians, cyclists and for public transport;
  - (d) lots are arranged to front all streets and parkland such that development enhances personal safety, traffic safety, property safety and security; and contributes to streetscape and open space quality;
  - (e) development does not diminish environmental and scenic values, and where relevant, maintains and enhances public access and use of natural areas, rivers, dams, creeks and the foreshore, in a way that protects natural resources;
  - (f) people and property are not placed at risk from natural hazards;
  - (g) a range of functional parkland, including local and district parks, major areas of parkland with a region-wide focus and open space links are available for the use and enjoyment of residents and visitors to the region;
  - (h) the appropriate standard of infrastructure is provided.

### Criteria for assessment

**Table Error! No text of specified style in document..a – Reconfiguring a lot code – assessable development**

Performance outcomes	Acceptable outcomes	Applicant response
<b>General lot design standards</b>		
<b>PO1</b>	<b>A01</b> No acceptable outcomes are prescribed.	Proposed lots do not meet the minimum prescribed lot size of 600m2 which applies in

Performance outcomes	Acceptable outcomes	Applicant response
Lots comply with the lot reconfiguration outcomes of the applicable Zone code in Part 5.		the Centre Zone. The form of development proposed is acknowledged to vary from that envisaged for the Centre Zone and is consistent with the surrounding residential zones. Ultimately the Reconfiguring a Lot component of the application is a tenure issue only and the built form of the proposal is what is important and is appropriate for the site.
<b>P02</b> New lots are generally rectangular in shape with functional areas for land uses intended by the zone.	<b>A02</b> Boundary angles are not less than 45 degrees.	Proposal complies.
<b>P03</b> Lots have legal and practical access to a public road.	<b>A03</b> 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.	Proposal complies.
<b>P04</b> Development responds appropriately to its local context, natural systems and site features.	<b>A04</b> 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.	It is not practical to retain existing trees in this instance. The proposal will provide lush tropical landscaping in accordance with the desired Port Douglas character.
<b>P05</b> 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.	<b>A05</b> 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
<b>P06</b> Where existing buildings or structures are to be retained, development results in:	<b>A06</b> Development ensures setbacks between existing buildings or structures and proposed boundaries satisfy relevant building standards	N/A




Performance outcomes	Acceptable outcomes	Applicant response
<p>(a) boundaries that offer regular lot shapes and usable spaces;</p> <p>(b) existing improvements complying with current building and amenity standards in relation to boundary setbacks.</p> <p>Note - This may require buildings or structures to be modified, relocated or demolished to meet setback standards, resolve encroachments and the like.</p>	<p>or zone code requirements, whichever is the greater.</p>	
<p><b>PO7</b> Where rear lots are proposed, development:</p> <p>(a) provides a high standard of amenity for residents and other users of the site and adjoining properties;</p> <p>(b) positively contributes to the character of adjoining properties and the area;</p> <p>(c) does not adversely affect the safety and efficiency of the road from which access is gained.</p>	<p><b>AO7.1</b> Where rear lots are to be established:</p> <p>(a) the rear lot is generally rectangular in shape, avoiding contrived sharp boundary angles;</p> <p>(b) no more than 6 lots directly adjoin the rear lot;</p> <p>(c) no more than one rear lot occurs behind the road frontage lot;</p> <p>(d) no more than two access strips to rear lots directly adjoin each other;</p> <p>(e) access strips are located only on one side of the road frontage lot.</p> <p><b>AO7.2</b> Access strips to the rear lot have a minimum width dimension of:</p> <p>(a) 4.0 metres in Residential Zones.</p> <p>(b) 8.0 metres in Industrial Zones category.</p> <p>(c) 5.0 metres in all other Zones.</p> <p>Note - Rear lots are generally not appropriate in non-Residential or non-Rural zones.</p> <p><b>AO7.3</b> Access strips are provided with a sealed pavement of sufficient width to cater for the intended traffic, but no less than:</p>	<p>N/A</p>

Performance outcomes	Acceptable outcomes	Applicant response
	(a) 3.0 metres in Residential Zone. (b) 6.0 metres in an Industrial Zone. (c) 3.5 metres in any other Zone.	
<b>Structure plans</b>		
Additional requirements for: (a) a site which is more than 5,000m <sup>2</sup> in any of the Residential zones; or  within these zones, and (b) creates 10 or more lots; or (c) involves the creation of new roads and/or public use land.  or  (d) For a material change of use involving: (i) preliminary approval to vary the effect of the planning scheme; (ii) establishing alternative Zones to the planning scheme.		
Note - This part is to be read in conjunction with the other parts of the code		
<b>PO8</b> A structure plan is prepared to ensure that neighbourhood design, block and lot layout, street network and the location and provision on any open space recognises previous planning for the area and its surroundings, and integrates appropriately into its surroundings.	<b>AO8.1</b> Neighbourhood design, lot and street layout, and open space provides for, and integrates with, any: (a) approved structure plan; (b) the surrounding pattern of existing or approved subdivision. Note - Planning scheme policy SC14– Structure planning provides guidance on meeting the performance outcomes.  <b>AO8.2</b> Neighbourhood design, lot and street layouts enable future connection and integration with adjoining undeveloped land.	N/A
<b>PO9</b>	<b>AO9.1</b> Development does not establish cul-de-sac streets unless:	N/A

Performance outcomes	Acceptable outcomes	Applicant response
Neighbourhood design results in a connected network of walkable streets providing an easy choice of routes within and surrounding the neighbourhood.	<p>(a) cul-de-sacs are a feature of the existing pattern of development in the area;</p> <p>(b) there is a physical feature or incompatible zone change that dictates the need to use a cul-de-sac streets.</p> <p><b>AO9.2</b> Where a cul-de-sac street is used, it:</p> <p>(a) is designed to be no longer than 150 metres in length;</p> <p>(b) is designed so that the end of the cul-de-sac is visible from its entrance;</p> <p>(c) provides connections from the top of the cul-de-sac to other streets for pedestrians and cyclists, where appropriate.</p> <p><b>AO9.3</b> No more than 6 lots have access to the turning circle or turning-tee at the end of a cul-de-sac street.</p>	
<p><b>PO10</b> Neighbourhood design supports diverse housing choices through block sizes and lot design. In developing areas, significant changes in lot size and frontage occur at the rear of lots rather than on opposite sides of a street.</p>	<p><b>PO10</b> No acceptable outcomes are prescribed.</p>	N/A
<p><b>PO11</b> Provision of physical and social infrastructure in developing residential neighbourhoods is facilitated through the orderly and sequential development of land.</p> <p>Note - Part 4 – Local government infrastructure plan may identify specific levels of infrastructure to be provided within development sites.</p>	<p><b>AO11.1</b> New development adjoins adjacent existing or approved urban development.</p> <p><b>AO11.2</b> New development is not established beyond the identified Local government infrastructure plan area.</p>	N/A
<b>Urban parkland and environmental open space</b>		

Performance outcomes	Acceptable outcomes	Applicant response
<b>PO12</b> Where appropriate development maintains and enhances public access and use of natural areas, rivers, dams, creeks and the foreshore.	<b>AO12</b> No acceptable outcomes are prescribed.	N/A
<b>PO13</b> Development provides land to: (a) meet the recreation needs of the community; (b) provide an amenity commensurate with the structure of neighbourhoods and land uses in the vicinity; and adjacent to open space areas; (c) provide for green corridors and linkages.	<b>AO13</b> No acceptable outcomes are prescribed.  Note - Part 4 – Priority infrastructure plan and Planning scheme policy SC14 – Structure Plans provides guidance in providing open space and recreation land.	N/A
<b>AO14</b> Lot size, dimensions, frontage and orientation permits buildings to be established that will facilitate casual surveillance to urban parkland and environmental open space.	<b>AO14.1</b> Urban parkland is regular in shape.  <b>AO14.2</b> At least 75% of the urban parkland's frontage is provided as road.  <b>AO14.3</b> Urban parkland and environmental open space areas are positioned to be capable of being overlooked by surrounding development.  <b>AO14.4</b> Surrounding lots are orientated so that facades will front and overlook the urban parkland and environmental open space.  <b>AO14.5</b> The number of lots that back onto, or are side-orientated to the urban parkland and environmental open space is minimised.	N/A



Performance outcomes	Acceptable outcomes	Applicant response
	 <p>Inconsistent design solution - low total number of lots complying with the acceptable outcomes.</p>  <p> Lots orientated to front and overlook park to provide casual surveillance.</p> <p>Consistent design solution - high total number of lots complying with the acceptable outcomes.</p>	
<b>Private subdivisions (gated communities)</b>		
<b>PO15</b> Private subdivisions (gated communities) do not compromise the establishment of connected and integrated infrastructure and open space networks.	<b>PO15</b> No acceptable outcomes are prescribed.	N/A
<b>Additional requirements for reconfiguration involving the creation of public streets or roads</b>		

Performance outcomes	Acceptable outcomes	Applicant response
<b>PO16</b> The function of new roads is clearly identified and legible and provides integration, safety and convenience for all users.	<b>AO16</b> No acceptable outcomes are prescribed.  Note - The design and construction standards are set out in Planning scheme policy SC5 – FNQROC Regional Development Manual, with reference to the specifications set out in Sections D1 and D3.	N/A
<b>PO17</b> Street design supports an urban form that creates walkable neighbourhoods. Street design: (a) is appropriate to the function(s) of the street; (b) meets the needs of users and gives priority to the needs of vulnerable users.	<b>AO17</b> No acceptable outcomes are prescribed.	N/A
<b>Public transport network</b>		
<b>PO18</b> Development provides a street pattern that caters for the extension of public transport routes and infrastructure including safe pedestrian pick-up and set-down up facilities.	<b>AO18</b> No acceptable outcomes are prescribed.	N/A
<b>Pest plants</b>		
<b>PO19</b> 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.  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.	<b>AO19</b> 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.  Note - A declaration from an appropriately qualified person validates the land being free from pest plants. Declared pest plants include locally declared and State declared pest plants.	Proposal is capable of complying.

## Acid sulfate soils overlay code

### Application

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Acid sulfate soils overlay, if:
  - (a) self-assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;
  - (b) impact assessable development.
- (2) Land in the Acid sulphate soils overlay is identified on the Acid sulfate soils overlay map in Schedule 2 and includes the following sub-categories:
  - (a) Land at or below the 5m AHD sub-category;
  - (b) Land above the 5m AHD and below the 20m AHD sub-category.
- (3) When using this code, reference should be made to Part 5.

