M: 0400 974 688
E: kelly@kellyreaston.com.au
W: http://www.kellyreaston.com.au/
51 Sheridan Street, Cairns, QLD 4870
ABN: 27 685 509 853

19 December 2025 **Our Ref:** 2025-0031 Wonga Beach Resort

Chief Executive Officer
Douglas Shire Council
PO Box 723
MOSSMAN Qld 4873

To: enquiries@douglas.qld.gov.au (By Email)

Dear Daniel Lamond (Acting Team Leader Planning),

Combined Application seeking a Preliminary Approval including a Variation Request Seeking Use Rights Consistent with the Tourist Accommodation Zone and Development Permit for a Material Change of Use for a Resort Complex at 18 Oasis Drive, Wonga Beach (Lot 2 on SP259953)

Kelly Reaston Development and Property Services has been engaged by 18 Oasis Street Pty Ltd (the Applicant) to prepare the attached Development Application to facilitate the development of a world class luxury and service Resort Complex at Wonga Beach. The proposed Resort Complex is proposed over a vacant and cleared, beachfront site. The site is known to long time local residents as the Oz Oasis Resort site, which was subsequently rebranded and known locally as Redbacks and later as Daintree Palms Resort, before it was demolished.

It is important to note at the outset that considerable technical work has been undertaken to review and refine the mapped Erosion Prone Area (EPA) affecting the site. This work has included detailed coastal hazard and erosion assessments prepared by specialist coastal consultants and subsequently independently reviewed by the Department of Environment, Science and Innovation (DESI).

DESI has formally agreed with the revised erosion vulnerability distance and confirmed that the updated EPA mapping satisfies the requirements of the Coastal Hazard Technical Guide. On this basis, DESI has also endorsed the proposed building elements located within the revised Erosion Prone Area, including elevated structures, bridge connections and piling

systems, acknowledging that these elements are appropriately designed to respond to coastal processes and do not compromise coastal values or resilience.

In support of the application, please find attached the following documents:

1. Completed DA Form 1 - **Attachment 1**
2. Title Searches - **Attachment 2**
3. Plans of Development (Architectural Plans) - **Attachment 3**
4. Planning Report - **Attachment 4**
5. Civil Engineering Report - **Attachment 5**
6. Site Specific Erosion Prone Area Assessment including Assessment of the applicable SDAP Code 8 - **Attachment 6**
7. Department of Environment, Science and Innovation Agreement to the Revised Erosion Prone Area - **Attachment 7**
8. Wonga Marine Plant Survey - **Attachment 8**
9. Assessment against the applicable development codes Douglas Shire Planning Scheme 2018 v1.0 - **Attachment 9**
10. Assessment of the applicable SDAP Code 6 - **Attachment 10.**

In accordance with Council's Schedule of Fees for the 2025/26 Financial Year the application fee is **$55,747.00** and will be paid on lodgement by the Applicant. A full breakdown of the fee components is provided in the attached Planning Report.

Should you require any further information, please do not hesitate to contact Kelly Reaston on 0400 974 688 or at kelly@kellyreaston.com.au.

Kind regards

Kelly Reaston|Director

Attachment 1

Completed DA Form 1

DA Form 1 – Development application details

Approved form (version 1.6 effective 2 August 2024) 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)*	18 Oasis Street Pty Ltd
Contact name *(only applicable for companies)*	c/- Kelly Reaston Development and Property Services
Postal address *(P.O. Box or street address)*	2/51 Sheridan Street
Suburb	Cairns
State	QLD
Postcode	4870
Country	Australia
Contact number	0400 974 688
Email address *(non-mandatory)*	kelly@kellyreaston.com.au
Mobile number *(non-mandatory)*	0400 974 688
Fax number *(non-mandatory)*	
Applicant's reference number(s) *(if applicable)*	2025-0031 Wonga Beach Resort
1.1) Home-based business	
☐ Personal details to remain private in accordance with section 264(6) of *Planning Act 2016*	

2) Owner's consent
2.1) Is written consent of the owner required for this development application?
☐ Yes – the written consent of the owner(s) is attached to this development application ☒ No – proceed to 3)

Queensland Government

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
		18	Oasis Drive	Wonga Beach
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)
	4873	2	SP259953	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)*
		☐ WGS84 ☐ GDA94 ☐ Other:	

☐ Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) *(if applicable)*
		☐ 54 ☐ 55 ☐ 56	☐ WGS84 ☐ GDA94 ☐ 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

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

Name of water body, watercourse or aquifer:	Unnamed drain

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

Lot on plan description of strategic port land:	
Name of port authority for the lot:	

☐ In a tidal area

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

☐ On airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*	
Name of airport:	
☐ Listed on the Environmental Management Register (EMR) under the *Environmental Protection Act 1994*	
EMR site identification:	
☐ Listed on the Contaminated Land Register (CLR) under the *Environmental Protection Act 1994*	
CLR site identification:	

5) Are there any existing easements over the premises?

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

☐ Yes – All easement locations, types and dimensions are included in plans submitted with this development application

☐ No

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

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

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

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

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

c) What is the level of assessment?

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

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

Material Change of use seeking Use Rights Consistent with the Tourist Accommodation Zone

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)*:

Resort Complex

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
6.4) Is the application for State facilitated development?
☐ Yes - Has a notice of declaration been given by the Minister?
☒ No

Section 2 – Further development details

7) Does the proposed development application involve any of the following?	
Material change of use	☒ Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	☐ Yes – complete division 2
Operational work	☐ Yes – complete division 3
Building work	☐ Yes – complete *DA Form 2 – Building work details*

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition *(include each definition in a new row)*	Number of dwelling units *(if applicable)*	Gross floor area (m^2) *(if applicable)*
Tourist Accommodation, Restaurant, Bar, Conference Centre, Interpretive Centre, Spa and Gym Facilities	Resort Complex	66 Apartment Villas	7,946

8.2) Does the proposed use involve the use of existing buildings on the premises?
☐ Yes
☒ No

8.3) Does the proposed development relate to temporary accepted development under the Planning Regulation?	
☐ Yes – provide details below or include details in a schedule to this development application	
☒ No	
Provide a general description of the temporary accepted development	Specify the stated period dates under the Planning Regulation

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?

9.2) What is the nature of the lot reconfiguration? *(tick all applicable boxes)*	
☐ Subdivision *(complete 10)*	☐ Dividing land into parts by agreement *(complete 11)*
☐ Boundary realignment *(complete 12)*	☐ Creating or changing an easement giving access to a lot from a constructed road *(complete 13)*

10) Subdivision				
10.1) For this development, how many lots are being created and what is the intended use of those lots:				
Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created				

10.2) Will the subdivision be staged?	
☐ Yes – provide additional details below ☐ No	
How many stages will the works include?	
What stage(s) will this development application apply to?	

11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts?				
Intended use of parts created	Residential	Commercial	Industrial	Other, please specify:
Number of parts created				

12) Boundary realignment			
12.1) What are the current and proposed areas for each lot comprising the premises?			
Current lot		Proposed lot	
Lot on plan description	Area (m^2)	Lot on plan description	Area (m^2)
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?		
☐ Road work	☐ Stormwater	☐ Water infrastructure
☐ Drainage work	☐ Earthworks	☐ Sewage infrastructure
☐ Landscaping	☐ Signage	☐ Clearing vegetation
☐ Other – please specify:		

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

☐ SEQ northern inter-urban break – tourist activity or sport and recreation activity
☐ SEQ northern inter-urban break – community activity
☐ SEQ northern inter-urban break – indoor recreation
☐ SEQ northern inter-urban break – urban activity
☐ SEQ northern inter-urban break – 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 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 under Chapter 1 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules or* • *Part 2under Chapter 2 of the DA Rules will still apply if the application is for state facilitated development* *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
☐ Approval ☐ Development application			
☐ Approval ☐ Development application			

21) Has the portable long service leave levy been paid? *(only applicable to development applications involving building work or operational work)*		
☐ Yes – a copy of the receipted QLeave form is attached to this development application ☐ No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid ☒ Not applicable *(e.g. building and construction work is less than $150,000 excluding GST)*		
Amount paid	Date paid (dd/mm/yy)	QLeave levy number (A, B or E)
$		

22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?
☐ Yes – show cause or enforcement notice is attached ☒ No

23) Further legislative requirements

Environmentally relevant activities

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

☐ Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below

☒ No

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

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

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

Hazardous chemical facilities

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

☐ Yes – *Form 536: Notification of a facility exceeding 10% of schedule 15 threshold* is attached to this development application

☒ No

***Note**: See www.business.qld.gov.au for further information about hazardous chemical notifications.*

Clearing native vegetation

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

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

☒ No

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

Environmental offsets

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

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

☒ No

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

Koala habitat in SEQ Region

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

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

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

☒ No

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

DA templates are available from planning.statedevelopment.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 Form1 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 planning.statedevelopment.qld.gov.au. For a development application involving waterway barrier works, complete DA Form 1 Template 4.

Marine activities

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

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

☒ No

***Note**: See guidance materials at www.daf.qld.gov.au for further information.*

Quarry materials from a watercourse or lake

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

☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development

☒ No

***Note**: Contact the Department of Resources at www.resources.qld.gov.au and www.business.qld.gov.au for further information.*

Quarry materials from land under tidal waters

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

☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development

☒ No

***Note**: Contact the Department of Environment, Science and Innovation at www.desi.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.resources.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.desi.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.desi.qld.gov.au for information requirements regarding development of Queensland heritage places. For a heritage place that has cultural heritage significance as a local heritage place and a Queensland heritage place, provisions are in place under the Planning Act 2016 that limit a local categorising instrument from including an assessment benchmark about the effect or impact of, development on the stated cultural heritage significance of that place. See guidance materials at www.planning.statedevelopment.qldgov.au for information regarding assessment of Queensland heritage places.*

Name of the heritage place:		Place ID:	

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

23.14) 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

23.15) 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.statedevelopment.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 ***Note**: See the Planning Regulation 2017 for referral requirements*	☒ Yes
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			

Attachment 2

Title Search

Current Title Search

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	**50919565**	**Search Date:**	09/12/2025 08:55
Date Title Created:	22/07/2013	**Request No:**	54398696
Previous Title:	21397215, 50284671		

ESTATE AND LAND

Estate in Fee Simple

LOT 2 SURVEY PLAN 259953
Local Government: DOUGLAS

REGISTERED OWNER

Dealing No: 724186711 08/07/2025

18 OASIS STREET PTY LTD A.C.N. 671 516 840

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
   Deed of Grant No. 20211168 (POR 46)
2. MORTGAGE No 724186712 08/07/2025 at 16:26
   ARCHERY CAPITAL PTY LTD A.C.N. 141 236 535 TRUSTEE
   UNDER INSTRUMENT 724186712

ADMINISTRATIVE ADVICES

Dealing	Type	Lodgement Date	Status
716631660	VEG NOTICE VEGETATION MANAGEMENT ACT 1999	16/07/2015 13:02	CURRENT

UNREGISTERED DEALINGS

NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

Requested by: D-ENQ TITLES QUEENSLAND

Attachment 3

Plans of Development (Architectual Plans)

Prepared by Charles Wright Architects

WONGA RESORT DEVELOPMENT

18 OASIS DRIVE, WONGA BEACH, QLD 4873

Sheet List		
Sheet Number	Sheet Name	Current Revision
A000	COVER PAGE	SD4
A001	CONTEXT - LOCATION & AERIAL IMAGES	SD3
A002	CONTEXT - SURVEY AU016169-1-1	0
A003	CONTEXT - SURVEY AU016169-1-2	0
A004	CONTEXT - SURVEY AU016169-1-3	0
A010	SITE PLAN _ EXISTING CONDITIONS 1500	SD4
A011	SITE PLAN _ EXISTING CONDITIONS 750	SD3
A012	SITE PLAN _ 750	SD3
A013	SITE PLAN_AREA USAGE	SD3
A014	SITE PLAN _ SETBACKS	SD2
A015	AREA SUMMARY_LOT 2 RESORT COMPLEX	SD4
A100	OVERALL PLAN _ UNDERCROFT	SD3
A101	OVERALL PLAN _ LEVEL 1	SD3
A102	OVERALL PLAN _ LEVEL 2	SD3
A103	OVERALL PLAN _ ROOF LEVEL	SD3
A111	CENTRAL BUILDING PLAN_UNDERCROFT	SD3
A112	CENTRAL BUILDING PLAN_LEVEL 1	SD3
A113	CENTRAL BUILDING PLAN_LEVEL 2	SD3
A114	CENTRAL BUILDING PLAN_ROOF LEVEL	SD3
A115	CENTRAL BUILDING AREA SCHEDULE	SD3
A300	CENTRAL BUILDING ELEVATIONS	SD2
A301	CENTRAL BUILDING ELEVATIONS	SD2
A350	STREETSCAPE ELEVATIONS	SD2
A351	STREETSCAPE ELEVATIONS	SD2
A400	SECTION K	SD2
A401	SECTIONS A & B	SD2
A402	SECTIONS C & D	SD2
A403	SECTION E	SD2
A610	VILLA APARTMENT _ TYPE V1	SD1
A611	VILLA APARTMENT _ TYPE V1	SD1
A620	VILLA APARTMENT _ TYPE V2	SD2
A621	VILLA APARTMENT _ TYPE V2	SD1
A630	VILLA APARTMENT _ TYPE V3	SD2
A631	VILLA APARTMENT _ TYPE V3	SD1
A901	FINISHES	SD1
A902	FINISHES	SD1

WONGA RESORT

WONGA BEACH, QLD

COVER PAGE

Scale

Date 05/12/2025

TOWN PLANNING

Charles Wright Architects

Melbourne office
LEVEL 9, TOTAL HOUSE, 180 RUSSELL STREET, MELBOURNE VIC 3000

Port Douglas Office
PO BOX452, PORT DOUGLAS QLD 4877

ABN 69 319 653 905 ACN 110 285 008

EMAIL charles@wrightarchitects.com.au

T +61 3 9639 1166

T +61 7 4099 4963

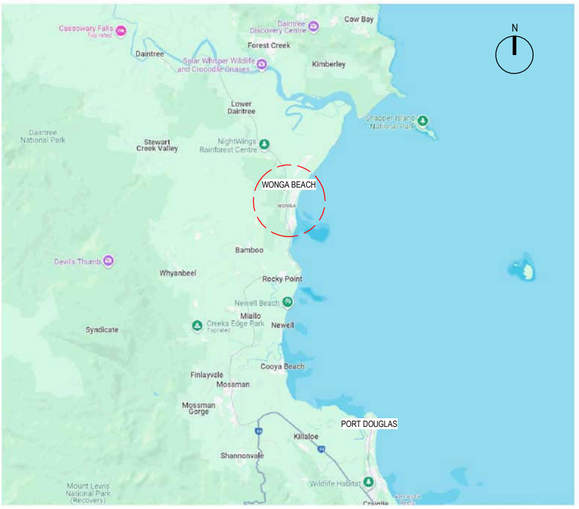
WEB www.wrightarchitects.com.au

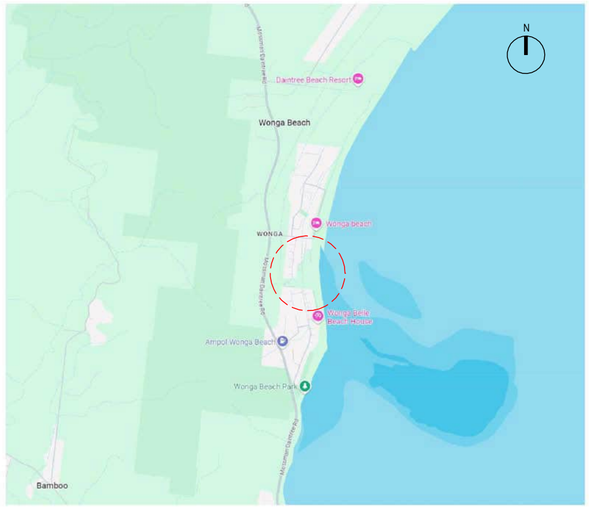
JOB NO. WG01

DRAWING NO. A000

REV SD4

15/12/2025 5:06:06 PM





LOCATION MAPS

TOTAL SITE AREA

LOT 2 / SP259953
49880 sqm

AERIAL IMAGE - SUBJECT SITE 1:2500@A1

WONGA RESORT
WONGA BEACH, QLD

CONTEXT - LOCATION & AERIAL IMAGES

Scale

Date 05/12/2025

TOWN PLANNING

Charles Wright Architects

Melbourne office
LEVEL 8, TOTAL HOUSE, 160 RUSSELL STREET, MELBOURNE VIC 3000
Port Douglas Office
PO BOX442, PORT DOUGLAS QLD 4877
ABN 69 319 653 905 ACN 110 265 008
EMAIL charles@wrightarchitects.com.au

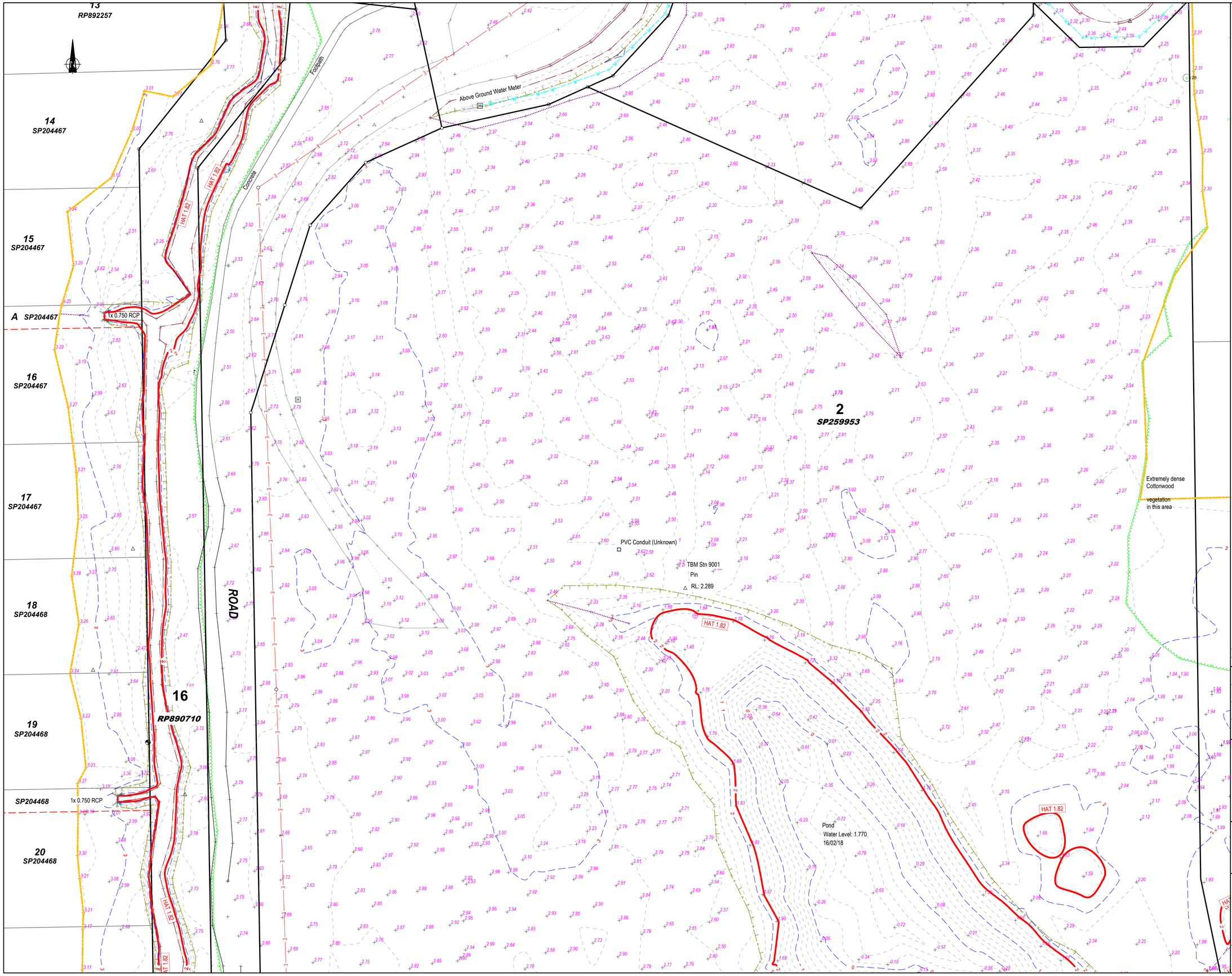
T: +61 3 9639 1166
T: +61 7 4099 4963
WEB www.wrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A001

REV SD3

15/12/2025 5:29:24 PM



IMPORTANT NOTE

1. This plan was prepared for the sole purposes of the client for the specific purpose of producing a detail plan. This plan is strictly limited to the purpose and does not apply directly or indirectly and will not be used for any other application, purpose, use or matter. The plan is presented without the assumption of a duty of care to any other person (other than the Client) ("Third Party") and may not be relied on by Third Party.

2. RPS AAP Consulting Pty Ltd will not be liable (in negligence or otherwise) for any direct or indirect loss, damage, liability or claim arising out of or incidental to:
   A. Third Party publishing, using or relying on the plan;
   B. RPS AAP Consulting Pty Ltd relying on information provided to it by the Client or a Third Party where the information is incorrect, incomplete, inaccurate, out-of-date or unreasonable;
   C. any inaccuracies or other faults with information or data sourced from a Third Party;
   D. RPS AAP Consulting Pty Ltd relying on surface indicators that are incorrect or inaccurate;
   E. the Client or any Third Party not verifying information in this plan where recommended by RPS AAP Consulting Pty Ltd;
   F. lodgement of this plan with any local authority against the recommendation of RPS AAP Consulting Pty Ltd;
   G. the accuracy, reliability, suitability or completeness of any approximations or estimates made or referred to by RPS AAP Consulting Pty Ltd in this plan.

3. Without limiting paragraph 1 or 2 above, this plan may not be copied, distributed, or reproduced by any process unless this note is clearly displayed on the plan.

4. Scale shown is correct for the original plan and any copies of this plan should be verified by checking against the bar scale.

5. The title boundaries as shown hereon were not marked at the time of survey and have been determined by plan dimensions only and not by field survey.

6. Underground services have not been plotted or have been plotted from records and are approximate only.
   Prior to any demolition, excavation or construction on the site, the relevant authority should be contacted for possible location of further underground services and detailed locations of all services.

Data in this file noted as area "Surveyed 2018" has not been revisited or checked for changes that may have occured since February 2018.
The original survey scope for 2018 survey indicates minimum tree size located being approx 0.5m trunk diameter.

NOTES

Level Datum: AHD

Origin of Levels: PM77772
RL: 2.48

Meridian: MGA zone 55 vide GNSS

Origin of Coordinates: PM77772 GDA94
E: 330626.270
N: 8190823.980

Contour Interval: 0.2
Index: 1.0

0.0 7.5 15.0
metres

SCALE 1:300 IS APPLICABLE ONLY TO THE ORIGINAL SHEET SIZE (A1).
(1:600 @ A3)

AMENDMENTS	
A: INIT: AMEND DESCRIPTION	
PROJECT MANAGER DGP	CHECKED
SURVEYED MJW 30/05/24	DRAFTING CHECKED
DRAWN MJW	CAD REF AU016169-103.mjo
SHEET SIZE A1	SHEET 2 OF SHEETS 5

RPS AAP Consulting Pty Ltd
ACN 117 883 173

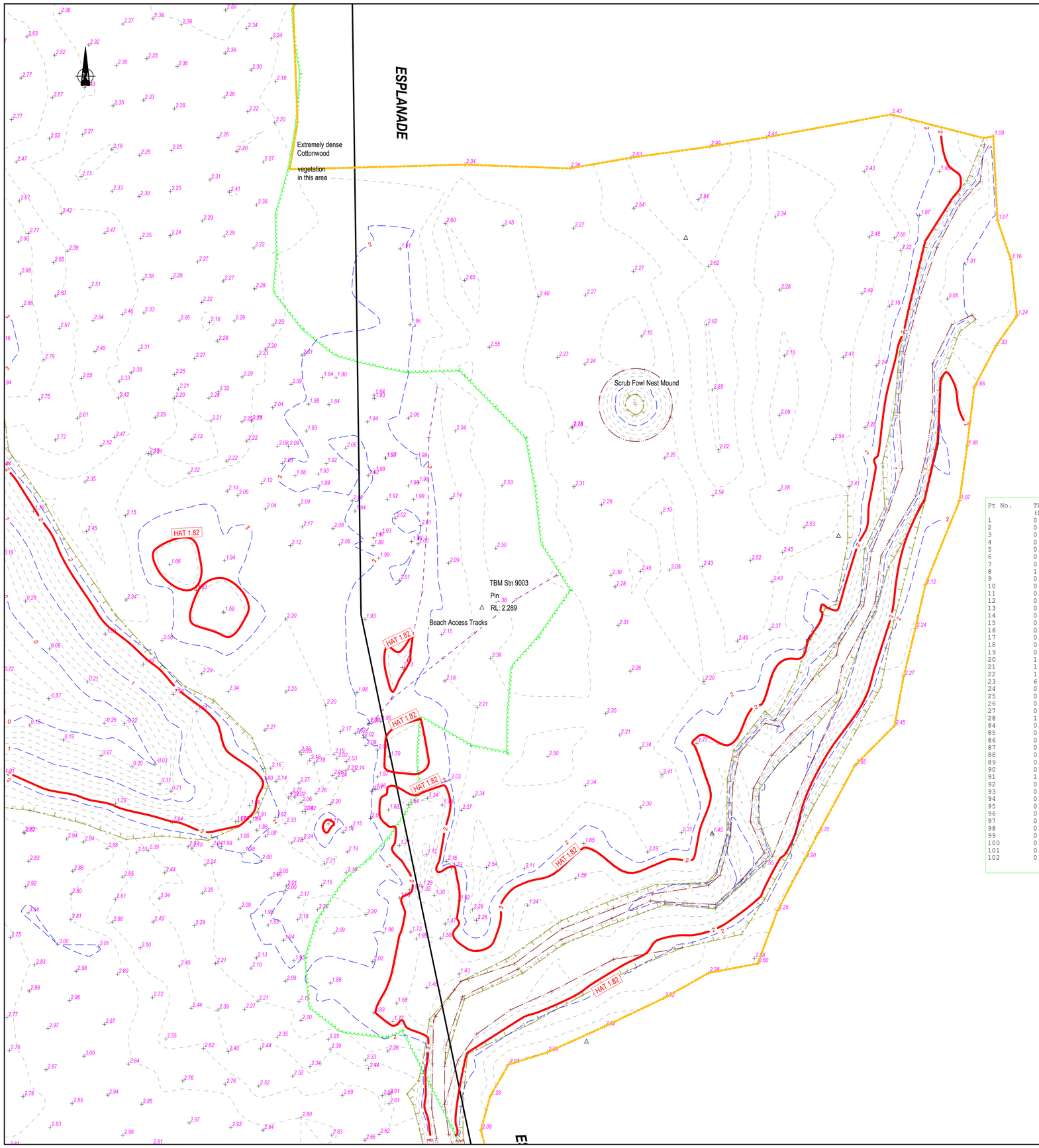
5954 Captain Cook Hwy
Craiglie QLD 4877

T +61 7 4098 1148
F +61 7 4031 2942
W rpsgroup.com

18 Oasis Street Pty Ltd

Detail and Contour Survey
of Lots 1, 2 & 101
Oasis Drive
Wonga Beach
Queensland

SCALE	DATE	DRAWING NO.	ISSUE
1:300	4/06/24	AU016169-1	



LEGEND

- Light Pole
- Kerb Inlet Pit
- Telstra pit
- Electrical pillar
- Power pole
- Fire Hydrant
- Water meter
- Sign
- Water Valve
- Sewer M/H
- Road Crown
- Edge of Bitumen
- Edge of Driveway
- Top of Bank
- Toe of Bank
- Edge of Garden
- Edge of Cultivation
- Building
- Roof Eave line
- Kerb Back
- Kerb IL
- Retaining Wall
- Fence
- Change of Grade
- Headwall
- Drainage Pipe
- Tree Spread/edge of vegetation
- Concrete Footpath
- Concrete Edge
- Electricity A/G
- Electricity U/G (from records)
- Stay wire
- Dainage Pipe
- Water pipe U/G (from records)
- Sewer pipe U/G (from records)
- Gas U/G (from records)

Tree Table

Pt No.	TRUNK (DIA)	SPREAD (DIA)	HEIGHT	TREE
1	0.9	12	20	Melaleuca (Tea Tree)
2	0.7	12	20	Melaleuca (Tea Tree)
3	0.7	14	18	Tree
4	0.6	12	18	Tree
5	0.7	10	14	Melaleuca (Tea Tree)
6	0.8	12	18	Tree
7	0.6	9	18	Tree
8	1.2	14	25	Melaleuca (Tea Tree)
9	0.8	14	20	Tree
10	0.6	12	18	Melaleuca (Tea Tree)
11	0.6	12	18	Melaleuca (Tea Tree)
12	0.6	12	18	Melaleuca (Tea Tree)
13	0.6	12	18	Melaleuca (Tea Tree)
14	0.5	12	18	Tree
15	0.8	12	18	Melaleuca (Tea Tree)
16	0.8	12	18	Melaleuca (Tea Tree)
17	0.6	12	18	Tree
18	0.8	12	18	Tree
19	0.6	12	18	Tree
20	1.2	14	20	Tree
21	1	18	25	Tree
22	1.2	20	25	Mango
23	6	25	18	Fig
24	0.25	6	6	Tree
25	0.4	8	9	Tree
26	0.2	5	8	Tree
27	0.2	4	4	Tree
28	1.3	20	20	Mango
84	0.3	8	5	Tree
85	0.45	8	14	Beach Almond
86	0.45	8	14	Beach Almond
87	0.45	8	14	Beach Almond
88	0.45	8	14	Beach Almond
89	0.45	8	14	Beach Almond
90	0.5	10	14	Tree
91	1.5	22	15	Fig
92	0.8	12	16	Mango
93	0.4	8	8	Tree
94	0.5	5	8	Palm
95	0.5	6	20	Coconut
96	0.5	6	20	Coconut
97	0.5	6	20	Coconut
98	0.5	6	20	Coconut
99	0.5	6	20	Coconut
100	0.5	6	20	Coconut
101	0.5	6	20	Coconut
102	0.5	6	20	Coconut

Data in this file noted as area "Surveyed 2018" has not been revisited or checked for changes that may have occured since February 2018.
The original survey scope for 2018 survey indicates minimum tree size located being approx 0.5m trunk diameter.

NOTES

Level Datum: AHD

Origin of Levels: PM77772
RL: 2.48

Meridian: MGA zone 55 vide GNSS

Origin of Coordinates: PM77772 GDA94
E: 330626.270
N: 8190823.980

Contour Interval: 0.2
Index: 1.0

0.0 7.5 15.0
metres

SCALE 1:300 IS APPLICABLE ONLY TO THE ORIGINAL SHEET SIZE (A1).
(1:600 @ A3)

AMENDMENTS
A: INIT: AMEND DESCRIPTION

PROJECT MANAGER DGP	CHECKED
SURVEYED MJW 30/05/24	DRAFTING CHECKED
DRAWN MJW	CAD REF AU016169-103.mjo
SHEET SIZE A1	SHEET 3 OF SHEETS 5

RPS AAP Consulting Pty Ltd
ACN 117 883 173

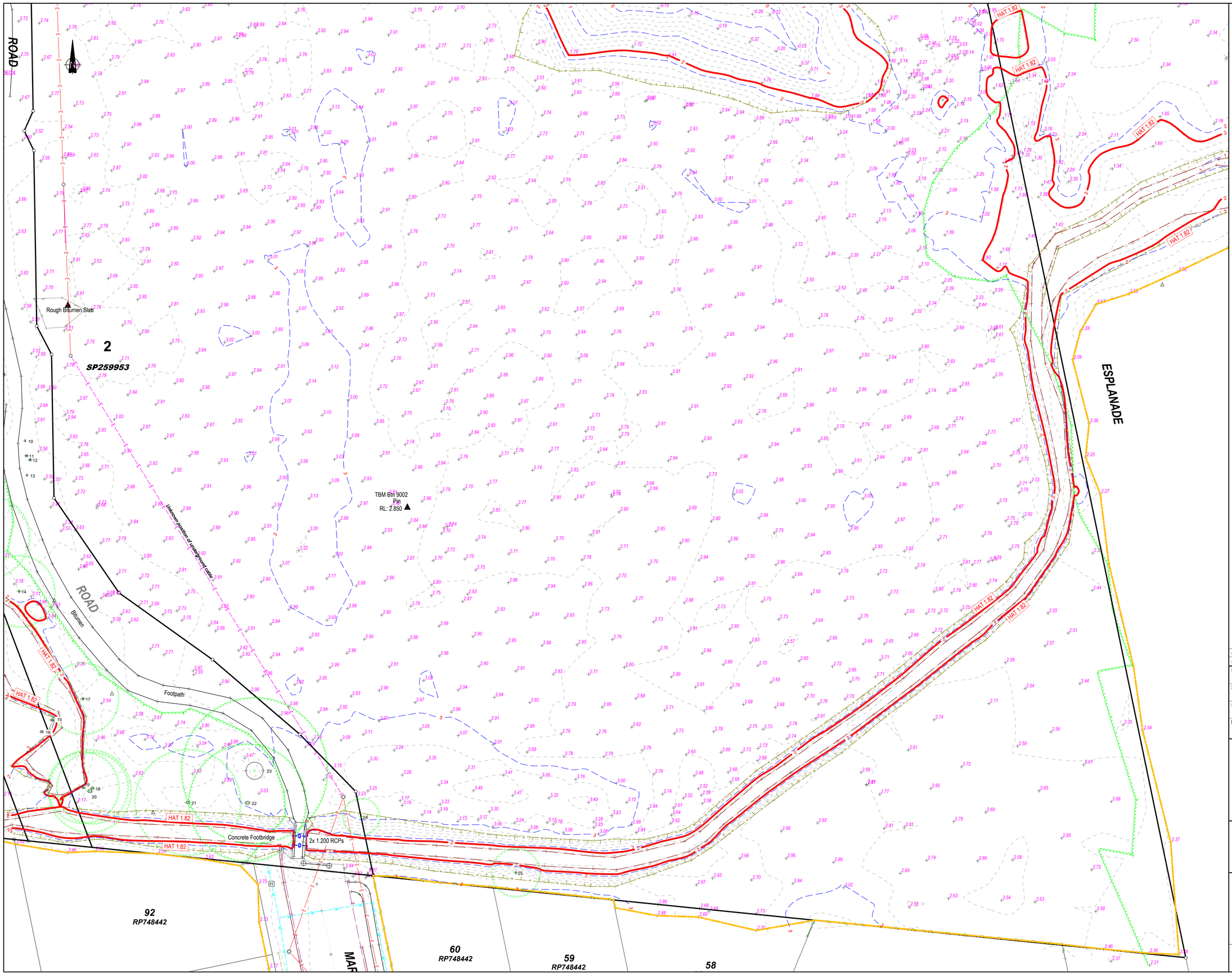
5954 Captain Cook Hwy
Craiglie QLD 4877

T +61 7 4098 1148
F +61 7 4031 2942
W rpsgroup.com

18 Oasis Street Pty Ltd

Detail and Contour Survey
of Lots 1, 2 & 101
Oasis Drive
Wonga Beach
Queensland

SCALE	DATE	DRAWING NO.	ISSUE
1:300	4/06/24	AU016169-1	



IMPORTANT NOTE

1. This plan was prepared for the sole purposes of the client for the specific purpose of producing a detail plan. This plan is strictly limited to the purpose and does not apply directly or indirectly and will not be used for any other application, purpose, use or matter. The plan is presented without the assumption of a duty of care to any other person (other than the Client) ("Third Party") and may not be relied on by Third Party.