### Purpose

- (1) The purpose of the acid sulfate soils overlay code is to:
  - (a) implement the policy direction in the Strategic Framework, in particular:
    - (i) Theme 2: Environment and landscape values, Element 3.5.4 Coastal zones.
    - (ii) Theme 3: Natural resource management, Element 3.6.2 land and catchment management, Element 3.6.3 Primary production, forestry and fisheries.
- (2) enable an assessment of whether development is suitable on land within the Acid sulfate soils overlay sub-categories.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Development ensures that the release of any acid and associated metal contaminant is avoided by not disturbing acid sulfate soils when excavating, removing soil or extracting ground water or filling land;
  - (b) Development ensures that disturbed acid sulfate soils, or drainage waters, are treated and, if required, on-going management practices are adopted that minimise the potential for environmental harm from acid sulfate soil and protect corrodible assets from acid sulfate soil.

### Criteria for assessment

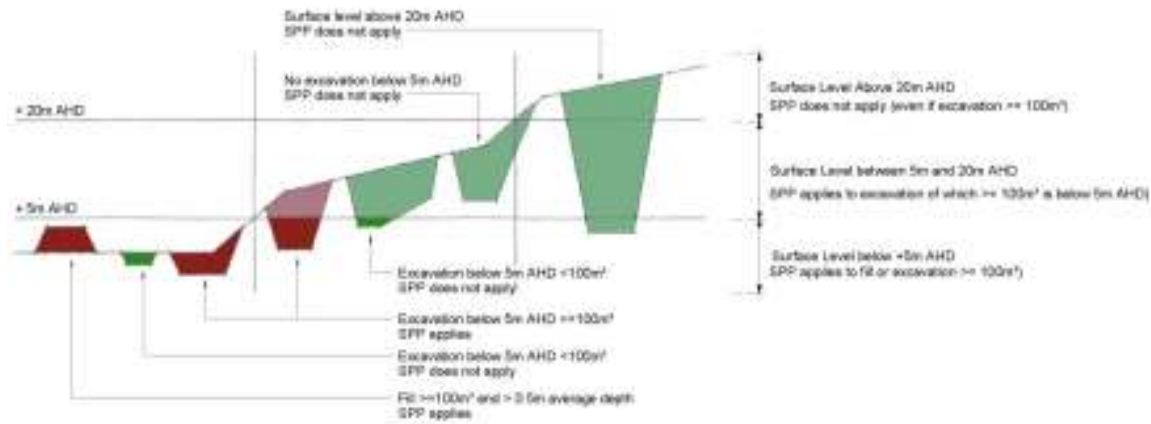
**Table Error! No text of specified style in document..a – Acid sulfate soils overlay code – assessable development**

Performance outcomes	Acceptable outcomes	Applicant response
For assessable development		

Performance outcomes	Acceptable outcomes	Applicant response
<b>PO1</b> The extent and location of potential or actual acid sulfate soils is accurately identified.	<b>AO1.1</b> No excavation or filling occurs on the site.  or  <b>AO1.2</b> An acid sulfate soils investigation is undertaken.  Note - Planning scheme policy SC 6.12– Potential and actual acid sulfate soils provides guidance on preparing an acid sulfate soils investigation.	Proposal will include an acid sulfate soils investigation if relevant disturbance thresholds are likely to be exceeded.
<b>PO2</b> Development avoids disturbing potential acid sulfate soils or actual acid sulfate soils, or is managed to avoid or minimise the release of acid and metal contaminants.	<b>AO2.1</b> The disturbance of potential acid sulfate soils or actual acid sulfate soils is avoided by: (a) not excavating, or otherwise removing, soil or sediment identified as containing potential or actual acid sulfate soils; (b) not permanently or temporarily extracting groundwater that results in the aeration of previously saturated acid sulfate soils; (c) not undertaking filling that results in: (d) actual acid sulfate soils being moved below the water table; (e) previously saturated acid sulfate soils being aerated.  or  <b>AO2.2</b> The disturbance of potential acid sulfate soils or actual acid sulfate soils is undertaken in accordance with an acid sulfate soils management plan and avoids the release of metal contaminants by:	Proposal will include an acid sulfate soils management plan if required by any necessary investigations.

Performance outcomes	Acceptable outcomes	Applicant response
	<ul style="list-style-type: none"> <li>(a) neutralising existing acidity and preventing the generation of acid and metal contaminants;</li> <li>(b) preventing the release of surface or groundwater flows containing acid and metal contaminants into the environment;</li> <li>(c) preventing the in situ oxidisation of potential acid sulfate soils and actual acid sulfate soils through ground water level management;</li> <li>(d) appropriately treating acid sulfate soils before disposal occurs on or off site;</li> <li>(e) documenting strategies and reporting requirements in an acid sulfate soils environmental management plan.</li> </ul> <p>Note - Planning scheme policy SC 6.12 – Acid sulfate soils provides guidance on preparing an acid sulfate soils management plan.</p>	
<b>PO3</b> No environmental harm is caused as a result of exposure to potential acid sulfate soils or actual acid sulfate soils.	<b>AO3</b> No acceptable outcomes are prescribed.	Proposal is capable of complying.

Figure 0.a – Acid sulfate soils (SPP triggers)



## Landscape values overlay code

### Application

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Landscape values overlay, if:
  - (a) self-assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;
  - (b) impact assessable development.
- (2) Land in the Landscape values overlay is identified on the Landscape values overlay map in Schedule 2 and includes in following sub-categories:
  - (a) High landscape value sub-category;
  - (b) Medium landscape value sub-category;
  - (c) Scenic route buffer / view corridor area sub-category;
  - (d) Coastal scenery area sub-category.
- (3) When using this code, reference should be made to Part 5.

### Purpose

- (1) The purpose of the Landscape values overlay code is to:
  - (a) implement the policy direction of the Strategic Framework, in particular:
    - (i) Theme 2: Environment and landscape values Element 3.5.5 Scenic amenity;
    - (ii) Theme 3: Natural resource management Element 3.6.4 – Resource extraction.
  - (b) enable an assessment of whether development is suitable on land within the Landscape values overlay sub-categories.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) areas of High landscape value are protected, retained and enhanced;
  - (b) areas of Medium landscape value are managed to integrate and limit the visual impact of development;
  - (c) the landscape values of the Coastal scenery area are managed to integrate and limit the visual impact of development;
  - (d) development maintains and enhances the significant landscape elements and features which contribute to the distinctive character and identity of Douglas Shire;
  - (e) ridges and vegetated hillslopes are not developed in a way that adversely impacts on landscape values;
  - (f) watercourses, forested mountains and coastal landscape character types remain predominantly natural in appearance in order to maintain the region's diverse character and distinctive tropical image, in particular:
    - (i) areas in the coastal landscape character type which are predominantly natural and undeveloped in appearance retain this natural

- landscape character;
- (ii) watercourses which are predominantly natural and undeveloped in appearance retain this natural landscape character;
- (iii) the rural character of cane fields and lowlands landscape character types which are predominantly rural or natural in appearance are maintained;
- (iv) landscape values are maintained when viewed from lookouts, scenic routes, gateways and public places.
- (g) views towards High landscape value areas and the Coral Sea are not diminished;
- (h) development is consistent with the prevailing landscape character of its setting, and is neither visually dominant nor visually intrusive;
- (i) advertising devices do not detract from the landscape values, character types or amenity of an area.

### Criteria for assessment

**Table Error! No text of specified style in document..a – Landscape values overlay code – assessable development**

Performance outcomes	Acceptable outcomes	Applicant response
<b>For assessable development</b>		
<b>Development in a High landscape value area</b>		
<p><b>PO1</b> Development within High landscape value areas identified on the Landscape values overlay maps contained in Schedule 2:</p> <ul style="list-style-type: none"> <li>(a) avoids detrimental impacts on the landscape values of forested skylines, visible hillslopes, ridgelines, the coastal foreshore or the shoreline of other water bodies through the loss of vegetation;</li> <li>(b) is effectively screened from view from a road, lookout or other public place by an existing natural landform or native vegetation, or will be effectively screened by native vegetation within 3 years of construction;</li> <li>(c) retains existing vegetation and incorporates new landscaping to enhance existing vegetation and visually soften built form elements;</li> <li>(d) incorporates development of a scale, design, height, position on site, construction materials and external finishes that are compatible with the landscape values of the locality;</li> <li>(e) avoids detrimental impacts on landscape values and excessive changes to the natural landform as</li> </ul>	<p><b>AO1.1</b> Buildings and structures are not more than 8.5 metres and two storeys in height.</p> <p>Note - Height is inclusive of roof height.</p> <p><b>AO1.2</b> Buildings and structures are setback not less than 50 metres from ridgelines or peaks.</p> <p><b>AO1.3</b> Development is screened from view from roads or other public places by an existing natural landform or an existing native vegetation buffer.</p> <p><b>AO1.4</b> Where development on land steeper than 1 in 6 (16.6%) cannot be avoided: (a) development follows the natural; contours of the site;</p>	N/A



Performance outcomes	Acceptable outcomes	Applicant response
<p>a result of the location, position on site, scale, design, extent and alignment of earthworks, roads, driveways, retaining walls and other on-ground or in-ground infrastructure;</p> <p>(f) avoids detrimental impacts on landscape values and views as a result of the location, position on site, scale, design and alignment of telecommunications facilities, electricity towers, poles and lines and other tall infrastructure;</p> <p>(g) extractive industry operations are avoided.</p> <p>Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes.</p>	<p>(b) buildings are split level or suspended floor construction, or a combination of the two;</p> <p>(c) lightweight materials are used to areas with suspended floors.</p> <p>Note - Examples of suitable lightweight materials include timber or fibre cement boards or sheeting for walls and factory treated metal sheeting for walls and roofs.</p> <p><b>AO1.5</b> The external features, walls and roofs of buildings and structures have a subdued and non-reflective palette.</p> <p>Note - Examples of suitable colours include shades of green, olive green, blue green, grey green, green blue, indigo, brown, blue grey, and green yellow.</p> <p><b>AO1.6</b> No clearing of native vegetation occurs on land with a slope greater than 1 in 6 (16.5%).</p> <p><b>AO1.7</b> Where for accommodation activities or reconfiguration of a lot in a High landscape value area, development demonstrates that the height, design, scale, positioning on-site, proposed construction materials and external finishes are compatible with the landscape values.</p> <p>Note - A visual impact assessment undertaken in accordance with Planning scheme policy SC6.6 – Landscape values may be required.</p> <p><b>AO1.8</b> Advertising devices do not occur.</p>	