2. RPS AAP Consulting Pty Ltd will not be liable (in negligence or otherwise) for any direct or indirect loss, damage, liability or claim arising out of or incidental to:
   A. Third Party publishing, using or relying on the plan;
   B. RPS AAP Consulting Pty Ltd relying on information provided to it by the Client or a Third Party where the information is incorrect, incomplete, inaccurate, out-of-date or unreasonable;
   C. any inaccuracies or other faults with information or data sourced from a Third Party;
   D. RPS AAP Consulting Pty Ltd relying on surface indicators that are incorrect or inaccurate;
   E. the Client or any Third Party not verifying information in this plan where recommended by RPS AAP Consulting Pty Ltd;
   F. lodgement of this plan with any local authority against the recommendation of RPS AAP Consulting Pty Ltd;
   G. the accuracy, reliability, suitability or completeness of any approximations or estimates made or referred to by RPS AAP Consulting Pty Ltd in this plan.

3. Without limiting paragraph 1 or 2 above, this plan may not be copied, distributed, or reproduced by any process unless this note is clearly displayed on the plan.

4. Scale shown is correct for the original plan and any copies of this plan should be verified by checking against the bar scale.

5. The title boundaries as shown hereon were not marked at the time of survey and have been determined by plan dimensions only and not by field survey.

6. Underground services have not been plotted or have been plotted from records and are approximate only.
   Prior to any demolition, excavation or construction on the site, the relevant authority should be contacted for possible location of further underground services and detailed locations of all services.

Data in this file noted as area "Surveyed 2018" has not been revisited or checked for changes that may have occured since February 2018.
The original survey scope for 2018 survey indicates minimum tree size located being approx 0.5m trunk diameter.

NOTES

Level Datum: AHD

Origin of Levels: PM77772
RL: 2.48

Meridian: MGA zone 55 vide GNSS

Origin of Coordinates: PM77772 GDA94
E: 330626.270
N: 8190823.980

Contour Interval: 0.2
Index: 1.0

0.0 7.5 15.0
metres

SCALE 1:300 IS APPLICABLE ONLY TO THE ORIGINAL SHEET SIZE (A1).
(1:600 @ A3)

AMENDMENTS		
A: INIT: AMEND DESCRIPTION		
PROJECT MANAGER DGP		CHECKED
SURVEYED MJW	30/05/24	DRAFTING CHECKED
DRAWN MJW		CAD REF AU016169-103.mjo
SHEET SIZE A1	SHEET 5 OF SHEETS 5	

RPS AAP Consulting Pty Ltd
ACN 117 883 173
5954 Captain Cook Hwy
Craiglie QLD 4877
T +61 7 4098 1148
F +61 7 4031 2942
W rpsgroup.com

18 Oasis Street Pty Ltd

Detail and Contour Survey
of Lots 1, 2 & 101
Oasis Drive
Wonga Beach
Queensland

SCALE	DATE	DRAWING NO.	ISSUE
1:300	4/06/24	AU016169-1	

SITE AREA TOTAL

LOT 2 / SP259953
49880 sqm

LEGEND

OLD COASTAL EPA LINE

COASTAL EPA3 ZONE

APPROVED
COASTAL EPA ZONE

EXISTING TREE TO BE REMOVED

SITE PLAN
EXISTING CONDITIONS
1:1500 @ A1

WONGA RESORT
WONGA BEACH, QLD

SITE PLAN _ EXISTING CONDITIONS 1500

Scale

Date 05/12/2025

TOWN PLANNING

N

Charles Wright Architects

Melbourne office
LEVEL 9, TOTAL HOUSE, 160 RUSSELL STREET, MELBOURNE VIC 3000

Port Douglas Office:
PO BOX462, PORT DOUGLAS QLD 4877

ABN 93 319 833 503 ACN 110 265 008

EMAIL charles@wrightarchitects.com.au

T. +61 3 9633 1166

T. +61 7 4099 4963

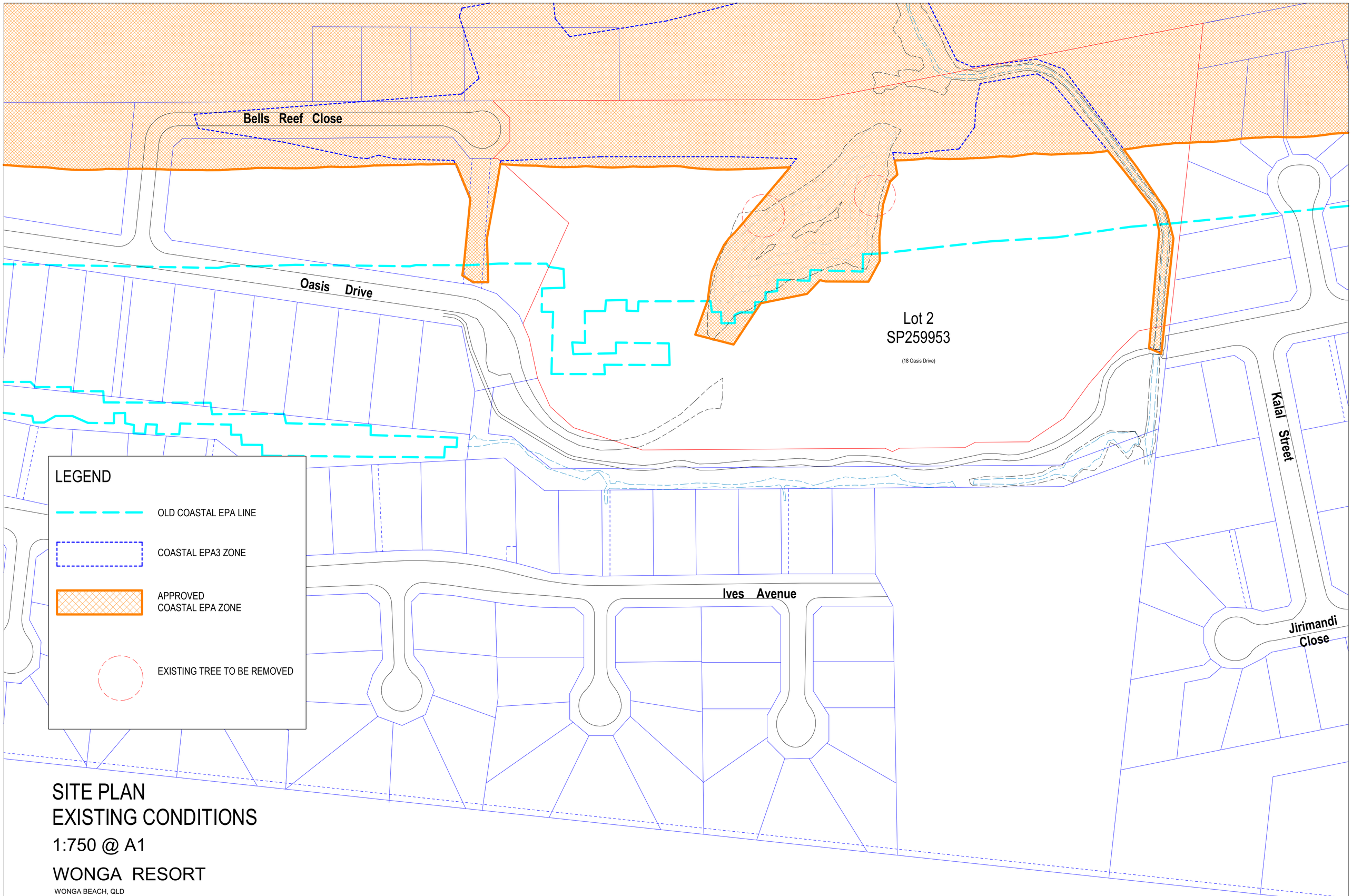
WEB www.wrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A010

REV SD4

15/12/2025 5:28:16 PM



SITE PLAN
EXISTING CONDITIONS

1:750 @ A1

WONGA RESORT

WONGA BEACH, QLD

SITE PLAN _ EXISTING CONDITIONS 750

Scale

Date 05/12/2025

TOWN PLANNING

N

Charles Wright Architects

Melbourne office
LEVEL 5, TOTAL HOUSE, 160 RUSSELL STREET, MELBOURNE VIC 3000
Port Douglas Office:
PO BOX452, PORT DOUGLAS QLD 4877
ABN 69 219 653 905 ACN 110 265 008
EMAIL charles@wrightarchitects.com.au

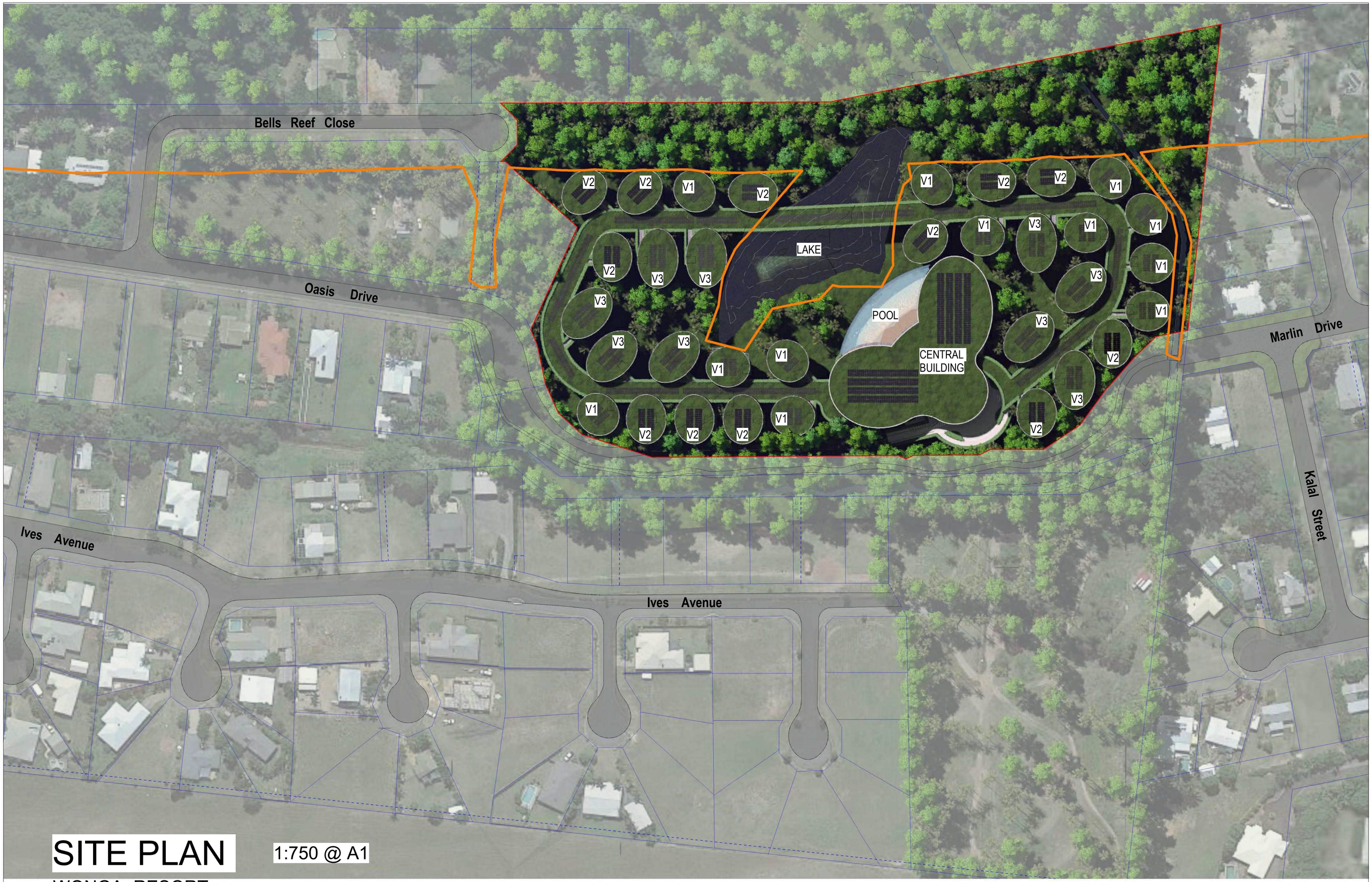
T: +61 3 9633 1166
T: +61 7 4099 4963
WEB www.wrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A011

REV SD3

16/12/2025 9:43:52 AM



SITE PLAN

1:750 @ A1

WONGA RESORT

WONGA BEACH, QLD

SITE PLAN _ 750

Scale

Date 05/12/2025

TOWN PLANNING

N

Charles Wright Architects

Melbourne office
LEVEL 9, TOTAL HOUSE, 160 RUSSELL STREET, MELBOURNE VIC 3000

Port Douglas Office:
PO BOX462, PORT DOUGLAS QLD 4877

ABN 83 119 833 505 ACN 110 265 008

EMAIL charles@wrightarchitects.com.au

T. +61 3 9633 1166

T. +61 7 4099 4965

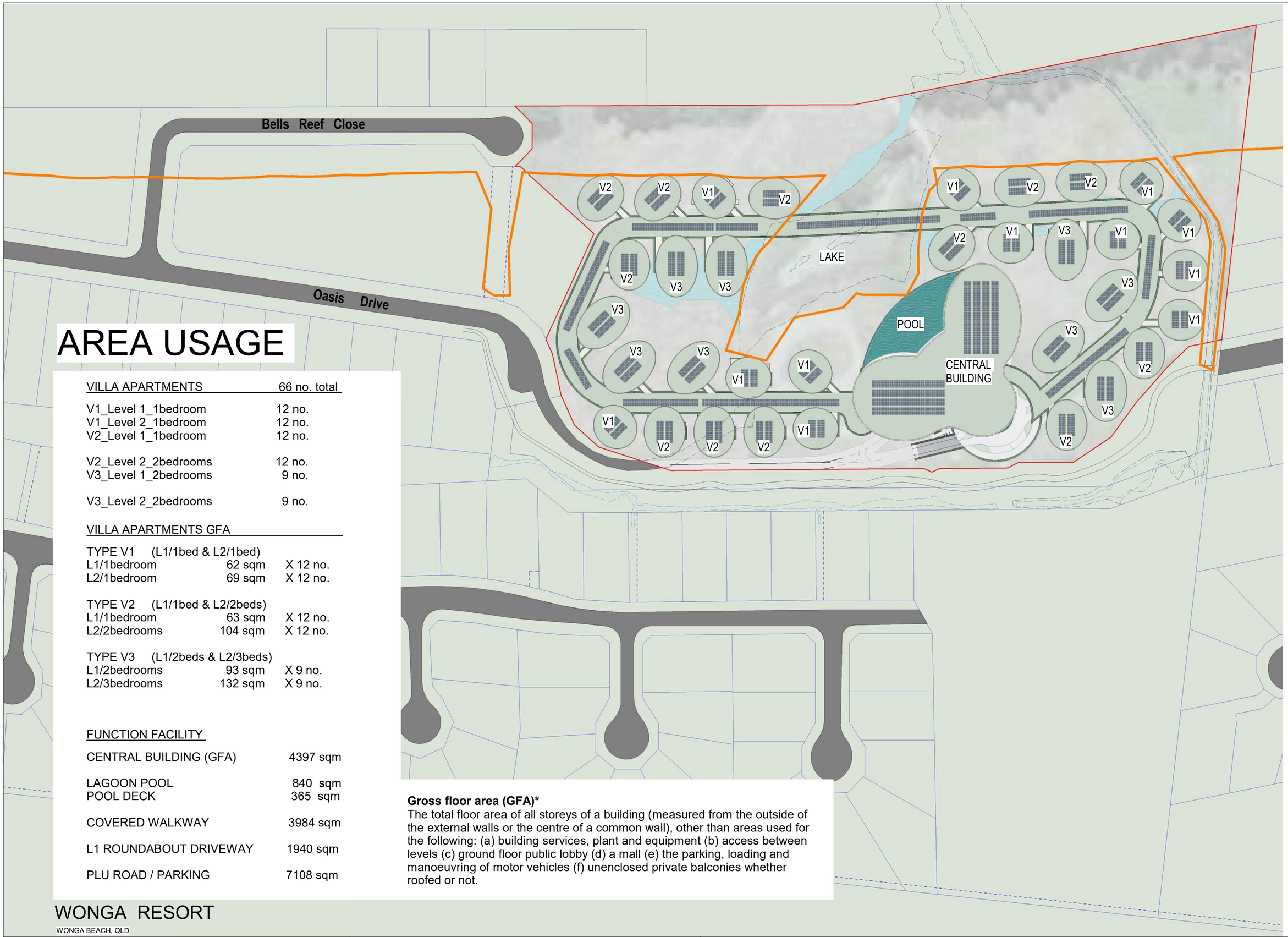
WEB www.wrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A012

REV SD3

16/12/2025 9:42:21 AM



AREA USAGE

VILLA APARTMENTS	66 no. total
V1_Level 1_1bedroom	12 no.
V1_Level 2_1bedroom	12 no.
V2_Level 1_1bedroom	12 no.
V2_Level 2_2bedrooms	12 no.
V3_Level 1_2bedrooms	9 no.
V3_Level 2_2bedrooms	9 no.

VILLA APARTMENTS GFA

TYPE V1 (L1/1bed & L2/1bed)		
L1/1bedroom	62 sqm	X 12 no.
L2/1bedroom	69 sqm	X 12 no.
TYPE V2 (L1/1bed & L2/2beds)		
L1/1bedroom	63 sqm	X 12 no.
L2/2bedrooms	104 sqm	X 12 no.
TYPE V3 (L1/2beds & L2/3beds)		
L1/2bedrooms	93 sqm	X 9 no.
L2/3bedrooms	132 sqm	X 9 no.

FUNCTION FACILITY

CENTRAL BUILDING (GFA)	4397 sqm
LAGOON POOL	840 sqm
POOL DECK	365 sqm
COVERED WALKWAY	3984 sqm
L1 ROUNDABOUT DRIVEWAY	1940 sqm
PLU ROAD / PARKING	7108 sqm

Gross floor area (GFA)*
The total floor area of all storeys of a building (measured from the outside of the external walls or the centre of a common wall), other than areas used for the following: (a) building services, plant and equipment (b) access between levels (c) ground floor public lobby (d) a mall (e) the parking, loading and manoeuvring of motor vehicles (f) unenclosed private balconies whether roofed or not.

LEGEND

- SITE LANDSCAPING
- WATER BODIES LAKE / CREEK
- FACILITIES BUILDING / GREEN ROOF
- V1-V3 VILLA APARTMENTS/ GREENROOF
- LAGOON POOL
- COVERED WALKWAY
- DRIVEWAY / WALKWAY
- ROADS (EXISTING)

WONGA RESORT

WONGA BEACH, QLD

SITE PLAN_AREA USAGE

Scale

Date 05/12/2025

TOWN PLANNING

N

Charles Wright Architects

Melbourne office:
LEVEL 9, TOTAL HOUSE, 180 RUSSELL STREET, MELBOURNE VIC 3000
Port Douglas Office:
PO BOX442, PORT DOUGLAS QLD 4877
ABN 69 319 653 505 ACN 110 265 508
EMAIL charles@wrightarchitects.com.au

T. +61 3 9639 1166
T. +61 7 4099 4963
WEB www.wrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A013

REV SD3

19/12/2025 9:40:32 AM

SITE PLAN SETBACKS

1:750 @ A1

WONGA RESORT

WONGA BEACH, QLD

SITE PLAN _ SETBACKS

Scale

Date 05/12/2025

TOWN PLANNING

N

Charles Wright Architects

Melbourne office
LEVEL 9, TOTAL HOUSE, 160 RUSSELL STREET, MELBOURNE VIC 3000
T: +61 3 9633 1166

Port Douglas Office:
PO BOX442, PORT DOUGLAS QLD 4877
T: +61 7 4099 4965

ABN 69 319 653 505 ACN 110 265 008

EMAIL charles@wrightarchitects.com.au
WEB www.wrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A014

REV SD2

16/12/2025 9:40:05 AM

RESORT COMPLEX DEVELOPMENT SUMMARY _ **SP259953 LOT 2**

AREA/NAME	LEVEL	BEDRMS	INTERNAL GFA (m^2)	BALCONY(m^2)	GARDEN/POOL(m^2)	PARKING NO.	TOTAL(m^2) GBA
VILLA APARTMENTS							
TYPE V1	L1	1	62	61	26	2	149
	L2	1	69	108	32	2	209
QTY _ 12 No. V1							
SUBTOTAL			**1572**			**48**	**4296**
TYPE V2	L1	1	63	57	30	2	123
	L2	2	104	89	34	2	227
QTY _ 12 No. V2							
SUBTOTAL			**2004**			**48**	**4200**
TYPE V3	L1	1	93	73	36	2	202
	L2	2	132	113	42	2	287
QTY _ 9 No. V3							
SUBTOTAL			**2025**			**36**	**4401**
CENTRAL FACILITY BUILDING (BREAKDOWN LIST AS DRAWING A115)							
	LU		**0**				**751**
	L1		**1130**				**3520**
	L2		**1215**				**2169**
TOTAL			**9458**				**19337**
							EXCLU COVERED DRIVE/PARKING AREAS

BUILDING FOOTPRINT (L1 LEVEL) TOTAL INCLUDES (m^2)	
- 12x V1 VILLA APARTMENTS L1 GROSS BUILDING AREAS TOTAL	1788
- 12x V2 VILLA APARTMENTS L1 GROSS BUILDING AREAS TOTAL	1476
- 9x V3 VILLA APARTMENTS L1 GROSS BUILDING AREAS TOTAL	1818
- VILLA APARTMENTS L1 COVERED ELEVATED DRIVE RING	3984
- VILLA APARTMENTS L1 COVERED ACCESS BRIDGES	717
- CENTRAL BUILDING FOOTPRINT	2666
- CENTRAL BDG ELEVATED DRIVE/PARK/DROP-OFF DECK	1265
TOTAL	**13714** (m^2)

COVERED DRIVE / PARKING CIRCULATION AREAS (m^2)		
CENTRAL BUILDING DRIVEWAY / PARKING_ LU LEVEL	LU	4734
CENTRAL BUILDING DRIVEWAY / PARKING_ L1 LEVEL	L1	1265
VILLAS AREA ELEVATED VEHICLE CIRCULATION RING_ L1 LEVEL	L1	3984
VILLAS APARTMENTS ACCESS BRIDGES_ L1 LEVEL	L1	717
VILLAS APARTMENTS AREA VEHICLE DRIVE RING _ LU LEVEL	LU	3984
VILLAS APARTMENTS COVERED PARKING _ LU LEVEL	LU	4827
TOTAL		**18511**

SUMMARY

SITE AREA				**AREA(m^2)**
SITE AREA OF LOT2				**49880 m^2**
GROSS FLOOR AREA (GFA)	**LVL**	**GFA(m^2)**	**%**	**TOTAL %**
VILLA APARTMENTS	L1/L2	5601	11%	
CENTRAL BUILDING	L1/L2	2345	5%	
SITE FSR		7946		**16%**
GROSS BUILDING AREA (GBA)	**LVL**	**AREA(m^2)**	**%**	**TOTAL %**
VILLA APARTMENTS (COVERED AREA)	L1	9783	19.6%	
CENTRAL BUILDING (COVERED AREA)	L1	3931	7.8%	
COVERED RING ROAD AREA	L1	5003	10%	
SITE COVERAGE		18717		**37.4%**

HARDSCAPE _ ROADS / DRIVEWAY / PARKLAND (m^2)				
VILLA APARTMENTS	LU	8811	17.6%	
CENTRAL BUILDING	LU	4734	9.5%	
				27%
LAKE / LANDSCAPE / GARDEN AREA				
VILLA APARTMENTS GARDENS	LU	523	1%	
CENTRAL BUILDING GARDENS	LU	704	1.4%	
LAKE/DEEP SOIL GARDENS	LU	19577	39%	
				41.4%
WATER BODIES				
LAGOON POOL	PL1	815	1.6%	
VILLA APARTMENT POOLS	PL1	495	1%	
				2.6%

PARKING SPACES	**TOTAL**	**187 No.**
VILLA APARTMENTS (LU LEVEL)		132
CENTRAL BUILDING (LU LEVEL)		47
CENTRAL BUILDING (L1 LEVEL)		6
CENTRAL BUILDING _ LOADING BAYS (LU LEVEL)		2
MOTORCYCLES (LU LEVEL)	**TOTAL**	**0**
BICYCLES (LU LEVEL)	**TOTAL**	**24**

4 No. Parking Spaces for each Dwelling
Total 33 dwellings x 4 No./each = 132 No.

Required Parking Spaces of Dwelling:
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.

WONGA RESORT

WONGA BEACH, QLD

AREA SUMMARY_LOT 2 RESORT COMPLEX

Scale

Date 05/12/2025

TOWN PLANNING

Charles Wright Architects

Melbourne office:
LEVEL 9, TOTAL HOUSE, 180 RUSSELL STREET, MELBOURNE VIC 3000
T: +61 3 9663 1166

Port Douglas Office:
PO BOX 652, PORT DOUGLAS QLD 4877
T: +61 7 4099 4965

ABN 69 219 653 969 ACN 110 285 058
EMAIL charles@wrightarchitects.com.au
WEB www.wrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A015

REV SD4

16/12/2025 9:41:07 AM

PLAN _ UNDERCROFT

1:500 @ A1

UNDERCROFT (LU)
GROSS BUILDING AREA (GBA) AND GROSS FLOOR AREA (GFA)

AREA NAME	LEVEL	ZONE NAME	GBA TOTAL (sqm)	QTY	GFA (sqm)
VILLA APARTMENTS	LU	WATER TANK	493	33	-
			493 m²		
CENTRAL-FACILITY-BUILDING	LU	ENTRY LOBBY	593	1	-
	LU	LOGOON POOL TANK	55	1	-
	LU	POOL PLANT	55	1	-
	LU	WASTE RECYCLING	48	1	-
			751 m²		
TOTAL			**1241 m²**		

UNDERCROFT (LU)
PARKING AND CIRCULATION

AREA NAME	LEVEL	ZONE NAME	GBA	QTY	GFA
CIRCULATION / ROAD	LU	COVERED VEHICLE CIRCULATION RING.	4734	-	-
CENTRAL CIRCULATION / ROAD	LU	COVERED ROUNDABOUTS AND ROADS	1783	-	
CENTRAL FACILITY BUILDING	LU	COVERED PARKING SPACES	1889	49	-
VILLA APARTMENT	LU	COVERED PARKING SPACES	4745	132	

Gross floor area (GFA)*
The total floor area of all storeys of a building (measured from the outside of the external walls or the centre of a common wall), other than areas used for the following: (a) building services, plant and equipment (b) access between levels (c) ground floor public lobby (d) a mall (e) the parking, loading and manoeuvring of motor vehicles (f) unenclosed private balconies whether roofed or not.

WONGA RESORT
WONGA BEACH, QLD

OVERALL PLAN _ UNDERCROFT

Scale

Date 05/12/2025

TOWN PLANNING

N

Charles Wright Architects

Melbourne office:
LEVEL 9, TOTAL HOUSE, 180 RUSSELL STREET, MELBOURNE VIC 3000
Port Douglas Office:
PO BOX452, PORT DOUGLAS QLD 4877
ABN 69 319 653 505 ACN 110 265 508
EMAIL charles@wrightarchitects.com.au
T: +61 3 9639 1166
T: +61 7 4099 4965
WEB www.wrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A100

REV SD3

16/12/2025 9:41:09 AM

PLAN _ LEVEL 1

1:500 @ A1

LEVEL 1 (L1)
GROSS BUILDING AREA (GBA) AND GROSS FLOOR AREA (GFA)

AREA NAME	LEVEL	ZONE NAME	GBA (sqm)	QTY	GFA (sqm)
VILLA APARTMENTS	L1	VILLA APARTMENTS GFA	2337	33	2337
	L1	VILLA BALCONY/DECKS	2073	33	-
	L1	VILLA APARTMENTS POOLS	495	33	-
	L1	VILLA APARTMENTS GARDENS	501	33	-
	L1	VILLA ACCESS BRIDGES	717	33	-
			5238 m²		**2337 m²**
CENTRAL-FACILITY-BUILDING	L1	AS A115 DETAILED AREA SUMMARY	-	-	-
			3520 m²		**1130 m²**
TOTAL			**8758m²**		**3467m²**

LEVEL 1 (L1)
PARKING AND CIRCULATION

AREA NAME	LEVEL	ZONE NAME	GBA	QTY	GFA
CIRCULATION	L1	ELEVATED VEHICLE CIRCULATION RING	3984	-	-
CENTRAL FACILITY BUILDING_PICKUP /DROPOFF PLATFORM	L1	PLATFORM PARKING SPACES (INCL 3 PICKUP/DROPOFF)	1265	6	-
TOTAL			**5249m²**		**-m²**

Gross floor area (GFA)*
The total floor area of all storeys of a building (measured from the outside of the external walls or the centre of a common wall), other than areas used for the following: (a) building services, plant and equipment (b) access between levels (c) ground floor public lobby (d) a mall (e) the parking, loading and manoeuvring of motor vehicles (f) unenclosed private balconies whether roofed or not.

WONGA RESORT
WONGA BEACH, QLD

OVERALL PLAN _ LEVEL 1

Scale

Date 05/12/2025

TOWN PLANNING

N

Charles Wright Architects

Melbourne office
LEVEL 9, TOTAL HOUSE, 160 RUSSELL STREET, MELBOURNE VIC 3000
Port Douglas Office:
PO BOX442, PORT DOUGLAS QLD 4877
ABN 69 319 653 505 ACN 110 265 508
EMAIL charles@wrightarchitects.com.au

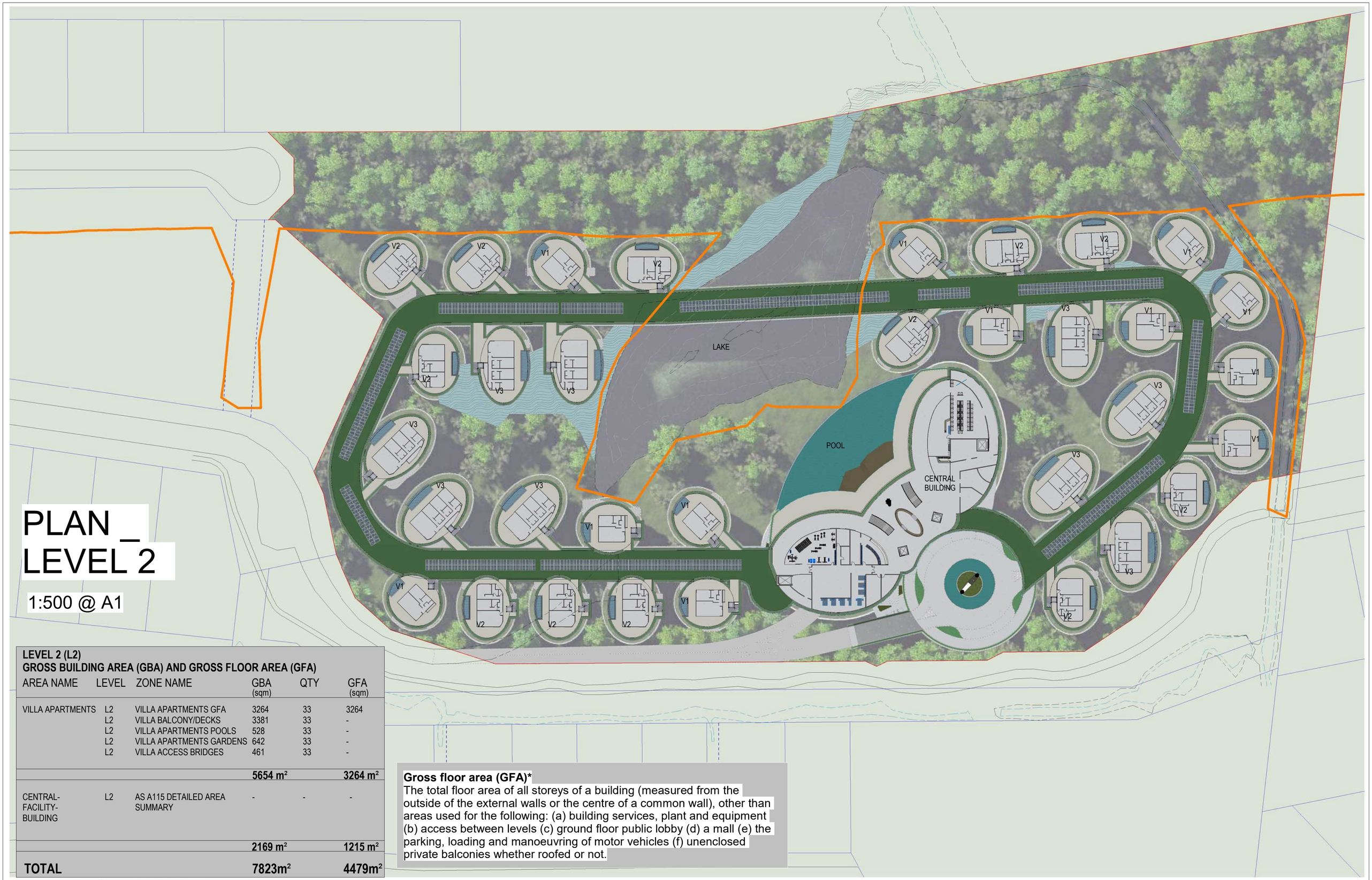
T. +61 3 9639 1166
T. +61 7 4099 4963
WEB www.wrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A101

REV SD3

16/12/2025 9:41:15 AM



PLAN _ LEVEL 2

1:500 @ A1

LEVEL 2 (L2)
GROSS BUILDING AREA (GBA) AND GROSS FLOOR AREA (GFA)

AREA NAME	LEVEL	ZONE NAME	GBA (sqm)	QTY	GFA (sqm)
VILLA APARTMENTS	L2	VILLA APARTMENTS GFA	3264	33	3264
	L2	VILLA BALCONY/DECKS	3381	33	-
	L2	VILLA APARTMENTS POOLS	528	33	-
	L2	VILLA APARTMENTS GARDENS	642	33	-
	L2	VILLA ACCESS BRIDGES	461	33	-
			5654 m²		**3264 m²**
CENTRAL-FACILITY-BUILDING	L2	AS A115 DETAILED AREA SUMMARY	-	-	-
			2169 m²		**1215 m²**
TOTAL			**7823m²**		**4479m²**

Gross floor area (GFA)*
The total floor area of all storeys of a building (measured from the outside of the external walls or the centre of a common wall), other than areas used for the following: (a) building services, plant and equipment (b) access between levels (c) ground floor public lobby (d) a mall (e) the parking, loading and manoeuvring of motor vehicles (f) unenclosed private balconies whether roofed or not.