Performance outcomes	Acceptable outcomes	Applicant response
<b>Development within the Medium landscape value area</b>		
<p><b>PO2</b> Development within Medium landscape value areas identified on the Landscape values overlay maps contained in Schedule 2:</p> <ul style="list-style-type: none"> <li>(a) avoids detrimental impacts on the landscape values of forested skylines, visible hillslopes, ridgelines, the coastal foreshore or the shoreline of other water bodies through the loss of vegetation;</li> <li>(b) is effectively screened from view from a road, lookout or other public place by an existing natural landform or native vegetation, or will be effectively screened by native vegetation within 5 years of construction;</li> <li>(c) retains existing vegetation and incorporates new landscaping to enhance existing vegetation and visually soften built form elements;</li> <li>(d) incorporates development of a scale, design, height, position on site, construction materials and external finishes that are compatible with the landscape values of the locality;</li> <li>(e) avoids detrimental impacts on landscape values and excessive changes to the natural landform as a result of the location, position on site, scale, design and alignment of earthworks, roads, driveways, retaining walls and other on-ground or in-ground infrastructure;</li> <li>(f) avoids detrimental impacts on landscape values and views as a result of the location, position on site, scale, design and alignment of telecommunications facilities, electricity towers, poles and lines and other tall infrastructure;</li> <li>(g) extractive industry operations are avoided, or where they cannot be avoided, are screened from view.</li> </ul>	<p><b>AO2.1</b> Buildings and structures are not more than 8.5 metres and two storeys in height.</p> <p>Note - Height is inclusive of the roof height.</p> <p><b>AO2.2</b> Development is screened from view from roads or other public places by an existing natural landform or an existing native vegetation buffer.</p> <p><b>AO2.3</b> Where development on land steeper than 1 in 6 (16.6%) cannot be avoided:</p> <ul style="list-style-type: none"> <li>(a) development follows the natural; contours of the site;</li> <li>(b) buildings are split level or suspended floor construction, or a combination of the two;</li> <li>(c) lightweight materials are used to areas with suspended floors.</li> </ul> <p>Note - Examples of suitable lightweight materials include timber or fibre cement boards or sheeting for walls and factory treated metal sheeting for walls and roofs.</p> <p><b>AO2.4</b> The external features, walls and roofs of buildings and structures have a subdued and non-reflective palette.</p> <p>Note - Examples of suitable colours include shades of green, olive green, blue green, grey green, green blue, indigo, brown, blue grey, and green yellow.</p> <p><b>AO2.5</b></p>	N/A

Performance outcomes	Acceptable outcomes	Applicant response
<p>Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes.</p>	<p>No clearing of native vegetation occurs on land with a slope greater than 1 in 6 (16.6%).</p> <p><b>AO2.6</b> Advertising devices do not occur.</p>	
<b>Development within a Scenic route buffer / view corridor area</b>		
<p><b>PO3</b> Development within a Scenic route buffer / view corridor area as identified on the Landscape values overlay maps contained in Schedule 2:</p> <ul style="list-style-type: none"> <li>(a) retains visual access to views of the surrounding landscape, the sea and other water bodies;</li> <li>(b) retains existing vegetation and incorporates landscaping to visually screen and soften built form elements whilst not impeding distant views or view corridors;</li> <li>(c) incorporates building materials and external finishes that are compatible with the visual amenity and the landscape character;</li> <li>(d) minimises visual impacts on the setting and views in terms of: <ul style="list-style-type: none"> <li>(i) the scale, height and setback of buildings;</li> <li>(ii) the extent of earthworks and impacts on the landform including the location and configuration of access roads and driveways;</li> <li>(iii) the scale, extent and visual prominence of advertising devices.</li> </ul> </li> </ul> <p>Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes.</p>	<p><b>AO3.1</b> Where within a Scenic route buffer / view corridor area, the height of buildings and structures is not more than identified within the acceptable outcomes of the applicable zone code.</p> <p><b>AO3.2</b> No clearing of native vegetation is undertaken within a Scenic route buffer area.</p> <p><b>AO3.3</b> Where within a Scenic route buffer / view corridor area development is set back and screened from view from a scenic route by existing native vegetation with a width of at least 10 metres and landscaped in accordance with the requirements of the landscaping code.</p> <p><b>AO3.4</b> Development does not result in the replacement of, or creation of new, additional, or enlarged advertising devices.</p>	<p>Proposal complies.</p> <p>Proposal complies.</p> <p>Proposal is setback consistent with adjoining development and will include landscaping at the frontage to ensure an appropriate streetscape.</p> <p>Proposal complies.</p>
<b>Development within the Coastal scenery area</b>		
<b>PO4</b>	<b>AO4.1</b>	N/A

Performance outcomes	Acceptable outcomes	Applicant response
<p>The landscape values of the Coastal scenery zone as identified on the Landscape values overlay maps contained in Schedule 2 are managed to integrated and limit the visual impact of development.</p> <p>Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes.</p>	<p>The dominance of the natural character of the coast is maintained or enhanced when viewed from the foreshore.</p> <p><b>AO4.2</b> Where located adjacent to the foreshore buildings and structures are setback:</p> <ul style="list-style-type: none"> <li>(a) Where no adjoining development, a minimum of 50 metres from the coastal high water mark and the setback area is landscaped with a native vegetation buffer that has a minimum width of 25 metres; or</li> <li>(b) Where there is adjoining development, setbacks will be consistent with that of adjoining buildings and structures, but not less than 10 metres from the coastal high water mark. The setback area is landscaped in accordance with the requirements of the Landscaping code.</li> </ul> <p><b>AO4.3</b> Where separated from the foreshore by land contained within public ownership (e.g. unallocated State land, esplanade or other public open space), buildings and structures area setback:</p> <ul style="list-style-type: none"> <li>(a) where no adjoining development, a minimum of 6 metres from the coastward property boundary. The setback area is landscaped in accordance with the requirements of the Landscaping code; or</li> <li>(b) where there is adjoining development, setbacks will be consistent with that of adjoining buildings and structures. The setback area is landscaped in</li> </ul>	

Performance outcomes	Acceptable outcomes	Applicant response
	accordance with the requirements of the Landscaping code.	
<p><b>PO5</b> Development is to maximise opportunities to maintain and/or enhance natural landscape values through the maintenance and restoration of vegetated buffers between development and coastal waters, where practical.</p> <p>Note – A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in satisfaction of a performance outcome.</p>	<p><b>AO5</b> No clearing of native vegetation is undertaken within a Coastal scenery area zone, except for exempt vegetation damage undertaken in accordance with the Vegetation management code.</p>	N/A

## Transport network overlay code

### Application

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Transport network overlay; if:
  - (a) self-assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;
  - (b) impact assessable development.
- (2) Land within the Transport network overlay is identified on the Transport network (Road Hierarchy) overlay map and the Transport network (Pedestrian and Cycle) overlay map in Schedule 2 and includes the following sub-categories:
  - (a) Transport network (Road Hierarchy) overlay sub-categories:
    - (i) State controlled road sub-category;
    - (ii) Sub-arterial road sub-category;
    - (iii) Collector road sub-category;
    - (iv) Access road sub-category;
    - (v) Industrial road sub-category;
    - (vi) Major rural road sub-category;
    - (vii) Minor rural road sub-category;
    - (viii) Unformed road sub-category;
    - (ix) Major transport corridor buffer area sub-category.
  - (b) Transport network (Pedestrian and Cycle) overlay sub-categories:
    - (i) Principal route;
    - (ii) Future principal route;
    - (iii) District route;
    - (iv) Neighbourhood route;
    - (v) Strategic investigation route.
- (3) When using this code, reference should be made to Part 5.

### Purpose

- (1) The purpose of the Transport network overlay code is to:
  - (a) implement the policy direction of the Strategic Framework, in particular:

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

- (2) The purpose of the code will be achieved through the following overall outcomes:
- (a) development provides for transport infrastructure (including active transport infrastructure);
  - (b) development contributes to a safe and efficient transport network;
  - (c) development supports the existing and future role and function of the transport network;
  - (d) development does not compromise the safety and efficiency of major transport infrastructure and facilities.

### Criteria for assessment

**Table Error! No text of specified style in document..a – Transport network overlay code – assessable development**

Performance outcomes	Acceptable outcomes	Applicant response
<b>For assessable development</b>		
<p><b>PO1</b> Development supports the road hierarchy for the region.</p> <p>Note -A Traffic impact assessment report prepared in accordance with Planning scheme policy SC6.10 - Parking and access is one way to demonstrate achievement of the Performance Outcomes.</p>	<p><b>AO1.1</b> Development is compatible with the intended role and function of the transport network as identified on the Transport network overlay maps contained in Schedule 2.</p> <p><b>AO1.2</b> Development does not compromise the safety and efficiency of the transport network.</p> <p><b>AO1.3</b> Development is designed to provide access via the lowest order road, where legal and practicable access can be provided to that road.</p>	<p>Proposal complies.</p> <p>Proposal complies.</p> <p>Proposal complies.</p>
<p><b>PO2</b> Transport infrastructure is provided in an integrated and timely manner.</p>	<p><b>AO2</b> Development provides infrastructure (including improvements to existing infrastructure) in accordance with:</p>	<p>Proposal complies or is capable of complying.</p>

Performance outcomes	Acceptable outcomes	Applicant response
Note - A Traffic impact assessment report prepared in accordance with Planning scheme policy SC6.10 - Parking and access is one way to demonstrate achievement of the Performance Outcomes.	<p>(a) the Transport network overlay maps contained in Schedule 2;</p> <p>(b) any relevant Local Plan.</p> <p>Note – The Translink Public Transport Infrastructure Manual provides guidance on the design of public transport facilities.</p>	
<p><b>PO3</b></p> <p>Development involving sensitive land uses within a major transport corridor buffer area is located, designed and maintained to avoid or mitigate adverse impacts on amenity for the sensitive land use.</p>	<p><b>AO3</b></p> <p>No acceptable outcomes are prescribed.</p> <p>Note – Part 4.4 of the Queensland Development Code provides requirements for residential building design in a designated transport noise corridor.</p>	Proposal will be built in accordance with the requirements of Part 4.4 of the Queensland Development Code.
<p><b>PO4</b></p> <p>Development does not compromise the intended role and function or safety and efficiency of major transport corridors.</p> <p>Note - A Traffic impact assessment report prepared in accordance with Planning scheme policy SC6.10 - Parking and access is one way to demonstrate achievement of the Performance Outcomes.</p>	<p><b>AO4.1</b></p> <p>Development is compatible with the role and function (including the future role and function) of major transport corridors.</p> <p><b>AO4.2</b></p> <p>Direct access is not provided to a major transport corridor where legal and practical access from another road is available.</p> <p><b>AO4.3</b></p> <p>Intersection and access points associated with major transport corridors are located in accordance with:</p> <p>(a) the Transport network overlay maps contained in Schedule 2; and</p> <p>(b) any relevant Local Plan.</p> <p><b>AO4.4</b></p> <p>The layout of development and the design of the associated access is compatible with existing and future boundaries of the major transport corridor or major transport facility.</p>	<p>Proposal complies.</p> <p>N/A</p> <p>Proposal complies.</p> <p>Proposal complies.</p>





## Environmental performance code

### Application

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

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

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

### Purpose

- (1) The purpose of the Environmental performance code is to ensure development is designed and operated to avoid or mitigate impacts on sensitive receiving environments.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) activities that have potential to cause an adverse impact on amenity of adjacent and surrounding land, or environmental harm is avoided through location, design and operation of the development;
  - (b) sensitive land uses are protected from amenity related impacts of lighting, odour, airborne particles and noise, through design and operation of the development;
  - (c) stormwater flowing over, captured or discharged from development sites is of a quality adequate to enter receiving waters and downstream environments;
  - (d) development contributes to the removal and ongoing management of weed species.

### Criteria for assessment

**Table Error! No text of specified style in document..a – Environmental performance code – assessable development**

Performance outcomes	Acceptable outcomes	Applicant response
<b>Lighting</b>		
<b>PO1</b>	<b>AO1.1</b>	Proposal complies or is capable of complying.

Performance outcomes	Acceptable outcomes	Applicant response
Lighting incorporated within development does not cause an adverse impact on the amenity of adjacent uses and nearby sensitive land uses.	<p>Technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements of Australian standard AS4282-1997 Control of the obtrusive effects of outdoor lighting.</p> <p><b>AO1.2</b> Development that involves flood lighting is restricted to a type that gives no upward component of light where mounted horizontally.</p> <p><b>AO1.3</b> Access, car parking and manoeuvring areas are designed to shield nearby residential premises from impacts of vehicle headlights.</p>	<p>Proposal complies or is capable of complying.</p> <p>Proposal complies or is capable of complying.</p>
<b>Noise</b>		
<p><b>PO2</b> Potential noise generated from the development is avoided through design, location and operation of the activity. Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code.</p>	<p><b>AO2.1</b> Development does not involve activities that would cause noise related environmental harm or nuisance; or <b>AO2.2</b> Development ensures noise does not emanate from the site through the use of materials, structures and architectural features to not cause an adverse noise impact on adjacent uses.</p> <p><b>AO2.3</b> The design and layout of development ensures car parking areas avoid noise impacting directly on adjacent sensitive land uses through one or more of the following: (a) car parking is located away from adjacent sensitive land uses;</p>	<p>Proposal complies.</p> <p>Proposal complies.</p>

Performance outcomes	Acceptable outcomes	Applicant response
	<p>(b) car parking is enclosed within a building;</p> <p>(c) a noise ameliorating fence or structure is established adjacent to car parking areas where the fence or structure will not have a visual amenity impact on the adjoining premises;</p> <p>(d) buffered with dense landscaping.</p> <p>Editor's note - The <i>Environmental Protection (Noise) Policy 2008</i>, Schedule 1 provides guidance on acoustic quality objectives to ensure environmental harm (including nuisance) is avoided.</p>	
<b>Airborne particles and other emissions</b>		
<p><b>PO3</b> Potential airborne particles and emissions generated from the development are avoided through design, location and operation of the activity.</p> <p>Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code.</p>	<p><b>AO3.1</b> Development does not involve activities that will result in airborne particles or emissions being generated;</p> <p>or</p> <p><b>AO3.2</b> The design, layout and operation of the development activity ensures that no airborne particles or emissions cause environmental harm or nuisance.</p> <p>Note - examples of activities which generally cause airborne particles include spray painting, abrasive blasting, manufacturing activities and car wash facilities.</p> <p>Examples of emissions include exhaust ventilation from basement or enclosed parking structures, air conditioning/refrigeration ventilation and exhaustion.</p> <p>The <i>Environmental Protection (Air) Policy 2008</i>, Schedule 1 provides guidance on air quality objectives to ensure environmental harm (including nuisance) is avoided.</p>	<p>Proposal complies.</p>

Performance outcomes	Acceptable outcomes	Applicant response
<b>Odours</b>		
<p><b>PO4</b> Potential odour causing activities associated with the development are avoided through design, location and operation of the activity.</p> <p>Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code.</p>	<p><b>AO4.1</b> The development does not involve activities that create odorous emissions;</p> <p>or</p> <p><b>AO4.2</b> The use does not result in odour that causes environmental harm or nuisance with respect to surrounding land uses.</p>	<p>Proposal complies.</p>
<b>Waste and recyclable material storage</b>		
<p><b>PO5</b> Waste and recyclable material storage facilities are located and maintained to not cause adverse impacts on adjacent uses.</p> <p>Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code.</p>	<p><b>AO5.1</b> The use ensures that all putrescent waste is stored in a manner that prevents odour nuisance and is disposed of at regular intervals.</p> <p><b>AO5.2</b> Waste and recyclable material storage facilities are located, designed and maintained to not cause an adverse impact on users of the premises and adjacent uses through consideration of:</p> <ul style="list-style-type: none"> <li>(a) the location of the waste and recyclable material storage areas in relation to the noise and odour generated;</li> <li>(b) the number of receptacles provided in relation to the collection, maintenance and use of the receptacles;</li> <li>(c) the durability of the receptacles, sheltering and potential impacts of local climatic conditions;</li> <li>(d) the ability to mitigate spillage, seepage or leakage from receptacles into adjacent</li> </ul>	<p>Proposal complies.</p> <p>Proposal complies.</p>

Performance outcomes	Acceptable outcomes	Applicant response
	<p>areas and sensitive receiving waters and environments.</p> <p>Editor's note - the <i>Environmental Protection (Waste Management) Policy 2008</i> provides guidance on the design of waste containers (receptacles) to ensure environmental harm (including nuisance) is avoided.</p>	
<b>Sensitive land use activities</b>		
<p><b>PO6</b></p> <p>Sensitive land use activities are not established in areas which will receive potentially incompatible impacts on amenity from surrounding, existing development activities and land uses.</p>	<p><b>AO6.1</b></p> <p>Sensitive land use activities are not established in areas that will be adversely impacted upon by existing land uses, activities and potential development possible in an area;</p> <p>or</p> <p><b>AO6.2</b></p> <p>Sensitive land activities are located in areas where potential adverse amenity impacts mitigate all potential impacts through layout, design, operation and maintenance.</p>	<p>Proposal complies.</p>
<b>Stormwater quality</b>		
<p><b>PO7</b></p> <p>The quality of stormwater flowing over, through or being discharged from development activities into watercourses and drainage lines is of adequate quality for downstream environments, with respect to:</p> <p>(a) the amount and type of pollutants borne from the activity;</p> <p>(b) maintaining natural stream flows;</p> <p>(c) the amount and type of site disturbance;</p> <p>(d) site management and control measures.</p>	<p><b>AO7.1</b></p> <p>Development activities are designed to ensure stormwater over roofed and hard stand areas is directed to a lawful point of discharge.</p> <p><b>AO7.2</b></p> <p>Development ensures movement of stormwater over the site is not impeded or directed through potentially polluting activities.</p> <p><b>AO7.3</b></p>	<p>Proposal is capable of complying.</p> <p>Proposal is capable of complying.</p>

Performance outcomes	Acceptable outcomes	Applicant response
	<p>Soil and water control measures are incorporated into the activity's design and operation to control sediment and erosion potentially entering watercourses, drainage lines and downstream receiving waters.</p> <p>Note - Planning scheme policy - FNQROC Regional Development Manual provides guidance on soil and water control measures to meet the requirements of the <i>Environmental Protection Act 1994</i>.</p> <p>During construction phases of development, contractors and builders are to have consideration in their work methods and site preparation for their environmental duty to protect stormwater quality.</p>	Proposal is capable of complying.
<b>Pest plants (for material change of use on vacant land over 1,000m<sup>2</sup>)</b>		
<p><b>PO8</b> 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 <i>Land Protection (Pest and Stock Route Management) Act 2002</i>.</p>	<p><b>AO8.1</b> The land is free of declared pest plants before development establishes new buildings, structures and practices;</p> <p>or</p> <p><b>AO8.2</b> Pest plants detected on a development site are removed in accordance with a management plan prepared by an appropriately qualified person prior to construction of buildings and structures or earthworks.</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>	N/A

## Infrastructure works code

### Application

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

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

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

### Purpose

- (1) The purpose of the Infrastructure works code is to ensure that development is safely and efficiently serviced by, and connected to, infrastructure.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) the standards of water supply, waste water treatment and disposal, stormwater drainage, local electricity supply, telecommunications, footpaths and road construction meet the needs of development and are safe and efficient;
  - (b) development maintains high environmental standards;
  - (c) development is located, designed, constructed and managed to avoid or minimise impacts arising from altered stormwater quality or flow, wastewater discharge, and the creation of non-tidal artificial waterways;
  - (d) the integrity of existing infrastructure is maintained;
  - (e) development does not detract from environmental values or the desired character and amenity of an area.

### Criteria for assessment

**Table Error! No text of specified style in document..a – Infrastructure works code –assessable development**

Performance outcomes	Acceptable outcomes	Applicant response
<b>For self-assessable and assessable development</b>		
<b>Works on a local government road</b>		



Performance outcomes	Acceptable outcomes	Applicant response
<b>PO1</b> Works on a local government road do not adversely impact on footpaths or existing infrastructure within the road verge and maintain the flow, safety and efficiency of pedestrians, cyclists and vehicles.	<b>AO1.1</b> Footpaths/pathways are located in the road verge and are provided for the hierarchy of the road and located and designed and constructed in accordance with Planning scheme policy SC5 – FNQROC Regional Development Manual.	Proposal complies or is capable of complying.
	<b>AO1.2</b> Kerb ramp crossovers are constructed in accordance with Planning scheme policy SC 5 – FNQROC Regional Development Manual.	Proposal complies or is capable of complying.
	<b>AO1.3</b> New pipes, cables, conduits or other similar infrastructure required to cross existing footpaths: (a) are installed via trenchless methods; or (b) where footpath infrastructure is removed to install infrastructure, the new section of footpath is installed to the standard detailed in the Planning scheme policy SC5 – FNQROC Regional Development Manual, and is not less than a 1.2 metre section.	Proposal complies or is capable of complying.
	<b>AO1.4</b> Where existing footpaths are damaged as a result of development, footpaths are reinstated ensuring: (a) similar surface finishes are used; (b) there is no change in level at joins of new and existing sections; (c) new sections are matched to existing in terms of dimension and reinforcement.	Proposal complies or is capable of complying.