WONGA RESORT

WONGA BEACH, QLD

OVERALL PLAN _ LEVEL 2

Scale

Date 05/12/2025

TOWN PLANNING

N

Charles Wright Architects

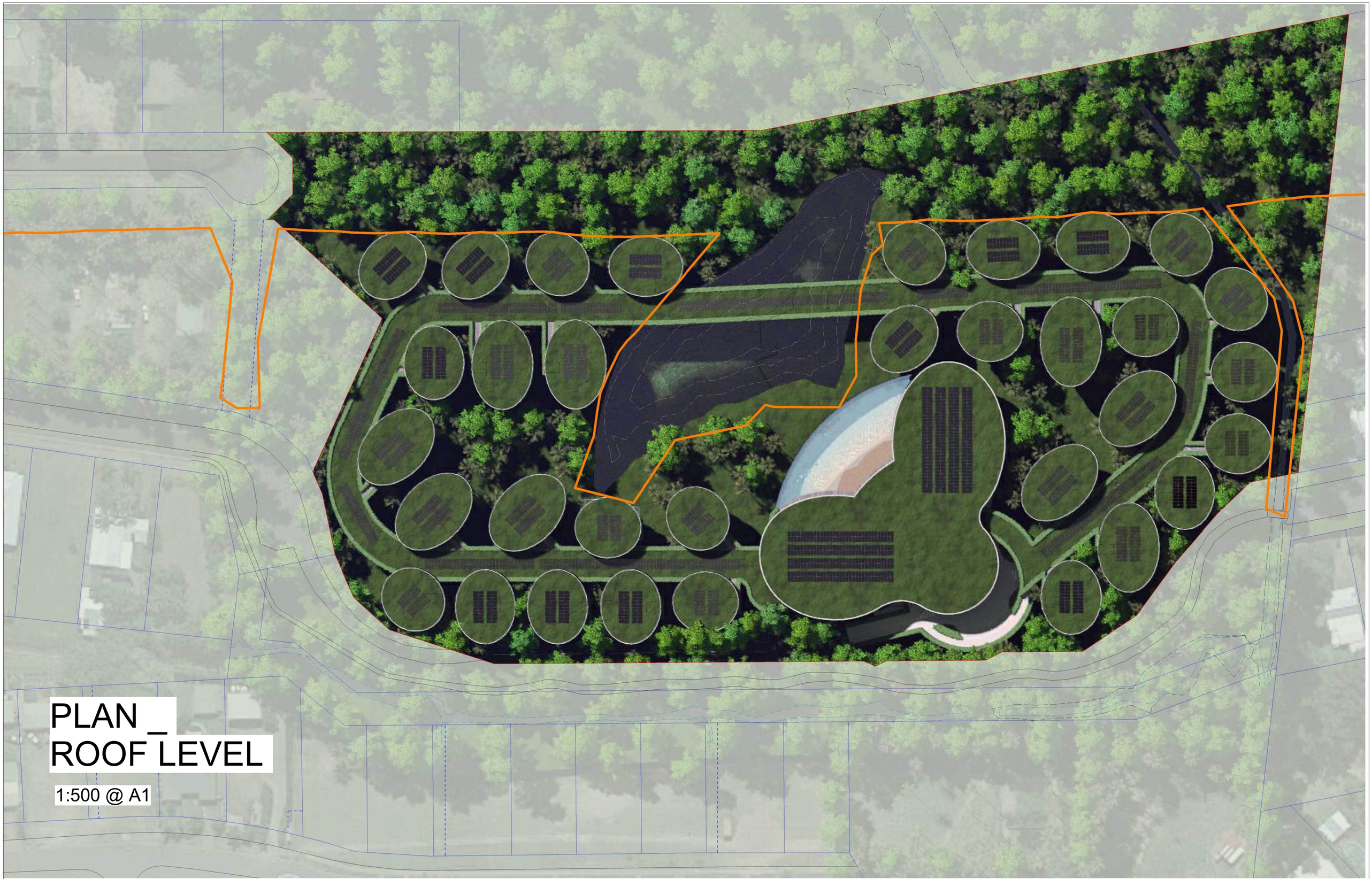
Melbourne office:
LEVEL 8, TOTAL HOUSE, 190 RUSSELL STREET, MELBOURNE VIC 3000
Port Douglas Office:
PO BOX452, PORT DOUGLAS QLD 4877
ABN 83 519 653 905 ACN 110 265 508
EMAIL charles@wrightarchitects.com.au
T: +61 3 9639 1166
T: +61 7 4099 4963
WEB www.wrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A102

REV SD3

16/12/2025 9:41:25 AM



PLAN _ ROOF LEVEL

1:500 @ A1

WONGA RESORT

WONGA BEACH, QLD

OVERALL PLAN _ ROOF LEVEL

Scale

Date 05/12/2025

TOWN PLANNING

N

Charles Wright Architects

Melbourne office
LEVEL 9, TOTAL HOUSE, 180 RUSSELL STREET, MELBOURNE VIC 3000

Port Douglas Office
PO BOX952, PORT DOUGLAS QLD 4877

ABN 89 219 653 905 ACN 110 265 008

EMAIL charles@wrightarchitects.com.au

T: +61 3 9633 1100

T: +61 7 4099 4963

WEB www.wrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A103

REV SD3

16/12/2025 9:41:27 AM

CENTRAL PUBLIC BUILDING
REQUIRED CAPPARKING SPACES
TOTAL 48 NO.

LEVEL 1
OFFICE SECTION GFA 540 sqm
PARKING NO. = 11 NO.

BAR/RESTAURANT GFA 590 sqm
PARKING NO. = 12 NO.

LEVEL 2
GYM/SPA COMPLEX GFA 595 sqm
PARKING NO. = 12 NO.

BAR/RESTAURANT GFA 620 sqm
PARKING NO. = 13 NO.

Parking Calculation Note:
Resort Complex
- Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.

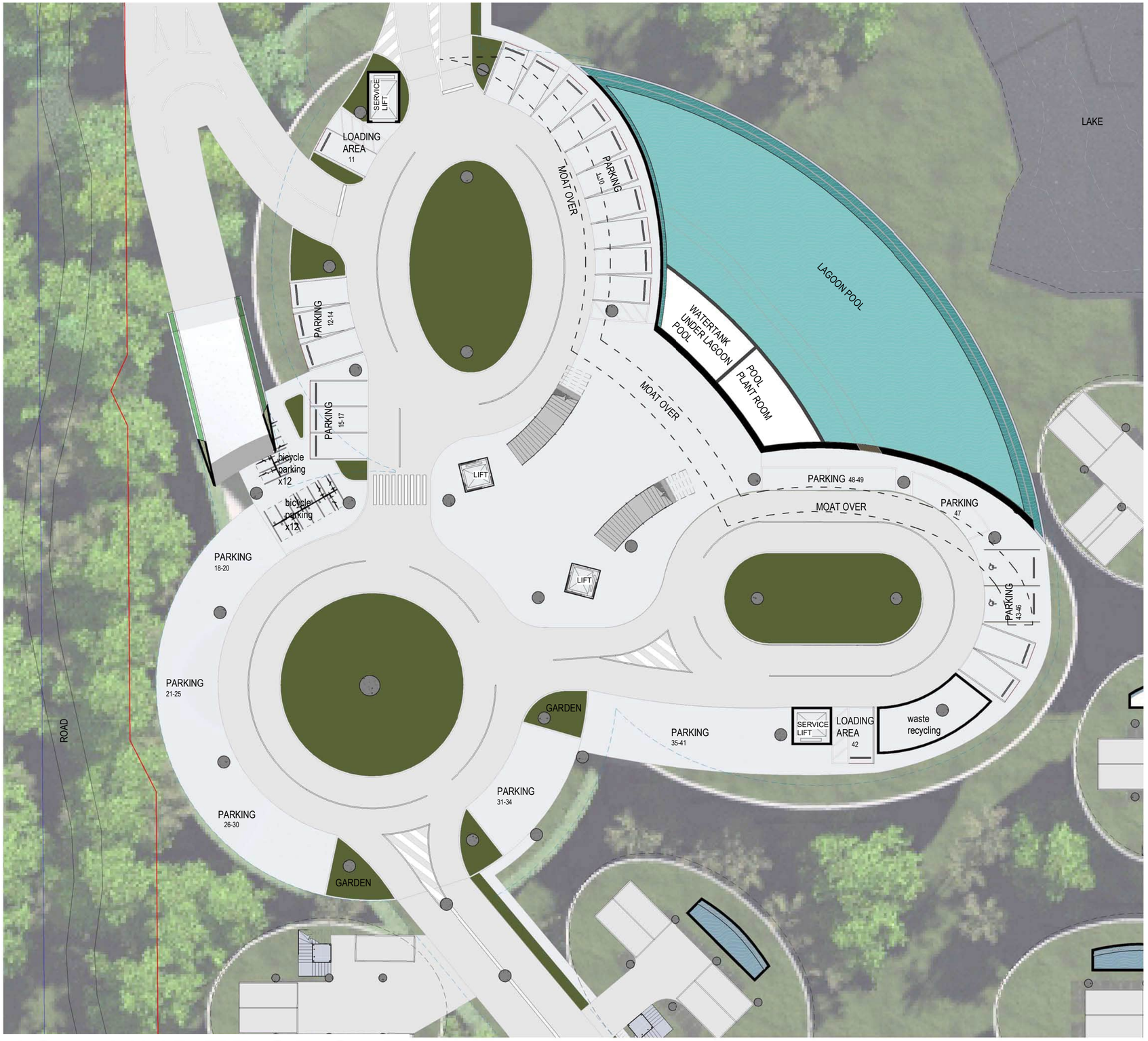
Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m2 of Gross floor area (GFA) , and outdoor dining area.

CENTRAL BUILDING PROPOSED
CAR PARKING
55 NO. TOTAL

- GROUND LEVEL 49 NO.
- LEVEL 1 6 NO.

INCLUDING
2 NO. DISABLED PARKING SPACES
3 NO. DROP-OFF SPACES @L1
2 NO. SERVICE LOADING BAYS

PROPOSED BICYCLE PARKING
24 NO. TOTAL
General 1 space per 100m2 of Gross floor area (GFA) , and outdoor dining area.



FACILITY BUILDING _ UNDERCROFT

1:200 @ A1

WONGA RESORT

WONGA BEACH, QLD

CENTRAL BUILDING PLAN_UNDERCROFT

Scale

Date 05/12/2025

TOWN PLANNING

N

Charles Wright Architects

Melbourne office:
LEVEL 9, TOTAL HOUSE, 160 RUSSELL STREET, MELBOURNE VIC 3000
Port Douglas Office:
PO BOX442, PORT DOUGLAS QLD 4877
ABN 69 319 653 505 ACN 110 265 008
EMAIL charles@wrightarchitects.com.au

T. +61 3 9633 1166
T. +61 7 4099 4963
WEB www.wrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A111

REV SD2

19/12/2025 11:25:58 AM

CENTRAL PUBLIC BUILDING
REQUIRED CAPPARKING SPACES
TOTAL 48 NO.

LEVEL 1
OFFICE SECTION GFA 540 sqm
PARKING NO. = 11 NO.

BAR/RESTAURANT GFA 590 sqm
PARKING NO. = 12 NO.

LEVEL 2
GYM/SPA COMPLEX GFA 595 sqm
PARKING NO. = 12 NO.

BAR/RESTAURANT GFA 620 sqm
PARKING NO. = 13 NO.

Parking Calculation Note:
Resort Complex
- Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.

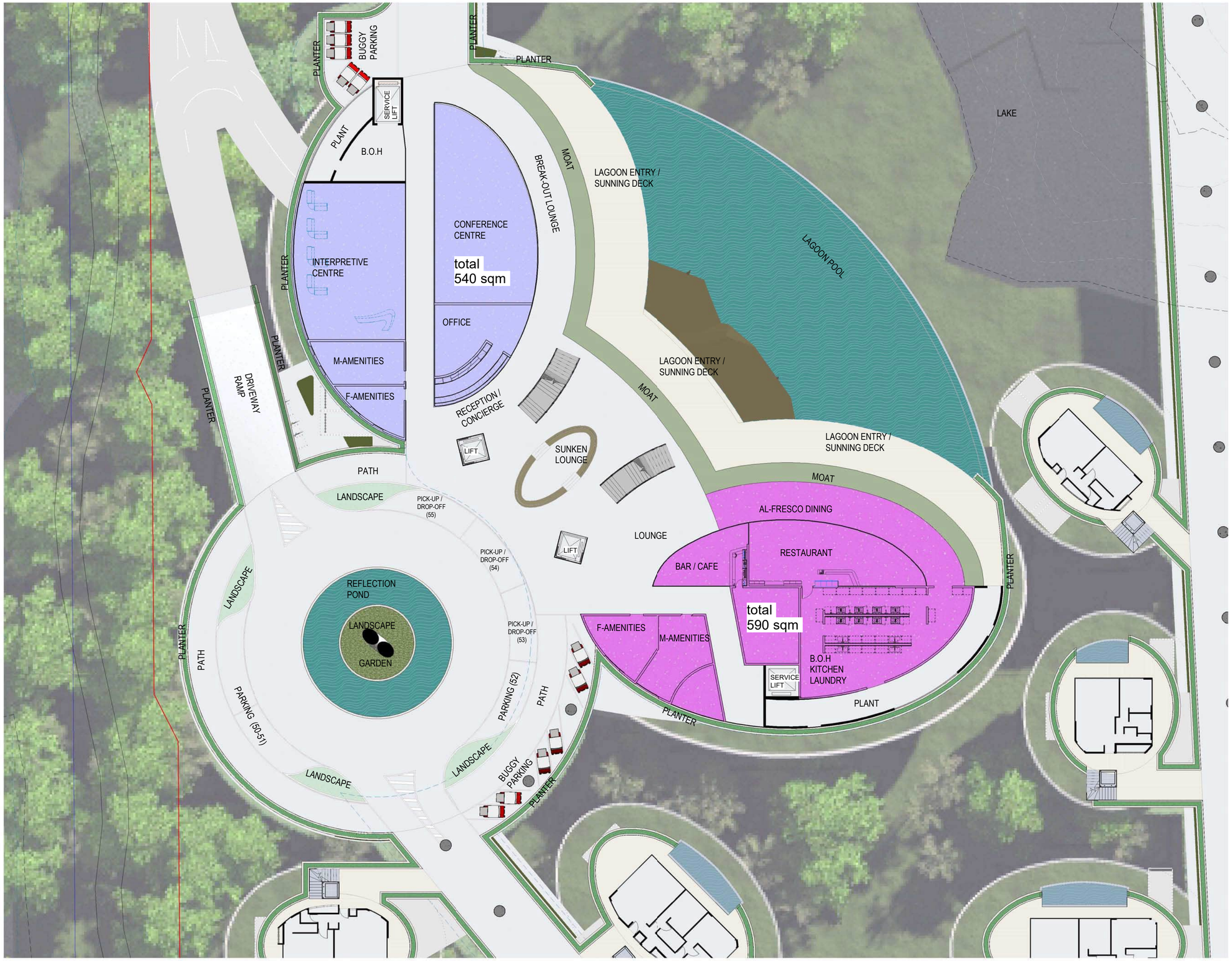
Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m2 of Gross floor area (GFA) , and outdoor dining area.

CENTRAL BUILDING PROPOSED
CAR PARKING
55 NO. TOTAL

- GROUND LEVEL 49 NO.
- LEVEL 1 6 NO.

INCLUDING
2 NO. DISABLED PARKING SPACES
3 NO. DROP-OFF SPACES @L1
2 NO. SERVICE LOADING BAYS

PROPOSED BICYCLE PARKING
24 NO. TOTAL
General 1 space per 100m2 of Gross floor area (GFA) , and outdoor dining area.



FACILITY BUILDING _ L1 PLAN

1:200 @ A1

WONGA RESORT

WONGA BEACH, QLD

CENTRAL BUILDING PLAN_LEVEL 1

Scale

Date 05/12/2025

TOWN PLANNING

N

Charles Wright Architects

Melbourne office
LEVEL 9, TOTAL HOUSE, 180 RUSSELL STREET, MELBOURNE VIC 3000
Port Douglas Office
PO BOX462, PORT DOUGLAS QLD 4877
ABN 55 519 653 005 ACN 110 285 008
EMAIL charles@wrightarchitects.com.au

T +61 3 9639 1166
T +61 7 4099 4963
WEB www.wrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A112

REV SD2

15/12/2025 11:26:04 AM

CENTRAL PUBLIC BUILDING
REQUIRED CAPPARKING SPACES
TOTAL 48 NO.

LEVEL 1
OFFICE SECTION GFA 540 sqm
PARKING NO. = 11 NO.

BAR/RESTAURANT GFA 590 sqm
PARKING NO. = 12 NO.

LEVEL 2
GYM/SPA COMPLEX GFA 595 sqm
PARKING NO. = 12 NO.

BAR/RESTAURANT GFA 620 sqm
PARKING NO. = 13 NO.

Parking Calculation Note:
Resort Complex
- Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.

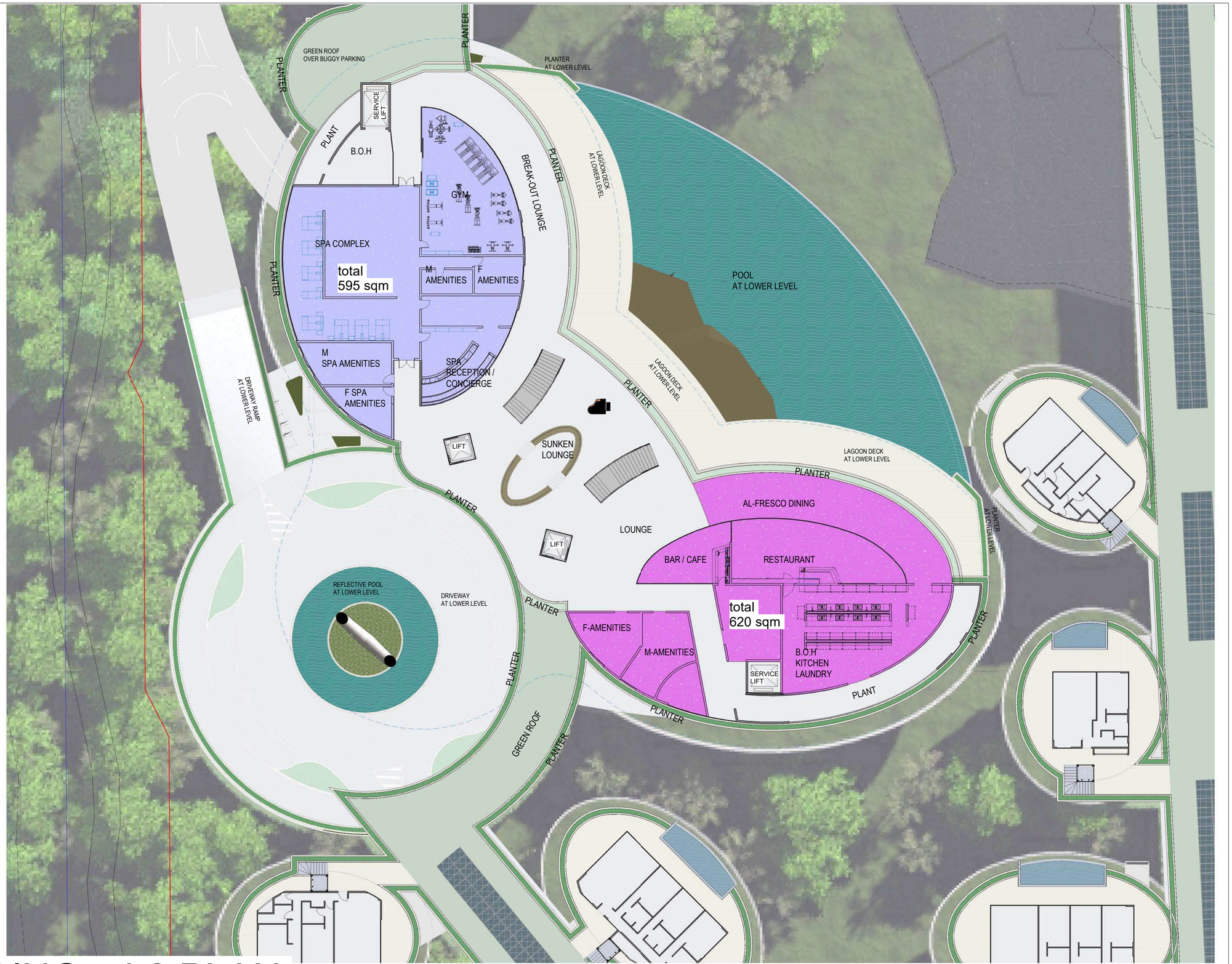
Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m2 of Gross floor area (GFA) , and outdoor dining area.