Performance outcomes	Acceptable outcomes	Applicant response
	<p>Note – Figure Error! No text of specified style in document..a provides guidance on meeting the outcomes.</p> <p><b>AO1.5</b> Decks, verandahs, stairs, posts and other structures located in the road reserve do not restrict or impede pedestrian movement on footpaths or change the level of the road verges.</p>	N/A
<b>Accessibility structures</b>		
<p><b>PO2</b> Development is designed to ensure it is accessible for people of all abilities and accessibility features do not impact on the efficient and safe use of footpaths.</p> <p>Note – Accessibility features are those features required to ensure access to premises is provided for people of all abilities and include ramps and lifts.</p>	<p><b>AO2.1</b> Accessibility structures are not located within the road reserve.</p> <p><b>AO2.2</b> Accessibility structures are designed in accordance with AS1428.3.</p> <p><b>AO2.3</b> When retrofitting accessibility features in existing buildings, all structures and changes in grade are contained within the boundaries of the lot and not within the road reserve.</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p>
<b>Water supply</b>		
<p><b>PO3</b> An adequate, safe and reliable supply of potable, fire fighting and general use water is provided.</p>	<p><b>AO3.1</b> The premises is connected to Council's reticulated water supply system in accordance with the Design Guidelines set out in Section D6 of the Planning scheme policy SC5 – FNQROC Regional Development Manual;</p> <p>or</p> <p><b>AO3.2</b></p>	Proposal complies or is capable of complying.

Performance outcomes	Acceptable outcomes	Applicant response
	Where a reticulated water supply system is not available to the premises, on site water storage tank/s with a minimum capacity of 10,000 litres of stored water, with a minimum 7,500 litre tank, with the balance from other sources (e.g. accessible swimming pool, dam etc.) and access to the tank/s for fire trucks is provided for each new house or other development. Tank/s are to be fitted with a 50mm ball valve with a camlock fitting and installed and connected prior to occupation of the house and sited to be visually unobtrusive.	
<b>Treatment and disposal of effluent</b>		
<b>PO4</b> Provision is made for the treatment and disposal of effluent to ensure that there are no adverse impacts on water quality and no adverse ecological impacts as a result of the system or as a result of increasing the cumulative effect of systems in the locality.	<b>AO4.1</b> The site is connected to Council's sewerage system and the extension of or connection to the sewerage system is designed and constructed in accordance with the Design Guidelines set out in Section D7 of the Planning scheme policy SC5 – FNQROC Regional Development Manual;  or  <b>AO4.2</b> Where not in a sewerage scheme area, the proposed disposal system meets the requirements of Section 33 of the <i>Environmental Protection Policy (Water) 1997</i> and the proposed on site effluent disposal system is designed in accordance with the <i>Plumbing and Drainage Act (2002)</i> .	Proposal complies or is capable of complying.
<b>Stormwater quality</b>		

Performance outcomes	Acceptable outcomes	Applicant response
<p><b>PO5</b> Development is planned, designed, constructed and operated to avoid or minimise adverse impacts on stormwater quality in natural and developed catchments by:</p> <ul style="list-style-type: none"> <li>(a) achieving stormwater quality objectives;</li> <li>(b) protecting water environmental values;</li> <li>(c) maintaining waterway hydrology.</li> </ul>	<p><b>AO5.1</b> A connection is provided from the premises to Council's drainage system;</p> <p>or</p>	Proposal complies or is capable of complying.
	<p><b>AO5.2</b> An underground drainage system is constructed to convey stormwater from the premises to Council's drainage system in accordance with the Design Guidelines set out in Sections D4 and D5 of the Planning scheme policy SC5 – FNQROC Regional Development Manual.</p>	Proposal complies or is capable of complying.
	<p><b>AO5.3</b> A stormwater quality management plan is prepared, and provides for achievable stormwater quality treatment measures meeting design objectives listed in Table Error! No text of specified style in document..b and Table Error! No text of specified style in document..c, reflecting land use constraints, such as:</p> <ul style="list-style-type: none"> <li>(a) erosive, dispersive and/or saline soil types;</li> <li>(b) landscape features (including landform);</li> <li>(c) acid sulfate soil and management of nutrients of concern;</li> <li>(d) rainfall erosivity.</li> </ul>	Proposal complies or is capable of complying.
	<p><b>AO5.4</b> Erosion and sediment control practices are designed, installed, constructed, monitored, maintained, and carried out in accordance with an erosion and sediment control plan.</p>	Proposal complies or is capable of complying.
	<p><b>AO5.5</b></p>	Proposal complies or is capable of complying.



Performance outcomes	Acceptable outcomes	Applicant response
	<p>(c) to avoid altering the natural hydrologic regime in acid sulfate soil and nutrient hazardous areas.</p> <p><b>AO6.3</b> Non-tidal artificial waterways located adjacent to, or connected to a tidal waterway by means of a weir, lock, pumping system or similar ensures:</p> <p>(a) there is sufficient flushing or a tidal range of &gt;0.3 m; or</p> <p>(b) any tidal flow alteration does not adversely impact on the tidal waterway; or</p> <p>(c) there is no introduction of salt water into freshwater environments.</p> <p><b>AO6.4</b> Non-tidal artificial waterways are designed and managed for any of the following end-use purposes:</p> <p>(a) amenity (including aesthetics), landscaping or recreation; or</p> <p>(b) flood management, in accordance with a drainage catchment management plan; or</p> <p>(c) stormwater harvesting plan as part of an integrated water cycle management plan; or</p> <p>(d) aquatic habitat.</p> <p><b>AO6.5</b> The end-use purpose of the non-tidal artificial waterway is designed and operated in a way that protects water environmental values.</p> <p><b>AO6.6</b> Monitoring and maintenance programs adaptively manage water quality to achieve</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p>

Performance outcomes	Acceptable outcomes	Applicant response
	<p>relevant water quality objectives downstream of the waterway.</p> <p><b>A06.7</b> Aquatic weeds are managed to achieve a low percentage of coverage of the water surface area, and pests and vectors are managed through design and maintenance.</p>	N/A
<b>Wastewater discharge</b>		
<p><b>P07</b> Discharge of wastewater to waterways, or off site: (a) meets best practice environmental management; (b) is treated to:</p> <ul style="list-style-type: none"> <li>(i) meet water quality objectives for its receiving waters;</li> <li>(ii) avoid adverse impact on ecosystem health or waterway health;</li> <li>(iii) maintain ecological processes, riparian vegetation and waterway integrity;</li> <li>(iv) offset impacts on high ecological value waters.</li> </ul>	<p><b>A07.1</b> A wastewater management plan is prepared and addresses:</p> <ul style="list-style-type: none"> <li>(a) wastewater type;</li> <li>(b) climatic conditions;</li> <li>(c) water quality objectives;</li> <li>(d) best practice environmental management.</li> </ul> <p><b>A07.2</b> The waste water management plan is managed in accordance with a waste management hierarchy that:</p> <ul style="list-style-type: none"> <li>(a) avoids wastewater discharge to waterways; or</li> <li>(b) if wastewater discharge cannot practicably be avoided, minimises wastewater discharge to waterways by re-use, recycling, recovery and treatment for disposal to sewer, surface water and ground water.</li> </ul> <p><b>A07.3</b> Wastewater discharge is managed to avoid or minimise the release of nutrients of concern so as to minimise the occurrence, frequency and intensity of algal blooms.</p>	<p>Proposal complies or is capable of complying.</p> <p>Proposal complies or is capable of complying.</p> <p>Proposal complies or is capable of complying.</p>

Performance outcomes	Acceptable outcomes	Applicant response
	<p><b>A07.4</b> Development in coastal catchments avoids or minimises and appropriately manages soil disturbance or altering natural hydrology and:</p> <ul style="list-style-type: none"> <li>(a) avoids lowering ground water levels where potential or actual acid sulfate soils are present;</li> <li>(b) manages wastewater so that: <ul style="list-style-type: none"> <li>(i) the pH of any wastewater discharges is maintained between 6.5 and 8.5 to avoid mobilisation of acid, iron, aluminium and other metals;</li> <li>(ii) holding times of neutralised wastewater ensures the flocculation and removal of any dissolved iron prior to release;</li> <li>(iii) visible iron floc is not present in any discharge;</li> <li>(iv) precipitated iron floc is contained and disposed of;</li> <li>(v) wastewater and precipitates that cannot be contained and treated for discharge on site are removed and disposed of through trade waste or another lawful method.</li> </ul> </li> </ul>	Proposal complies or is capable of complying.
<b>Electricity supply</b>		
<p><b>PO8</b> Development is provided with a source of power that will meet its energy needs.</p>	<p><b>A08.1</b> A connection is provided from the premises to the electricity distribution network;</p> <p>or</p> <p><b>A08.2</b> The premises is connected to the electricity distribution network in accordance with the Design Guidelines set out in Section D8 of the</p>	Proposal complies or is capable of complying.



Performance outcomes	Acceptable outcomes	Applicant response
	<p>Planning scheme policy SC5 – FNQROC Regional Development Manual.</p> <p>Note - Areas north of the Daintree River have a different standard.</p>	
<p><b>PO9</b> Development incorporating pad-mount electricity infrastructure does not cause an adverse impact on amenity.</p>	<p><b>AO9.1</b> Pad-mount electricity infrastructure is: (a) not located in land for open space or sport and recreation purposes; (b) screened from view by landscaping or fencing; (c) accessible for maintenance.</p> <p><b>AO9.2</b> Pad-mount electricity infrastructure within a building, in a Town Centre is designed and located to enable an active street frontage.</p> <p>Note – Pad-mounts in buildings in activity centres should not be located on the street frontage.</p>	N/A
<b>Telecommunications</b>		
<p><b>PO10</b> Development is connected to a telecommunications service approved by the relevant telecommunication regulatory authority.</p>	<p><b>AO10</b> The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.</p>	Proposal complies or is capable of complying.
<p><b>PO11</b> Provision is made for future telecommunications services (e.g. fibre optic cable).</p>	<p><b>AO11</b> Conduits are provided in accordance with Planning scheme policy SC5 – FNQROC Regional Development Manual.</p>	Proposal complies or is capable of complying.
<b>Road construction</b>		
<p><b>PO12</b></p>	<p><b>AO12.1</b></p>	Proposal complies or is capable of complying.

Performance outcomes	Acceptable outcomes	Applicant response
<p>The road to the frontage of the premises is constructed to provide for the safe and efficient movement of:</p> <ul style="list-style-type: none"> <li>(a) pedestrians and cyclists to and from the site;</li> <li>(b) pedestrians and cyclists adjacent to the site;</li> <li>(c) vehicles on the road adjacent to the site;</li> <li>(d) vehicles to and from the site;</li> <li>(e) emergency vehicles.</li> </ul>	<p>The road to the frontage of the site is constructed in accordance with the Design Guidelines set out in Sections D1 and D3 of the Planning scheme policy SC5 – FNQROC Regional Development Manual, for the particular class of road, as identified in the road hierarchy.</p> <p><b>AO12.2</b> There is existing road, kerb and channel for the full road frontage of the site.</p> <p><b>AO12.3</b> Road access minimum clearances of 3.5 metres wide and 4.8 metres high are provided for the safe passage of emergency vehicles.</p>	<p>Proposal complies or is capable of complying.</p> <p>Proposal complies or is capable of complying.</p>
<b>Alterations and repairs to public utility services</b>		
<p><b>PO13</b> Infrastructure is integrated with, and efficiently extends, existing networks.</p>	<p><b>AO13</b> Development is designed to allow for efficient connection to existing infrastructure networks.</p>	<p>Proposal complies or is capable of complying.</p>
<p><b>PO14</b> Development and works do not affect the efficient functioning of public utility mains, services or installations.</p>	<p><b>AO14.1</b> Public utility mains, services and installations are not required to be altered or repaired as a result of the development;</p> <p>or</p> <p><b>AO14.2</b> Public utility mains, services and installations are altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines set out in Section D8 of the Planning scheme policy</p>	<p>Proposal complies or is capable of complying.</p>

Performance outcomes	Acceptable outcomes	Applicant response
	SC5 – FNQROC Regional Development Manual.	
<b>Construction management</b>		
<b>PO15</b> Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	<b>AO15</b> Works include, at a minimum: (a) installation of protective fencing around retained vegetation during construction; (b) erection of advisory signage; (c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation; (d) removal from the site of all declared noxious weeds.	Proposal is capable of complying.
<b>PO16</b> Existing infrastructure is not damaged by construction activities.	<b>AO16</b> Construction, alterations and any repairs to infrastructure is undertaken in accordance with the Planning scheme policy SC5 – FNQROC Regional Development Manual.  Note - Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the Transport Infrastructure Act 1994.	Proposal is capable of complying.
<b>For assessable development</b>		
<b>High speed telecommunication infrastructure</b>		
<b>PO17</b> Development provides infrastructure to facilitate the roll out of high speed telecommunications infrastructure.	<b>AO17</b> No acceptable outcomes are prescribed.	Proposal complies or is capable of complying.
<b>Trade waste</b>		
<b>PO18</b>	<b>AO18</b>	N/A



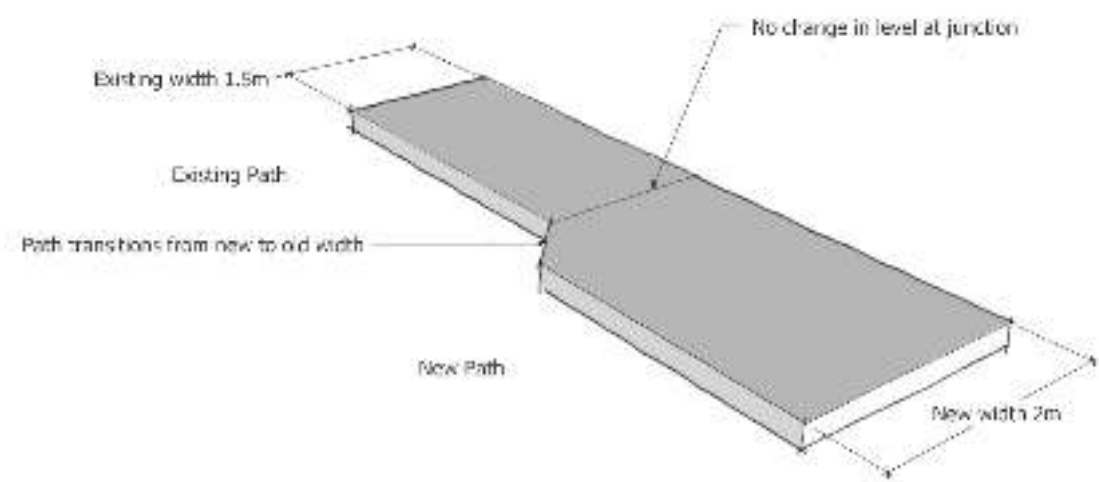
**Table Error! No text of specified style in document..b – Stormwater management design objectives (Construction phase).**

Issue	Design objectives
<b>Drainage control</b> (Temporary drainage works)	(a) Design life and design storm for temporary drainage works: (vi) Disturbed open area for <12 months – 1 in 2 year ARI event; (vii) Disturbed open area for 12-24 months – 1 in 5 year ARI event; (viii) Disturbed open area for >24 months – 1 in 10 year ARI event. (b) Design capacity excludes minimum 150mm freeboard. (c) Temporary culvert crossing – minimum of 1 in 1-year ARI hydraulic capacity.
<b>Erosion control</b> (Erosion control measures)	(a) Minimise exposure of disturbed soils at any time. (b) Divert water run-off from undisturbed areas around disturbed areas. (c) Determine erosion risk rating using local rainfall erosivity, rainfall depth, soil loss rate or other acceptable methods. (d) Implement erosion control methods corresponding to identified erosion risk rating.
<b>Sediment control measures</b> (sediment control measures, design storm for sediment control basins, Sediment basin dewatering)	(a) Determine appropriate sediment control measures using: (i) potential soil loss rate; or (ii) monthly erosivity; or (iii) average monthly rainfall. (b) Collect and drain stormwater from disturbed soils to sediment basin for design storm event: (i) design storm for sediment basin sizing is 80th% five-day event or similar. (c) Site discharge during sediment basin dewatering: (i) TSS < 50mg/L TSS; (ii) Turbidity not > 10% receiving water's turbidity; (iii) pH 6.5-8.5.
<b>Water quality</b> (Litter and other waste, hydrocarbons and other contaminants)	(a) Avoid wind-blown litter; remove grass pollutants. (b) Ensure there is no visible oil or grease sheen on released waters. (c) Dispose of waste containing contaminants at authorised facilities.
<b>Waterway stability and flood flow management</b> (Changes to the natural hydraulics and hydrology)	(a) For peak flow for the 100% AEP event and 1% AEP event, use constructed sediment basins to attenuate the discharge rate of stormwater from the site.

**Table Error! No text of specified style in document..c – Stormwater management design objectives (post-construction phase)**

Design objectives				Application
Minimum reductions in mean annual load from unmitigated development (%)				
Total suspended solids (TSS)	Total phosphorus (TP)	Total nitrogen (TN)	Gross pollutants >5mm	
80	60	40	90	<p>Development for urban purposes</p> <p>Excludes development that is less than 25% pervious.</p> <p>In lieu of modelling, the default bio-retention treatment area to comply with load reduction targets of 1.5% of contributing catchment area.</p>
<p>Water stability management</p> <p>(2) Limit peak 100% AEP event discharge within the receiving waterway to the pre-development peak 100% AEP event discharge.</p>				<p>Catchments contributing to un-lined receiving waterway. Degraded waterways may seek alternative discharge management objectives to achieve waterway stability.</p> <p>For peak flow for the 100% AEP event, use co-located storages to attenuate site discharge rate of stormwater.</p>

**Figure** Error! No text of specified style in document..a – New footpath sections



## Landscaping code

### Application

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

### Purpose

- (1) The purpose of the Landscaping code is to assess the landscaping aspects of a development.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) The tropical, lush landscape character of the region is retained, promoted and enhanced through high quality landscape works;
  - (b) The natural environment of the region is enhanced;
  - (c) The visual quality, amenity and identity of the region is enhanced;
  - (d) Attractive streetscapes and public places are created through landscape design;
  - (e) As far as practical, existing vegetation on site is retained, and protected during works and integrated with the built environment;
  - (f) Landscaping is provided to enhance the tropical landscape character of development and the region;
  - (g) Landscaping is functional, durable, contributes to passive energy conservation and provides for the efficient use of water and ease of ongoing maintenance;
  - (h) Landscaping takes into account utility service protection;
  - (i) Weed species and invasive species are eliminated from development sites;
  - (j) Landscape design enhances personal safety and incorporates CPTED principles.

### Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Applicant response
<b>For self-assessable and assessable development</b>		
<b>Landscape design</b>		
<b>PO1</b>	<b>AO1</b>	Proposal complies or is capable of complying.



Performance outcomes	Acceptable outcomes	Applicant response
<p>Development provides landscaping that contributes to and creates a high quality landscape character for the site, street and local areas of the Shire by:</p> <ul style="list-style-type: none"> <li>(a) promoting the Shire's character as a tropical environment;</li> <li>(b) softening the built form of development;</li> <li>(c) enhancing the appearance of the development from within and outside the development and makes a positive contribution to the streetscape;</li> <li>(d) screening the view of buildings, structures, open storage areas, service equipment, machinery plant and the like from public places, residences and other sensitive development;</li> <li>(e) where necessary, ensuring the privacy of habitable rooms and private outdoor recreation areas;</li> <li>(f) contributing to a comfortable living environment and improved energy efficiency, by providing shade to reduce glare and heat absorption and re-radiation from buildings, parking areas and other hard surfaces;</li> <li>(g) ensuring private outdoor recreation space is useable;</li> <li>(h) providing long term soil erosion protection;</li> <li>(i) providing a safe environment;</li> <li>(j) integrating existing vegetation and other natural features of the premises into the development;</li> <li>(k) not adversely affecting vehicular and pedestrian sightlines and road safety.</li> </ul>	<p>Development provides landscaping:</p> <ul style="list-style-type: none"> <li>(a) in accordance with the minimum area, dimensions and other requirements of applicable development codes;</li> <li>(b) that is designed and planned in a way that meets the guidelines for landscaping outlined in Planning Scheme Policy SC6.7 – Landscaping;</li> <li>(c) that is carried out and maintained in accordance with a landscaping plan that meets the guidelines for landscaping outlined in Planning Scheme Policy SC6.7 – Landscaping.</li> </ul> <p>Note - Planning scheme policy SC6.7 – Landscaping provides guidance on meeting the outcomes of this code. A landscape plan submitted for approval in accordance with the Planning policy is one way to achieve this outcome.</p>	
<b>For assessable development</b>		
<p><b>PO2</b> Landscaping contributes to a sense of place, is functional to the surroundings and enhances the streetscape and visual appearance of the development.</p>	<p><b>AO2.1</b> No acceptable outcomes are specified.</p> <p>Note - Landscaping is in accordance with the requirements specified in Planning scheme policy SC6.7 – Landscaping.</p>	Proposal complies or is capable of complying.