CENTRAL BUILDING PROPOSED
CAR PARKING
55 NO. TOTAL

- GROUND LEVEL 49 NO.
- LEVEL 1 6 NO.

INCLUDING
2 NO. DISABLED PARKING SPACES
3 NO. DROP-OFF SPACES @L1
2 NO. SERVICE LOADING BAYS

PROPOSED BICYCLE PARKING
24 NO. TOTAL
General 1 space per 100m2 of Gross floor area (GFA) , and outdoor dining area.



FACILITY BUILDING _ L2 PLAN

1:200 @ A1

WONGA RESORT

WONGA BEACH, QLD

CENTRAL BUILDING PLAN_LEVEL 2

Scale

Date 05/12/2025

TOWN PLANNING

N

Charles Wright Architects

Melbourne office
LEVEL 5 TOTAL HOUSE, 160 RUSSELL STREET, MELBOURNE VIC 3000
Port Douglas Office:
PO BOX 882, PORT DOUGLAS QLD 4877
ABN 89 319 653 905 ACN 110 265 008
EMAIL charles@wrightarchitects.com.au

T: +61 3 9633 1166
T: +61 7 4099 4963
WEB www.wrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A113

REV SD2

15/12/2025 11:26:13 AM

CENTRAL PUBLIC BUILDING
REQUIRED CAPPARKING SPACES
TOTAL 48 NO.

LEVEL 1
OFFICE SECTION GFA 540 sqm
PARKING NO. = 11 NO.

BAR/RESTAURANT GFA 590 sqm
PARKING NO. = 12 NO.

LEVEL 2
GYM/SPA COMPLEX GFA 595 sqm
PARKING NO. = 12 NO.

BAR/RESTAURANT GFA 620 sqm
PARKING NO. = 13 NO.

Parking Calculation Note:
Resort Complex
- Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.

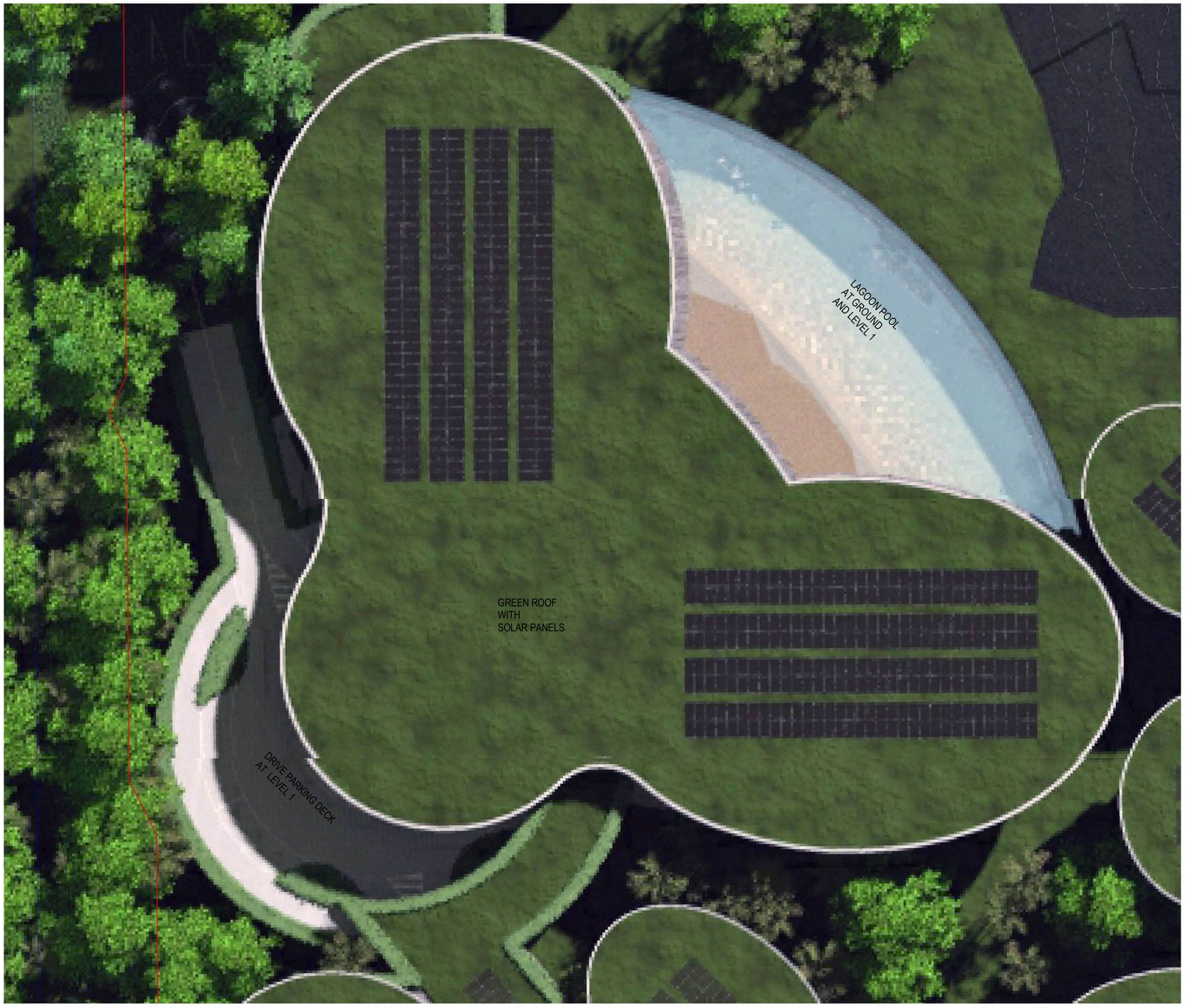
Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m2 of Gross floor area (GFA) , and outdoor dining area.

CENTRAL BUILDING PROPOSED
CAR PARKING
55 NO. TOTAL

- GROUND LEVEL 49 NO.
- LEVEL 1 6 NO.

INCLUDING
2 NO. DISABLED PARKING SPACES
3 NO. DROP-OFF SPACES @L1
2 NO. SERVICE LOADING BAYS

PROPOSED BICYCLE PARKING
24 NO. TOTAL
General 1 space per 100m2 of Gross floor area (GFA) , and outdoor dining area.



FACILITY BUILDING _ ROOF PLAN

1:200 @ A1

WONGA RESORT

WONGA BEACH, QLD

CENTRAL BUILDING PLAN_ROOF LEVEL

Scale

Date 05/12/2025

TOWN PLANNING

N

Charles Wright Architects

Melbourne office
LEVEL 9, TOTAL HOUSE, 160 RUSSELL STREET, MELBOURNE VIC 3000
Port Douglas Office
PO BOX462, PORT DOUGLAS QLD 4877
ABN 89 519 833 500 ACN 110 285 008
EMAIL charles@wrightarchitects.com.au

T. +61 3 9633 1166
T. +61 7 4099 4063
WEB www.wrightarchitects.com.au

JOB NO. WG01

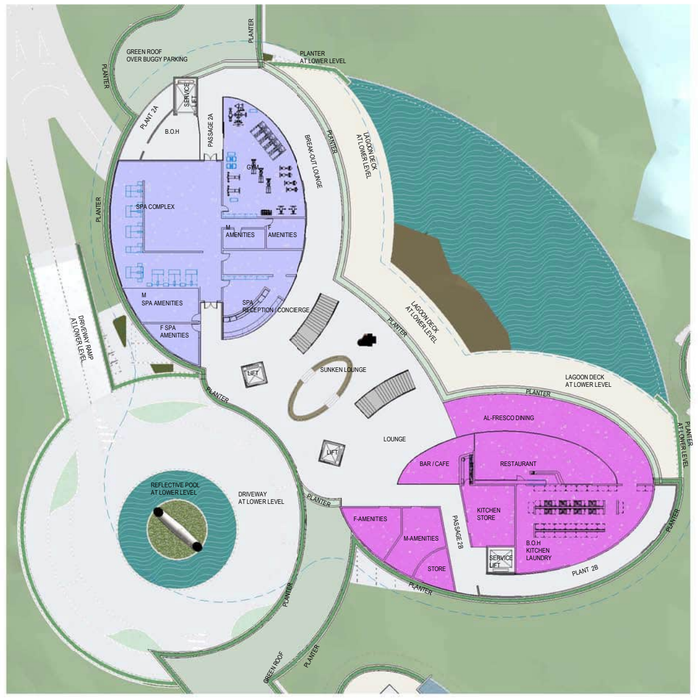
DRAWING NO. A114

REV SD2

15/12/2025 11:26:15 AM

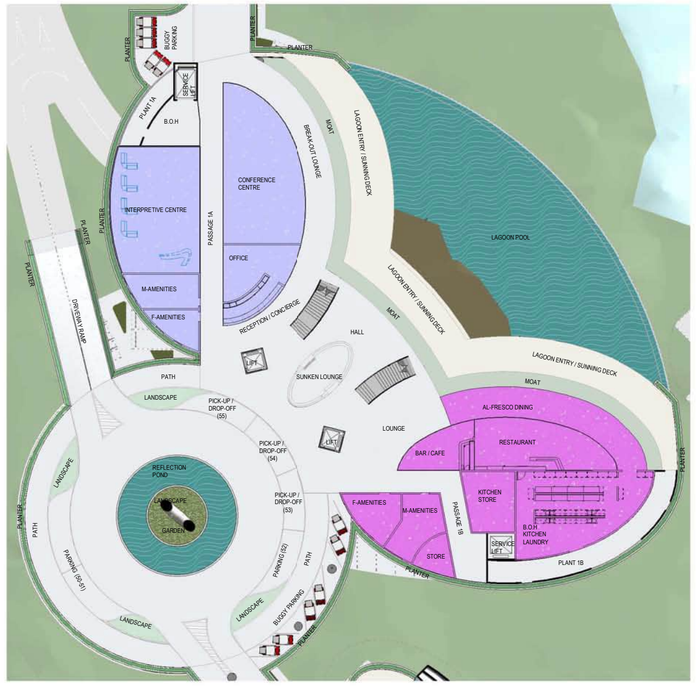
CENTRAL FACILITY BUILDING_ AREA SUMMARY
GROSS BUILDING AREA (GBA) & GROSS FLOOR AREA (GFA)

CATEGORY	LEVEL	ZONE NAME	GBA (sqm)	GFA (sqm)
CIRCULATION	LU	ENTRY LOBBY	593	-
	LU	LOGOON POOL TANK	55	-
	LU	POOL PLANT ROOM	55	-
	LU	WASTE RECYCLING	48	-
			751 m²	
VEHICLE CIRCULATION	LU	PARKING SPACES	1889	-
VEHICLE CIRCULATION	LU	DRIVEWAY ROUNDABOUTS	1783	-
			3672 m²	
CIRCULATION	L1	RECEPTION CONCIERGE	26	26
ADMIN/OFFICE	L1	OFFICE	56	56
ADMIN/OFFICE	L1	CONFERENCE CENTRE	194	194
CIRCULATION	L1	LINK PASSAGE1	124	-
ADMIN/OFFICE	L1	INTERPRETIVE CENTRE	192	192
AMENITIES	L1	AMENITIES	72	72
SERVICES	L1	B.O.H	38	-
SERVICES	L1	PLANT-1A	30	-
LIFESTYLE	L1	BREAK-OUT LOUNGE	121	-
LIFESTYLE	L1	SUNKEN LOUNGE	47	-
CIRCULATION	L1	CIRCULATION HALL	343	-
LIFESTYLE	L1	LOUNGE	136	-
FOOD/BEVERAGES(F+B)	L1	BAR/CAFE	47	47
FOOD/BEVERAGES(F+B)	L1	RESTAURANT	107	107
FOOD/BEVERAGES(F+B)	L1	AL-FRESCO DINNING	115	-
FOOD/BEVERAGES(F+B)	L1	BOH KITCHEN LAUNDRY	169	169
FOOD/BEVERAGES(F+B)	L1	KITCHEN STORE	55	55
SERVICES	L1	PLANT-1B	90	-
STORES	L1	STORE	21	21
AMENTIAS	L1	PUBLIC AMENITIES	86	86
CIRCULATION	L1	LINK PASSAGE 2	69	-
				-
WATER BODIES	L1	LAGOON POOL	815	-
LIFESTYLE	L1	SUNNING DECK / ENTRY	393	-
GARDEN AREAS	L1	MOAT	174	
			3520m²	**1130 m²**
VEHICLE CIRCULATION	L1	DRIVE ENTRY & PICK-UP DROP-OFF PLATFORM	1265	-
			1265 m²	
LIFESTYLE	L2	SPA RECEPTION	26	26
LIFESTYLE	L2	SPA COMPLEX	315	315
AMENITIES	L2	SPA AMENITIES	70	70
LIFESTYLE	L2	GYM	136	136
AMENITIES	L2	GYM AMENITIES	46	46
CIRCULATION	L2	PASSAGE	56	-
SERVICES	L2	B.O.H	38	-
SERVICES	L2	PLANT-2A	30	-
LIFESTYLE	L2	BREAK-OUT LOUNGE	160	-
LIFESTYLE	L2	SUNKEN LOUNGE	47	-
CIRCULATION	L2	CIRCULATION HALL	344	-
LIFESTYLE	L2	LOUNGE	142	-
FOOD/BEVERAGES(F+B)	L2	BAR/CAFE	47	47
FOOD/BEVERAGES(F+B)	L2	RESTAURANT	107	107
FOOD/BEVERAGES(F+B)	L2	AL-FRESCO DINNING	115	115
FOOD/BEVERAGES(F+B)	L2	BOH KITCHEN LAUNDRY	169	169
FOOD/BEVERAGES(F+B)	L2	KITCHEN STORE	55	55
SERVICES	L2	PLANT-2B	90	-
STORES	L2	STORE	21	21
AMENTIAS	L2	PUBLIC AMENITIES	86	86
CIRCULATION	L2	LINK PASSAGE 2B	69	-
			2169 m²	**1215 m²**
TOTAL			**11377 m²**	**2345 m²**

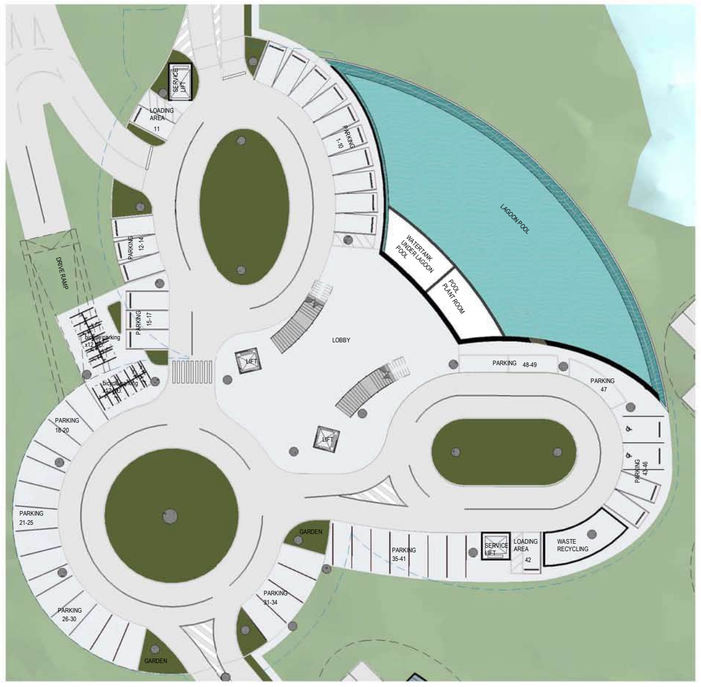


LEVEL 2 1:400

ROOF 1:400



LEVEL 1 1:400



UNDERCROFT 1:400

CENTRAL FACILITY BUILDING _ AREA SUMMARY

WONGA RESORT

WONGA BEACH, QLD

CENTRAL BUILDING AREA SCHEDULE

Scale

Date 05/12/2025

TOWN PLANNING

N

Charles Wright Architects

Melbourne office:
LEVEL 5, TOTAL HOUSE, 180 RUSSELL STREET, MELBOURNE VIC 3000
Port Douglas Office:
PO BOX452, PORT DOUGLAS QLD 4877
ABN 69 319 653 505 ACN 110 265 508
EMAIL charles@wrightarchitects.com.au

T. +61 3 9633 1166
T. +61 7 4099 4965
WEB www.wrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A115

REV SD2

19/12/2025 11:26:31 AM

STREETSCAPE ELEVATION (WEST) N.T.S.