Performance outcomes	Acceptable outcomes	Applicant response
	<p><b>AO2.2</b> Tropical urbanism is incorporated into building design.</p> <p>Note – ‘Tropical urbanism’ includes many things such as green walls, green roofs, podium planting and vegetation incorporated into the design of a building.</p>	Proposal complies.
<p><b>PO3</b> Development provides landscaping that is, as far as practical, consistent with the existing desirable landscape character of the area and protects trees, vegetation and other features of ecological, recreational, aesthetic and cultural value.</p>	<p><b>AO3.1</b> Existing vegetation on site is retained and incorporated into the site design, wherever possible, utilising the methodologies and principles outline in AS4970-2009 Protection of Trees on Development Sites.</p> <p><b>AO3.2</b> Mature vegetation on the site that is removed or damaged during development is replaced with advanced species.</p> <p><b>AO3.3</b> Where there is an existing landscape character in a street or locality which results from existing vegetation, similar species are incorporated into new development.</p> <p><b>AO3.4</b> Street trees are species which enhance the landscape character of the streetscape, with species chosen from the Planning scheme policy SC6.7 – Landscaping.</p>	<p>It is not practical to incorporate existing vegetation in this instance.</p> <p>N/A</p> <p>Proposal complies or is capable of complying.</p> <p>Proposal complies or is capable of complying.</p>
<p><b>PO4</b> Plant species are selected with consideration to the scale and form of development, screening, buffering, streetscape, shading and the locality of the area.</p>	<p><b>AO4</b> Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.</p>	Proposal complies or is capable of complying.
<b>PO5</b>	<b>AO5</b>	Proposal complies or is capable of complying.

Performance outcomes	Acceptable outcomes	Applicant response
Shade planting is provided in car parking areas where uncovered or open, and adjacent to driveways and internal roadways.	Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.	
<b>P06</b> Landscaped areas are designed in order to allow for efficient maintenance.	<b>A06.1</b> A maintenance program is undertaken in accordance with Planning scheme policy SC6.7 – Landscaping.  <b>A06.2</b> Tree maintenance is to have regard to the 'Safe Useful Life Expectancy of Trees (SULE).  Note – It may be more appropriate to replace trees with a SULE of less than 20 years (as an example), and replant with younger healthy species.	Proposal complies or is capable of complying.   Proposal complies or is capable of complying.
<b>P07</b> Podium planting is provided with appropriate species for long term survival and ease of maintenance, with beds capable of proper drainage.	<b>A07.1</b> Podium planting beds are provided with irrigation and are connected to stormwater infrastructure to permit flush out.  <b>A07.2</b> Species of plants are selected for long term performance designed to suit the degree of access to podiums and roof tops for maintenance.	N/A   N/A
<b>P08</b> Development provides for the removal of all weed and invasive species and implement on-going measures to ensure that weeds and invasive species do not reinfest the site and nearby premises.	<b>A08</b> Weed and invasive species detected on a development site are removed in accordance with a management plan prepared by an appropriately qualified person.	Proposal is capable of complying.
<b>P09</b> The landscape design enhances personal safety and reduces the potential for crime and vandalism.	<b>A09</b> No acceptable outcomes are specified.	Proposal complies or is capable of complying.

Performance outcomes	Acceptable outcomes	Applicant response
	Note - Planning scheme policy SC6.3 – Crime prevention through environmental design (CPTED) provides guidance on meeting this outcome.	
<b>PO10</b> The location and type of plant species does not adversely affect the function and accessibility of services and facilities and service areas.	<b>AO10</b> Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.	Proposal complies or is capable of complying.

## Access, parking and servicing code

### Application

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

### Purpose

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

### Criteria for assessment

Table Error! No text of specified style in document..a – Access, parking and servicing code – assessable development

Performance outcomes	Acceptable outcomes	Applicant response
<b>For self-assessable and assessable development</b>		
<b>PO1</b> Sufficient on-site car parking is provided to cater for the amount and type of vehicle traffic expected to be	<b>AO1.1</b> The minimum number of on-site vehicle parking spaces is not less than the number prescribed in	Proposal complies.

Performance outcomes	Acceptable outcomes	Applicant response
<p>generated by the use or uses of the site, having particular regard to:</p> <ul style="list-style-type: none"> <li>(a) the desired character of the area;</li> <li>(b) the nature of the particular use and its specific characteristics and scale;</li> <li>(c) the number of employees and the likely number of visitors to the site;</li> <li>(d) the level of local accessibility;</li> <li>(e) the nature and frequency of any public transport serving the area;</li> <li>(f) whether or not the use involves the retention of an existing building and the previous requirements for car parking for the building;</li> <li>(g) whether or not the use involves a heritage building or place of local significance;</li> <li>(h) whether or not the proposed use involves the retention of significant vegetation.</li> </ul>	<p>Table <b>Error! No text of specified style in document..b</b> for that particular use or uses.</p> <p>Note - Where the number of spaces calculated from the table is not a whole number, the number of spaces provided is the next highest whole number.</p> <p><b>AO1.2</b> Car parking spaces are freely available for the parking of vehicles at all times and are not used for external storage purposes, the display of products or rented/sub-leased.</p> <p><b>AO1.3</b> Parking for motorcycles is substituted for ordinary vehicle parking to a maximum level of 2% of total ordinary vehicle parking.</p> <p><b>AO1.4</b> For parking areas exceeding 50 spaces parking, is provided for recreational vehicles as a substitute for ordinary vehicle parking to a maximum of 5% of total ordinary vehicle parking rate.</p>	<p>Proposal complies.</p> <p>N/A</p> <p>N/A</p>
<p><b>PO2</b> Vehicle parking areas are designed and constructed in accordance with relevant standards.</p>	<p><b>AO2</b> Vehicle parking areas are designed and constructed in accordance with Australian Standard: (a) AS2890.1; AS2890.3; AS2890.6.</p>	<p>Proposal complies or is capable of complying.</p>
<p><b>PO3</b> Access points are designed and constructed: (a) to operate safely and efficiently;</p>	<p><b>AO3.1</b></p>	<p>Proposal includes one (1) crossover per proposed lot.</p>



Performance outcomes	Acceptable outcomes	Applicant response
	<p>directed into the hill, for vehicle safety and drainage purposes;</p> <p>(d) constructed such that the transitional change in grade from the road to the lot is fully contained within the lot and not within the road reserve;</p> <p>(e) designed to include all necessary associated drainage that intercepts and directs storm water runoff to the storm water drainage system.</p> <p><b>AO3.4</b> Surface construction materials are consistent with the current or intended future streetscape or character of the area and contrast with the surface construction materials of any adjacent footpath.</p>	Proposal complies or is capable of complying.
<p><b>P04</b> Sufficient on-site wheel chair accessible car parking spaces are provided and are identified and reserved for such purposes.</p>	<p><b>AO4</b> The number of on-site wheel chair accessible car parking spaces complies with the rates specified in AS2890 Parking Facilities.</p>	N/A
<p><b>P05</b> Access for people with disabilities is provided to the building from the parking area and from the street.</p>	<p><b>AO5</b> Access for people with disabilities is provided in accordance with the relevant Australian Standard.</p>	Proposal complies or is capable of complying.
<p><b>P06</b> Sufficient on-site bicycle parking is provided to cater for the anticipated demand generated by the development.</p>	<p><b>AO6</b> The number of on-site bicycle parking spaces complies with the rates specified in</p> <p>Table <a href="#">Error! No text of specified style in document..b.</a></p>	Proposal complies or is capable of complying.
<b>P07</b>	<b>AO7.1</b>	N/A



Performance outcomes	Acceptable outcomes	Applicant response
<p>Development provides secure and convenient bicycle parking which:</p> <ul style="list-style-type: none"> <li>(a) for visitors is obvious and located close to the building's main entrance;</li> <li>(b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building;</li> <li>(c) is easily and safely accessible from outside the site.</li> </ul>	<p>Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers);</p> <p><b>A07.2</b> Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p> <p><b>A07.3</b> Development provides visitor bicycle parking which does not impede pedestrian movement.</p>	<p>N/A</p> <p>N/A</p>
<p><b>PO8</b> Development provides walking and cycle routes through the site which:</p> <ul style="list-style-type: none"> <li>(a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes;</li> <li>(b) encourage walking and cycling;</li> <li>(c) ensure pedestrian and cyclist safety.</li> </ul>	<p><b>A08</b> Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <ul style="list-style-type: none"> <li>(a) create a walking or cycle route along the full frontage of the site;</li> <li>(b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.</li> </ul>	<p>Proposal complies or is capable of complying.</p>
<p><b>PO9</b> Access, internal circulation and on-site parking for service vehicles are designed and constructed:</p> <ul style="list-style-type: none"> <li>(a) in accordance with relevant standards;</li> <li>(b) so that they do not interfere with the amenity of the surrounding area;</li> <li>(c) so that they allow for the safe and convenient movement of pedestrians, cyclists and other vehicles.</li> </ul>	<p><b>A09.1</b> Access driveways, vehicle manoeuvring and on-site parking for service vehicles are designed and constructed in accordance with AS2890.1 and AS2890.2.</p> <p><b>A09.2</b> Service and loading areas are contained fully within the site.</p> <p><b>A09.3</b> The movement of service vehicles and service operations are designed so they:</p>	<p>Proposal complies or is capable of complying.</p> <p>Proposal complies or is capable of complying.</p> <p>Proposal complies or is capable of complying.</p>

[illegible]

**Table Error! No text of specified style in document..b – Access, parking and servicing requirements**

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

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

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Agricultural supplies store	1 space per 50m <sup>2</sup> of GFA and outdoor display area.	1 space per 200m <sup>2</sup> of GFA.	n/a	LRV
Air services	1 car space per 20m <sup>2</sup> of covered reception area, plus 1 car space per 2 staff, plus a covered bus set down area adjacent to the entry of the reception area and 2 bus parking spaces.	n/a	n/a	LRV
Bulk landscape supplies	1 space per 50m <sup>2</sup> GFA and outdoor display area.	1 space per 200m <sup>2</sup> of GFA.	n/a	MRV
Caretaker's accommodation	A minimum of 1 space	n/a	n/a	n/a
Child care centre	1 space per 10 children to be used for setting down and picking up of children, with a minimum of 3 car spaces to be provided for set down and collection; plus 1 space per employee. Any drive-through facility can provide tandem short term parking for 3 car spaces for setting down/picking up of children, on the basis that a passing lane is provided and line-marked to be kept clear of standing vehicles at all times.	n/a	n/a	VAN
Club	Unlicensed clubrooms: 1 space per 45m <sup>2</sup> of GFA. Licensed clubrooms: 1 space per 15m <sup>2</sup> of GFA.	1 space per 4 employees.	n/a	Licensed and equal or greater than 1500m <sup>2</sup> : RCV Other: VAN
Community care centre	1 space per 20m <sup>2</sup> of GFA.	A minimum of 1 space.	n/a	RCV
Community residence	A minimum of 2 spaces.	A minimum of 1 space.	n/a	VAN
Community use	1 space per 15m <sup>2</sup> GFA.	1 space per 100m <sup>2</sup> of GFA.	n/a	RCV

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Dual occupancy	A minimum of 2 spaces per dwelling unit which may be in tandem with a minimum of 1 covered space per dwelling unit.	n/a	n/a	n/a
Dwelling house	A minimum of 2 spaces which may be in tandem plus 1 space for a secondary dwelling	n/a	n/a	n/a
Dwelling unit	1.5 spaces per one or two bedroom unit; or 2 spaces per three bedroom unit.	n/a	n/a	n/a
Educational establishment	Primary school or secondary schools: 1 car space per 2 staff members, plus provision of space to be used for setting down and picking up of students. Tertiary and further education: 1 car space per 2 staff members, plus 1 car space per 10 students, plus provision of space to be used for setting down and picking up of students.	Primary school or secondary schools: 1 space per 5 students over year 4. Tertiary and further education: 2 spaces per 50 full time students.	Required for all educational establishments with a GFA greater than 2000m <sup>2</sup> .	RCV
Food and drink outlet	1 space per 25m <sup>2</sup> GFA and outdoor dining area. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m <sup>2</sup> of GFA, and outdoor dining area.	1 space per 100m <sup>2</sup> of GFA, and outdoor dining area.	n/a	See Table Error! No text of specified style in document..d
Function facility	1 space per 15m <sup>2</sup> GFA.	1 space per 100m <sup>2</sup> of GFA.	n/a	RCV
Funeral parlour	1 space per 15m <sup>2</sup> GFA.	n/a	n/a	RCV
Garden centre	1 space per 50m <sup>2</sup> GFA and outdoor display area	1 space per 200m <sup>2</sup> of GFA.	n/a	AV
Hardware and trade supplies	1 space per 50m <sup>2</sup> GFA and outdoor display area	1 space per 200m <sup>2</sup> of GFA.	n/a	AV

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Health care services	1 space per 20m <sup>2</sup> of GFA.	1 space per 100m <sup>2</sup> of GFA.	Required for all health care services with a GFA greater than 2000m <sup>2</sup> .	VAN
High impact industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	AV
Home based business	The parking required for the dwelling house, plus 1 space per bedroom where the Home based business involves the provision of accommodation; or 1 space per 25m <sup>2</sup> GFA for any other Home Based Business.	n/a	n/a	n/a
Hospital	The greater of 1 space per 2 bedrooms or 1 space per 4 beds; plus 1 car space for ambulance parking, designated accordingly.	1 space per 100m <sup>2</sup> of GFA.	Required for all hospitals with a GFA greater than 2000m <sup>2</sup> .	RCV
Hotel	1 space per 10m <sup>2</sup> GFA and licensed outdoor area; plus For 1 space per 50m <sup>2</sup> GFA of floor area of liquor barn or bulk liquor sales area; plus, if a drive in bottle shop is provided, queuing lane/s on site for 12 vehicles. Note - Use standard for any Short Term Accommodation for hotel accommodation use.	1 space per 100m <sup>2</sup> of GFA.	n/a	LRV
Indoor sport and recreation	Squash court or another court game: 4 spaces per court. Basketball, netball, soccer, cricket: 25 spaces per court / pitch. Ten pin bowling: 3 spaces per bowling lane. Gymnasium: 1 space per 15m <sup>2</sup> of GFA.	1 space per 4 employees.	n/a	RCV
Low impact industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	AV

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Marine industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	AV
Medium impact industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	AV
Multiple dwelling	If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie Local plan: 1 car space per dwelling unit. If outside Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie Local plan: 1.5 car spaces per dwelling unit In all cases 60% of the car parking area is to be covered.	1 bicycle space per 3 units and 1 visitor bicycle space per 12 units.	n/a	RCV (over 10 units)
Office	1 space per 25m <sup>2</sup> of GFA or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m <sup>2</sup> of GFA	1 space per 200m <sup>2</sup> GFA	Required for all office development with a GFA greater than 2000m <sup>2</sup> .	See Table Error! No text of specified style in document..e
Outdoor sales	1 space per 50m <sup>2</sup> GFA and outdoor display area	1 space per 200m <sup>2</sup> of GFA.	n/a	AV
Outdoor sport and recreation	Coursing, horse racing, pacing, trotting: 1 space per 5 seated spectators, plus 1 space per 5m <sup>2</sup> of other spectator areas.  Football: 50 spaces per field.  Lawn bowls: 30 spaces per green.  Swimming pool: 15 spaces; plus	Football: 5 space per field.  Lawn bowls: 5 spaces per green.  Swimming pool: 1 space per swimming lane.  Tennis court or other court game:	n/a	RCV

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	<p>1 space per 100m<sup>2</sup> of useable site area.</p> <p>Tennis court or other court game: 4 spaces per court. Golf course: 4 spaces per tee on the course.</p> <p>Note - Use standard for Club for clubhouse component.</p>	<p>4 space per court.</p> <p>Golf course: 1 space per 15m<sup>2</sup> of GFA for clubhouse component.</p>		
Place of worship	1 space per 15m <sup>2</sup> of GFA.	1 space per 100m <sup>2</sup> of GFA.	n/a	LRV
Relocatable home park	1 space per relocatable home site; plus 0.1 space per relocatable home site for visitor parking; plus 1 space for an on-site manager	n/a	n/a	LRV
Research and technology industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	MRV
Residential care facility	1 visitor car space per 5 bedroom units; plus 1 car space per 2 staff members	n/a	n/a	LRV
Resort complex	<p>Use standard for relevant standard for each component.</p> <p>For example: Use Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.</p>	<p>Use standard for relevant standard for each component.</p> <p>For example: Use Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.</p>	n/a	RCV
Retirement facility	1 space per dwelling unit;	n/a	n/a	LRV

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	plus 1 visitor space per 5 dwelling units; plus 1 visitor car space per 10 hostel units, nursing home or similar beds, plus 1 car space per 2 staff members; plus 1 car parking space for ambulance parking.			
Sales office	A minimum of 1 space.	n/a	n/a	n/a
Service industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	SRV
Service station	1 space per 25m <sup>2</sup> of GFA	n/a	n/a	AV
Shop	1 space per 25m <sup>2</sup> of GFA. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m <sup>2</sup> of GFA.	1 space per 100m <sup>2</sup> of GFA.	Required for all shops with a GFA greater than 2000m <sup>2</sup> .	See Table Error! No text of specified style in document..d
Shopping centre	1 space per 25m <sup>2</sup> of GFA. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m <sup>2</sup> of GFA.	1 space per 200m <sup>2</sup> GFA.	Required for all shopping centres with a GFA greater than 2000m <sup>2</sup> .	See Table Error! No text of specified style in document..d
Short term accommodation	If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan: 0.5 car spaces per dwelling unit.  If outside Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan: For up to 5 units: 1 car space per dwelling unit, plus 1 space for visitors and 1 service/staff spaces. For 5 – 10 units: 1 car space per dwelling unit, plus 2 spaces for visitors and 1 service/staff spaces.	1 space per 10 rooms	n/a	SRV



Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	<p>For over 10 units: 0.75 car spaces per dwelling unit, plus 3 spaces for visitors and 2 service/staff parking for the first 10 units and 0.5 additional service/staff space per 10 units, there-above.</p> <p>In all cases 60% of the car parking area is to be covered.</p> <p>Note: Where Short term accommodation is to be inter-changeable with a Multiple dwelling land use, multiple dwelling parking rates apply.</p>			
Showroom	1 space per 50m <sup>2</sup> GFA.	1 space per 200m <sup>2</sup> GFA.	n/a	AV
Special industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	AV
Tourist park	1 car space per caravan site, tent site or cabin; plus 1 visitor car space per 10 caravan sites, tent sites or cabins; plus 1 car space for an on-site manager.	n/a	n/a	LRV
Theatre	<p>Indoor: 1 space per 15m<sup>2</sup> of GFA.</p> <p>Outdoor cinema: 1 space per 5m<sup>2</sup> of designated viewing area, plus 1 car space per 2 employees.</p>	1 space per 200m <sup>2</sup> GFA.	n/a	VAN
Veterinary services	1 space per 50m <sup>2</sup> of GFA.	n/a	n/a	VAN
Warehouse	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	Where self-storage: RCV Other: AV
Any use not otherwise specified in this table.	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time.	Sufficient spaces to accommodate number		To be determined

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
		of vehicles likely to be parked at any one time.		

**Table Error! No text of specified style in document..c – Design vehicles**

<b>VAN</b>	A 99.8th percentile vehicle equivalent to a large car.
<b>SRV</b>	Small rigid vehicle as in AS2890.2-2002 parking facilities – Off-street commercial vehicle facilities, but incorporating a body width of 2.33m
<b>MRV</b>	Medium rigid vehicle equivalent to an 8-tonne truck.
<b>LRV</b>	Large rigid vehicle described by AS2890.2-2002 parking facilities – Off-street commercial vehicle facilities as heavy rigid vehicle.
<b>RCV</b>	Industrial refuse collection vehicle
<b>AV</b>	19 metre articulated vehicle from AUSTROADS

**Table Error! No text of specified style in document..d – Standard number of service bays required for Food and drink outlet, Shop or Shopping centre**

Gross floor area (m <sup>2</sup> )	Service bays required			
	<b>VAN</b>	<b>SRV</b>	<b>MRV</b>	<b>LRV</b>
0-199	-	1	-	-
200 – 599	1	-	1	-
600 – 999	1	1	1	-
1000 – 1499	2	1	1	-
1500 – 1999	2	2	1	-
2000 – 2799	2	2	2	-
2800 – 3599	2	2	2	1
3600 and over	To be determined via a parking study.			

**Table Error! No text of specified style in document..e – Standard number of service bays required for Office**

Gross floor area (m <sup>2</sup> )	Service bays required			
	VAN	SRV	MRV	LRV
0-999	-	1	-	-
1000 – 2499	1	-	1	-
2500 – 3999	2	1	1	-
4000 – 5999	3	1	1	-
6000 – 7999	4	1	1	-
8000 – 9999	4	2	1	-
10000 and over	To be determined via a parking study.			