STREETSCAPE ELEVATION (WEST) _ PART 1 1:200@A1

STREETSCAPE ELEVATION (WEST) _ PART 2 1:200@A1

WONGA RESORT

WONGA BEACH, QLD

STREETSCAPE ELEVATIONS

Scale

Date 05/12/2025

TOWN PLANNING

Charles Wright Architects

Melbourne office
LEVEL 8, 101 FIELD HOUSE, 180 RUSSELL STREET, MELBOURNE VIC 3000

Old Chapple Office
ENGADINE, WYATT CROCKLES QLD 4211

ABN 83 919 859 365 ACN 110 389 898

EMAIL chris@charleswrightarchitects.com.au

T. 1300 883 1199

T. 1300 1 48234 385

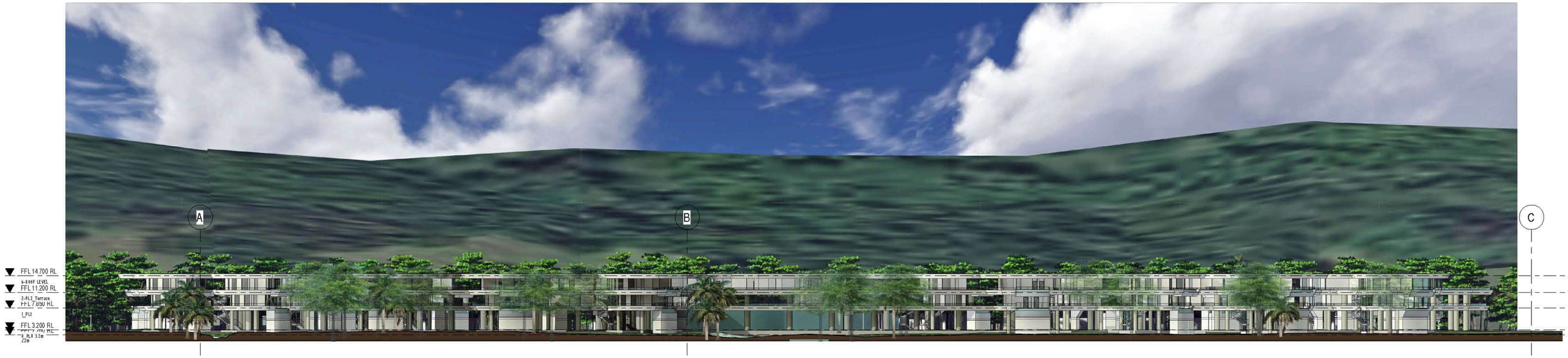
WEB www.charleswrightarchitects.com.au

JOB NO. WG01

DRAWING NO. A350

REV SD2

15/12/2025 3:53:16 PM



STREETSCAPE ELEVATION (EAST) N.T.S.

STREETSCAPE ELEVATION (EAST) _ PART 1 1:200@A1

STREETSCAPE ELEVATION (EAST) _ PART 2 1:200@A1

WONGA RESORT

WONGA BEACH, QLD

STREETSCAPE ELEVATIONS

Scale

Date 05/12/2025

TOWN PLANNING

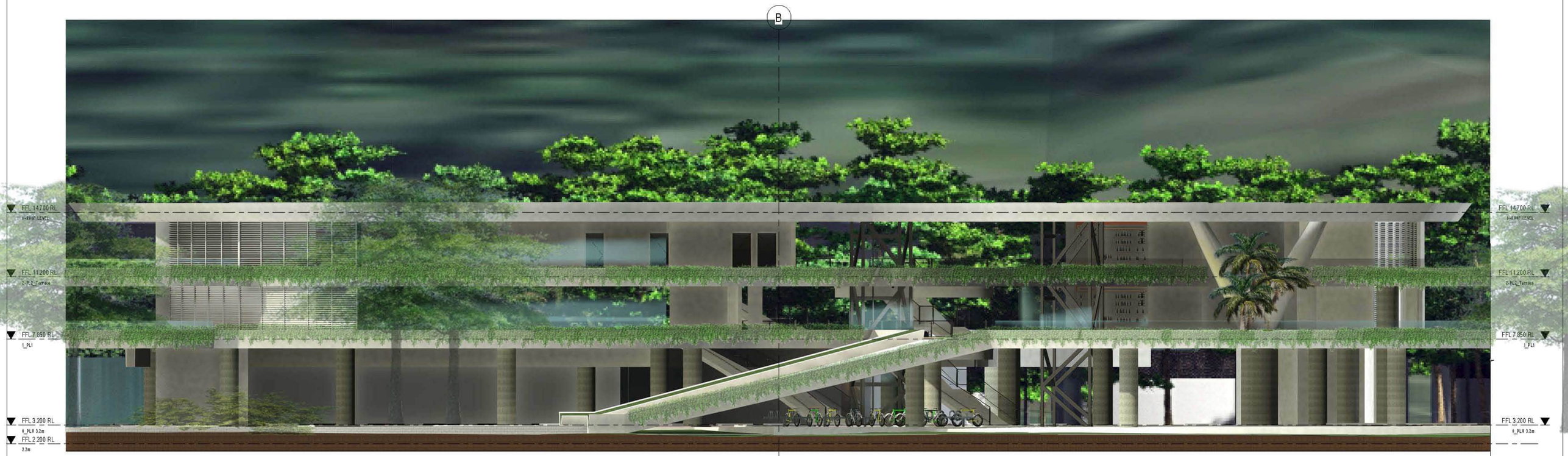
Charles Wright Architects

JOB NO. WG01

DRAWING NO. A351

REV SD2

15/12/2025 1:54:48 PM



CENTRAL FACILITY BUILDING ELEVATION (WEAT) 1:100@A1

CENTRAL BUILDING ELEVATION (SOUTH) 1:100@A1

WONGA RESORT

WONGA BEACH, QLD

CENTRAL BUILDING ELEVATIONS

Scale

Date 05/12/2025

TOWN PLANNING

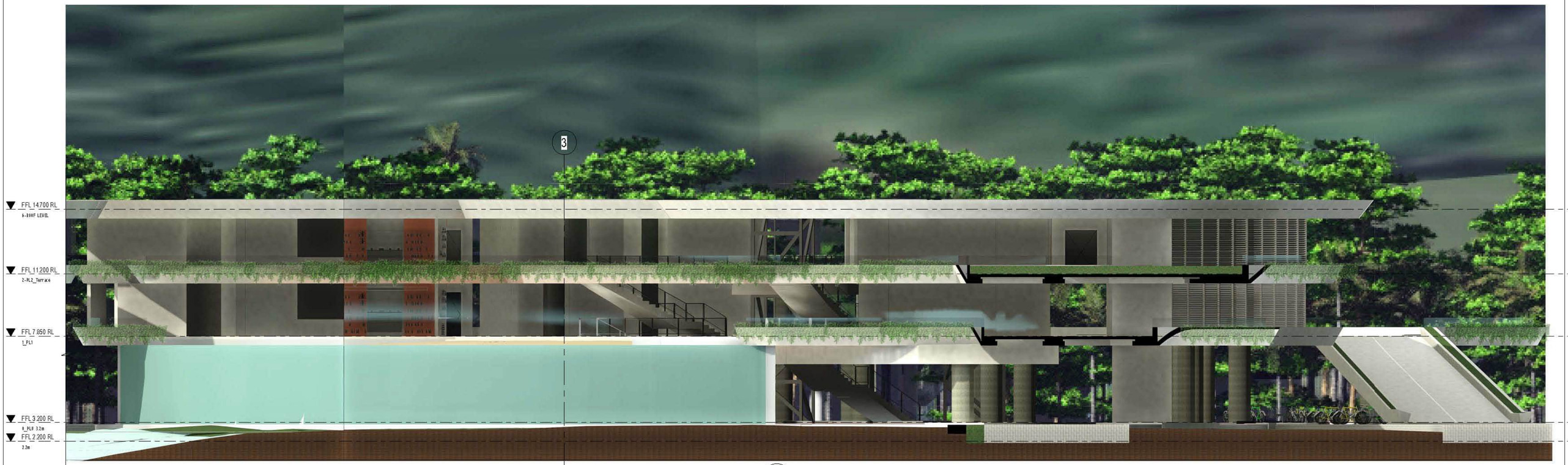
Charles Wright Architects

JOB NO. WG01

DRAWING NO. A300

REV SD2

15/12/2025 5:51:19 PM



CENTRAL BUILDING ELEVATION (NORTH) 1:100@A1

B

CENTRAL BUILDING ELEVATION (EAST) 1:100@A1

WONGA RESORT

WONGA BEACH, QLD

CENTRAL BUILDING ELEVATIONS

Scale

Date 05/12/2025

TOWN PLANNING

Charles Wright Architects

JOB NO. WG01

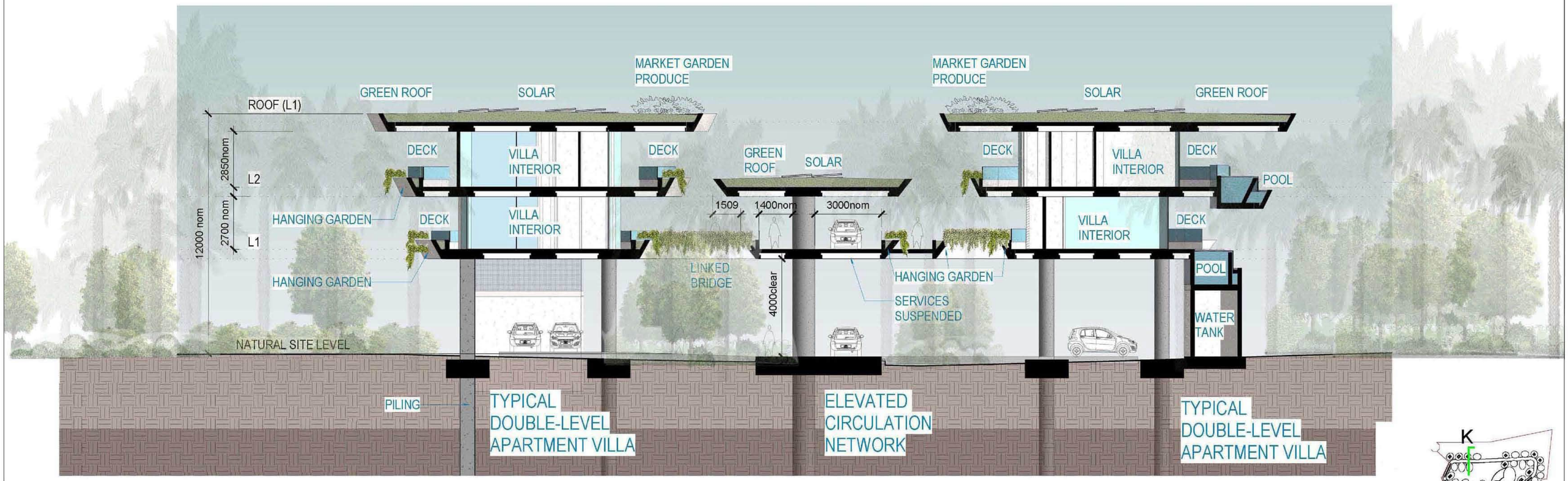
DRAWING NO. A301

REV SD2

15/12/2025 3:51:50 PM

WONGA BEACH
WORLD FIRST RESORT (ECO) TYPOLOGY
ARCHITECTURE OF RESILIENCE

- NATURAL DISASTER PROOF - (CYCLONE, KING & STORM TIDE, FLOOD)
- CARBON POSITIVE IN OPERATION - (SOLAR, BATTERIES, GENERATOR & HANGING GARDENS)
- REJUVENATION ON LANDSCAPE EXEMPLAR - BEACH RAINFOREST
- RECYCLING - WATER HARVESTING & RE-USE - POTENTIAL BIO FUEL
- PADDOCK TO PLATE - ON SITE FOOD / PRODUCT - ELEVATED GREEN ROOFTOPS
- REDUNDANCY SYSTEMS - DISTRIBUTED PLANT
- SELF-SUFFICIENT VILLAS
- UNIVERSAL ACCESS - SITE WIDE
- YEAR-ROUND COVERED WALKWAYS & CIRCULATION NETWORK (SERVICES)
- ADVANCED AUTOMATION SYSTEMS / BMS
- PASSIVE DESIGN / ENERGY EFFICIENCY
- LONG LIFE CYCLE OF RESIDENCE AND INSURANCE
- REEF LAGOON POOL
- WELLING & ECO-TOURISM
- INTERPRETIVE CENTER
- GYM, SPA & RECREATION FACILITIES
- MULTIPLE OWING OPTIONS



SECTION K _ TYPICAL VILLA APARTMENTS WITH ELEVATED COVERED CIRCULATION 1:100@A1

WONGA RESORT

WONGA BEACH, QLD

SECTION K

Scale

Date 05/12/2025

TOWN PLANNING

N

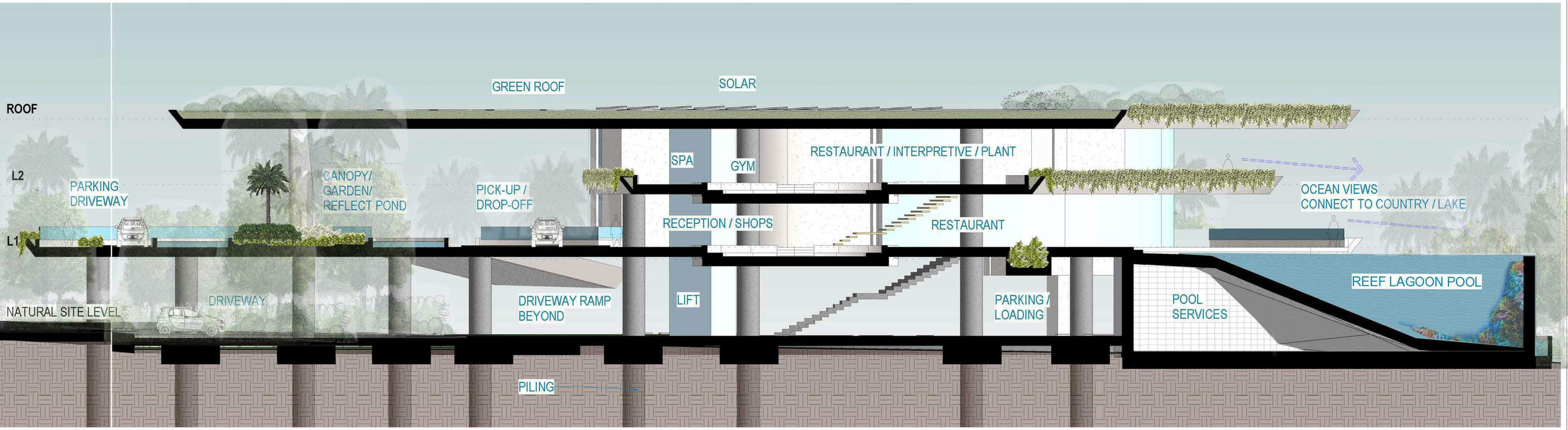
Charles Wright Architects

JOB NO. WG01

DRAWING NO. A400

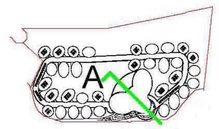
REV SD2

10/12/2025 10:20:49 AM



CENTRAL BUILDING SECTION A

1:100 @ A1



WONGA RESORT

WONGA BEACH, QLD

CENTRAL BUILDING SECTION

Scale

Date 05/12/2025

TOWN PLANNING

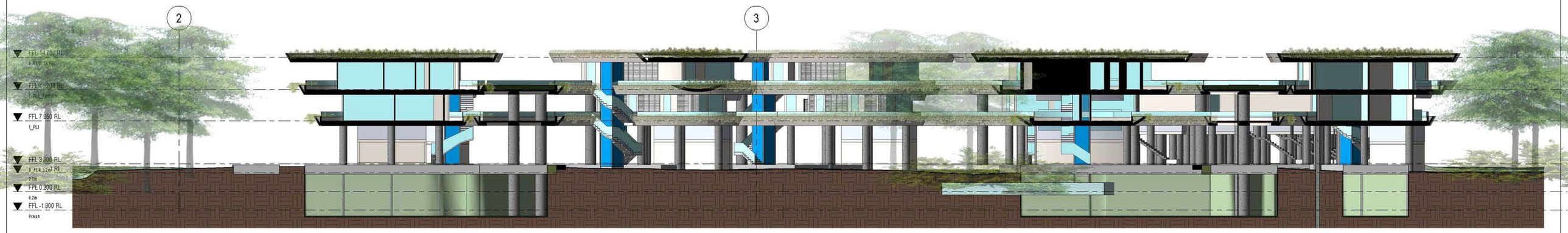
Charles Wright Architects

JOB NO. WG01

DRAWING NO. A401

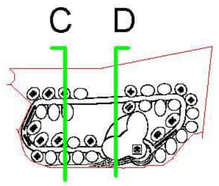
REV SD2

16/02/2026 4:52:08 PM



SECTION C 1:200@A1

SECTION D 1:200@A1



WONGA RESORT

WONGA BEACH, QLD

SECTIONS C & D

Scale

Date 10/04/2025

TOWN PLANNING

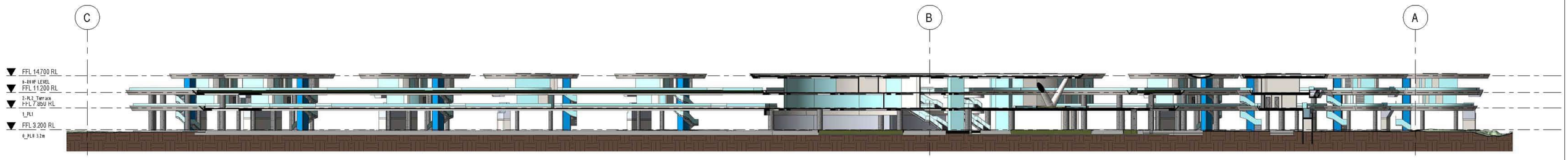
Charles Wright Architects

JOB NO. WG01

DRAWING NO. A402

REV SD2

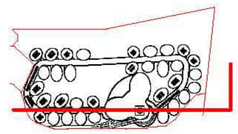
2406202E 2:26:49 PM



SECTION E 1:400@A1

SECTION E _ PART 1 1:200@A1

SECTION E _ PART 2 1:200@A1



WONGA RESORT

WONGA BEACH, QLD

SECTION E

Scale

Date 10/04/2025

TOWN PLANNING

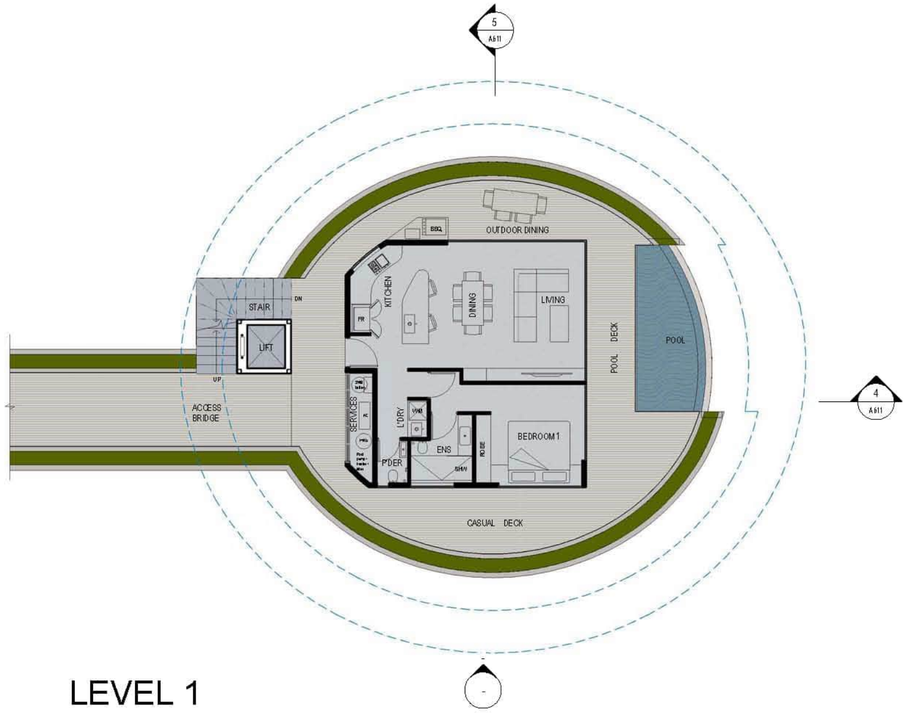
Charles Wright Architects

JOB NO. WG01

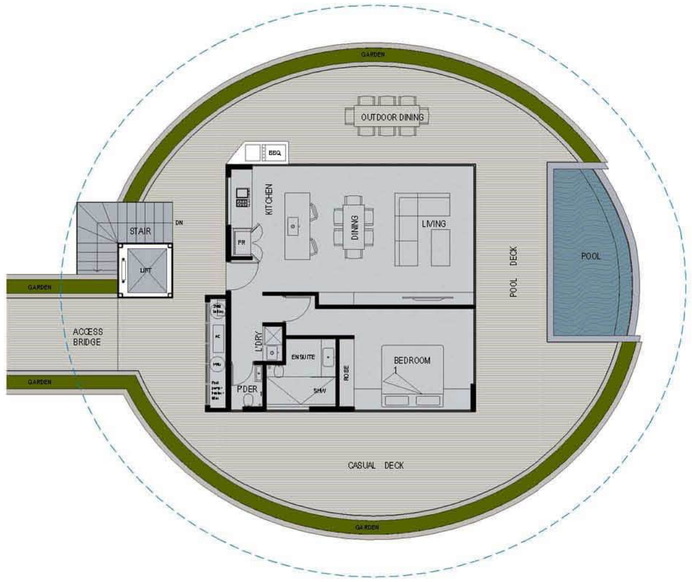
DRAWING NO. A403

REV SD2

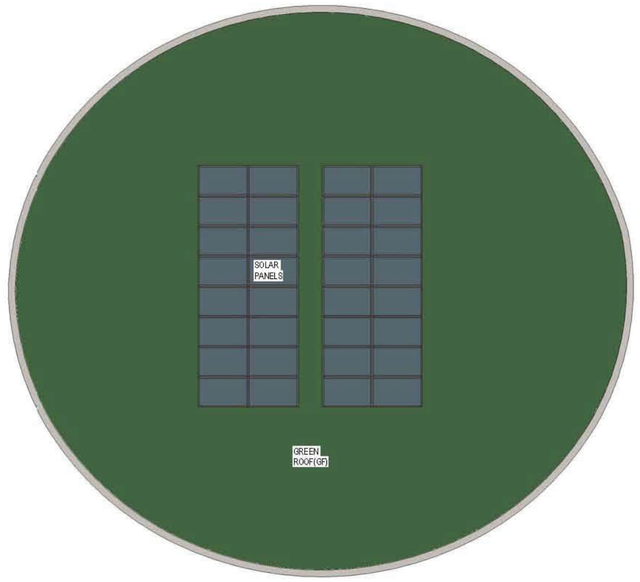
2404005 3:13:07 PM



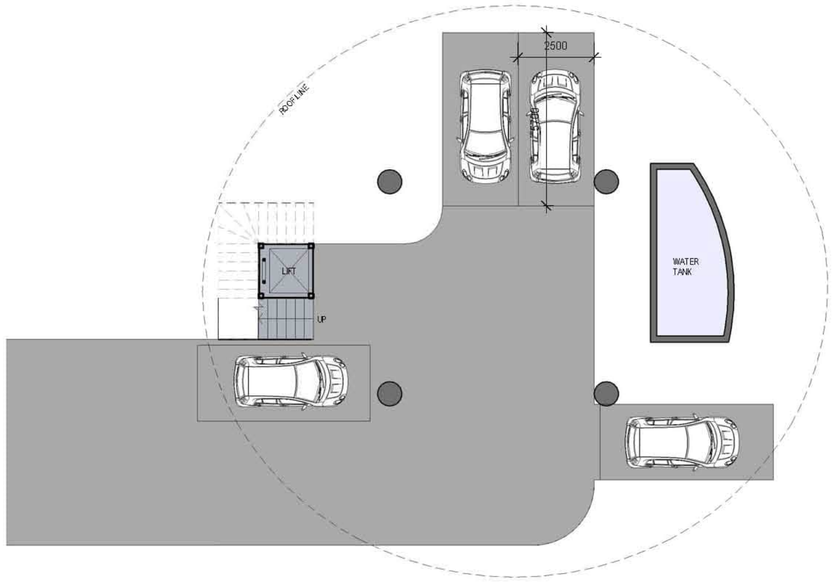
LEVEL 1
(1 BEDROOM)



LEVEL 2
(1 BEDROOM)



ROOF



UNDERCROFT
(4 PARKING SPACES)

VILLA APARTMENT_ TYPE V1 (TYPICAL)

SUMMARY

LEVEL 1 (1bed)	
L1 _ GFA	62 sqm
DECK	61 sqm
POOL	12 sqm
GARDEN	14 sqm
PARKING	2 NO.

LEVEL 2 (1bed)	
L2 _ GFA	69 sqm
DECK	108 sqm
POOL	14 sqm
GARDEN	18 sqm
PARKING	2 NO.

LEVEL 1 (1bed)	
ACCESS BRIDGE	VARY
BRIDGE GARDEN	VARY

LEVEL 2 (1bed)	
ACCESS BRIDGE	VARY
BRIDGE GARDEN	VARY

ROOF	
GREEN ROOF	291 sqm

Gross floor area (GFA)*
The total floor area of all storeys of a building (measured from the outside of the external walls or the centre of a common wall), other than areas used for the following: (a) building services, plant and equipment (b) access between levels (c) ground floor public lobby (d) a mall (e) the parking, loading and manoeuvring of motor vehicles (f) unenclosed private balconies whether roofed or not.

WONGA RESORT
WONGA BEACH, QLD

VILLA APARTMENT_ TYPE V1

Scale 1:100 @A1 Date 12/08/2025

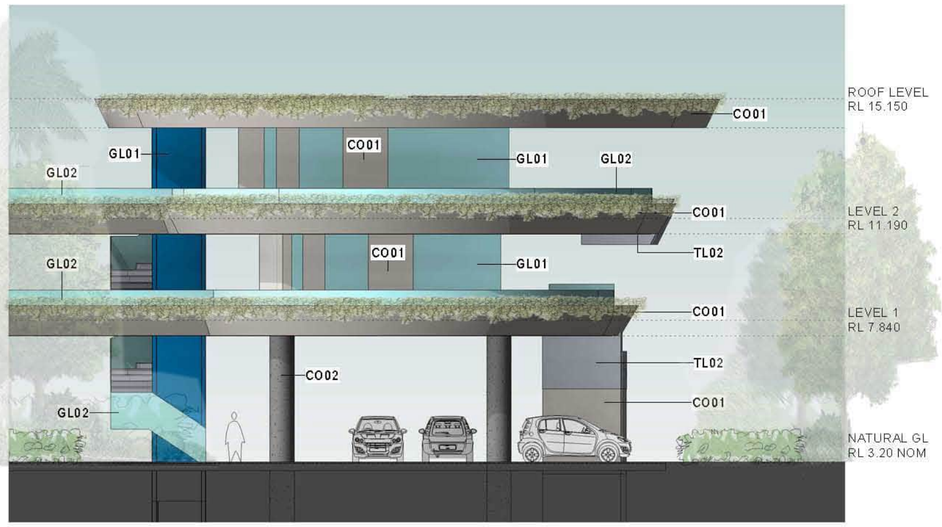
TOWN PLANNING

Charles Wright Architects

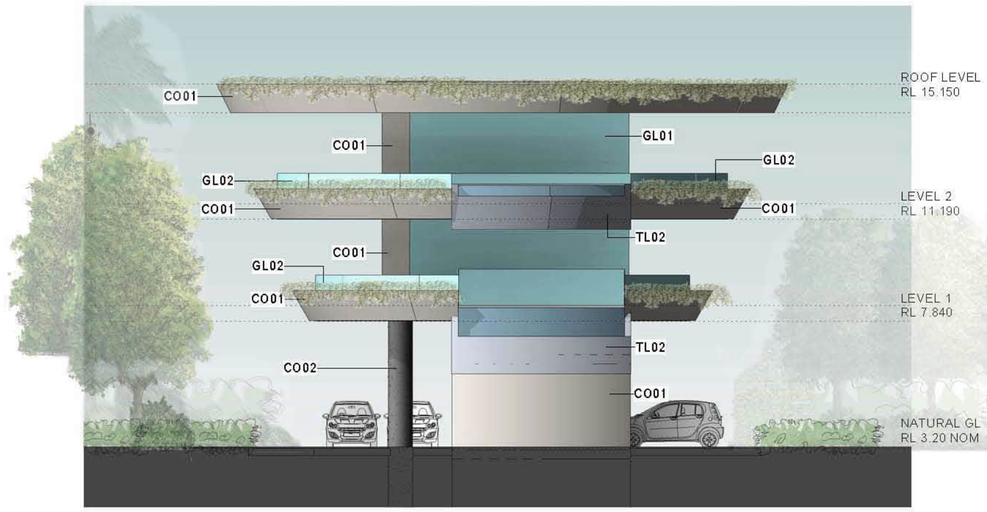
Melbourne office
LEVEL 8, TOTAL HOUSE, 185 FLINDERS STREET, MELBOURNE VIC 3000
Our Charles Drive,
PO BOX 5412, PORT DOUGLAS QLD 4877
ABN 90 010 850 809 ACN 110 085 038
EMAIL charles@cwarchitects.com.au
T. 1300 918 918
T. 1300 7 40024 985
WEB www.cwarchitects.com.au

JOB NO.	DRAWING NO.	REV
WG01	A610	SD1

14/08/2025 10:10:49 AM



ELEVATION A

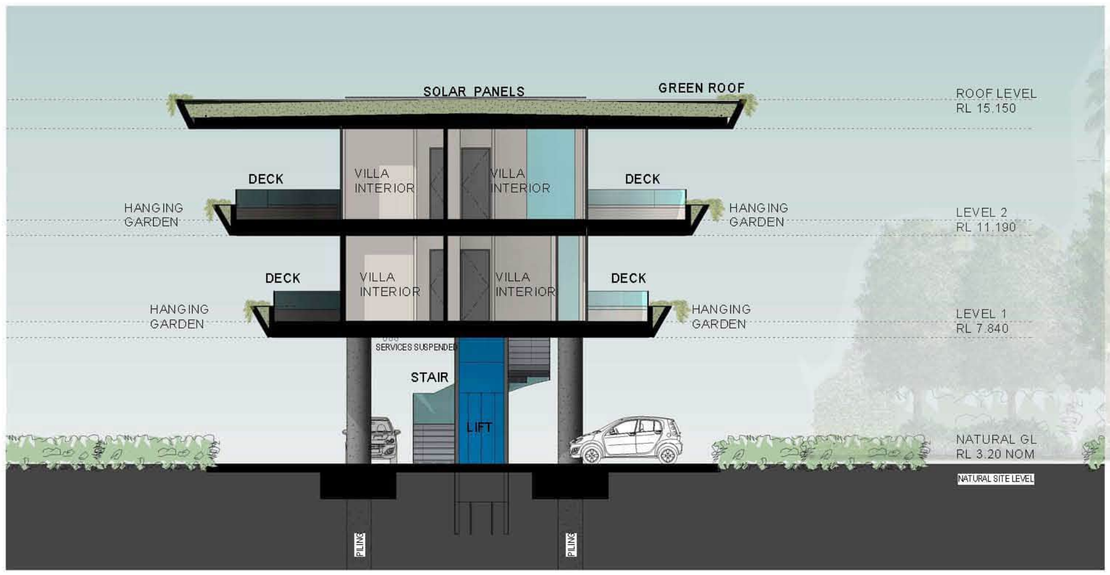


ELEVATION B

FINISH CODE LEGEND

AL01	ALUMINIUM FINISH
CO01	OFF FORM CONCRETE FINISH
CO02	OFF FORM CONCRETE FINISH
CO03	SMOOTH CONCRETE FINISH
GL01	GLAZING-CLEAR
GL02	GLAZING CLEAR - BALUSTRADE
GL03	GLAZING-TINTED
GF	GREEN ROOF
ST-C1	COBBLESTONE - DARK
ST-C2	COBBLESTONE - LIGHT
TB	TIMBER BATTEN
TM	TIMBER FLOOR
TL01	TILE FINISH 1
TL02	TILE FINISH 2

SECTION A



SECTION B

VILLA APARTMENT_ TYPE V1

1:100 @A1

WONGA RESORT

WONGA BEACH, QLD

VILLA APARTMENT_ TYPE V1

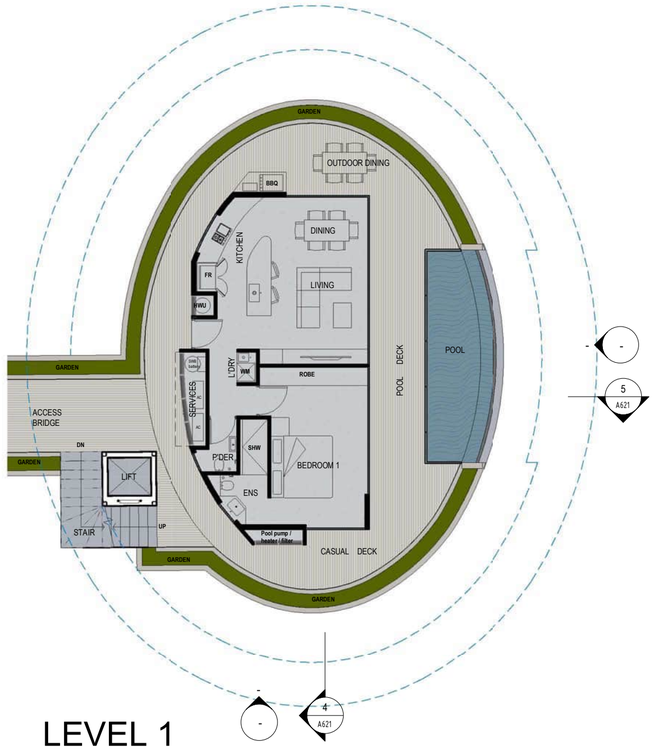
Scale

Date 04/04/2025

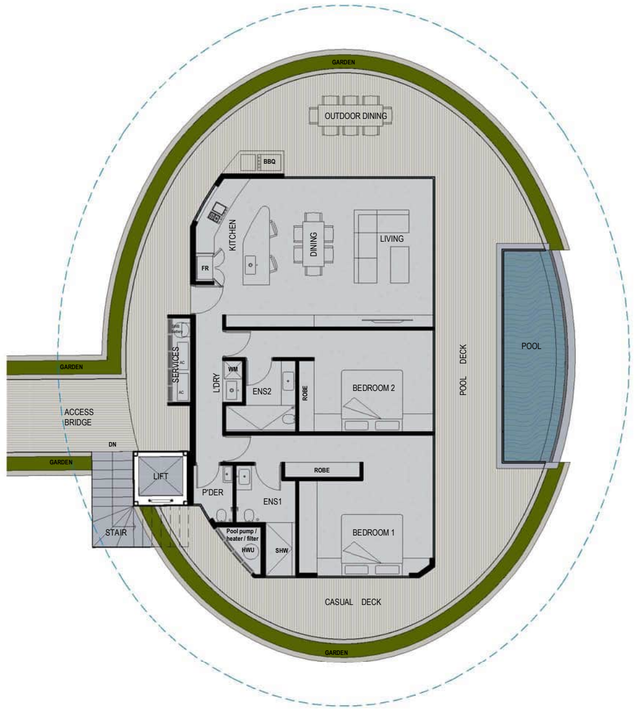
TOWN PLANNING

Charles Wright Architects

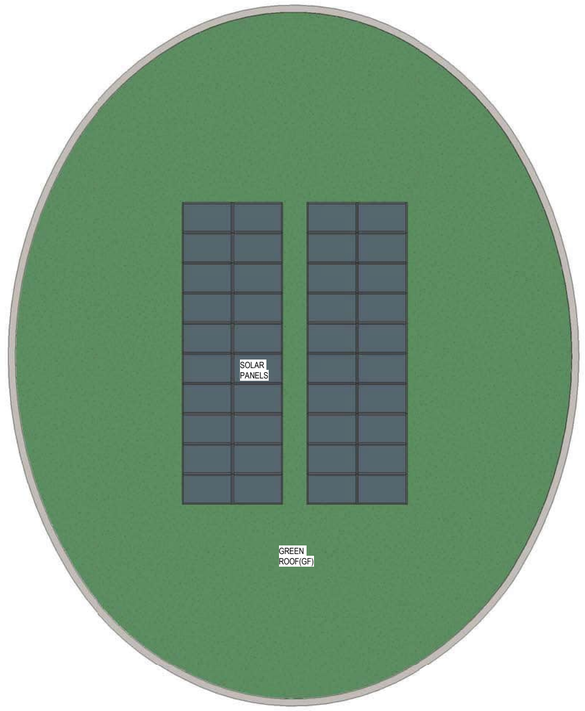
JOB NO.	DRAWING NO.	REV
WG01	A611	SD1



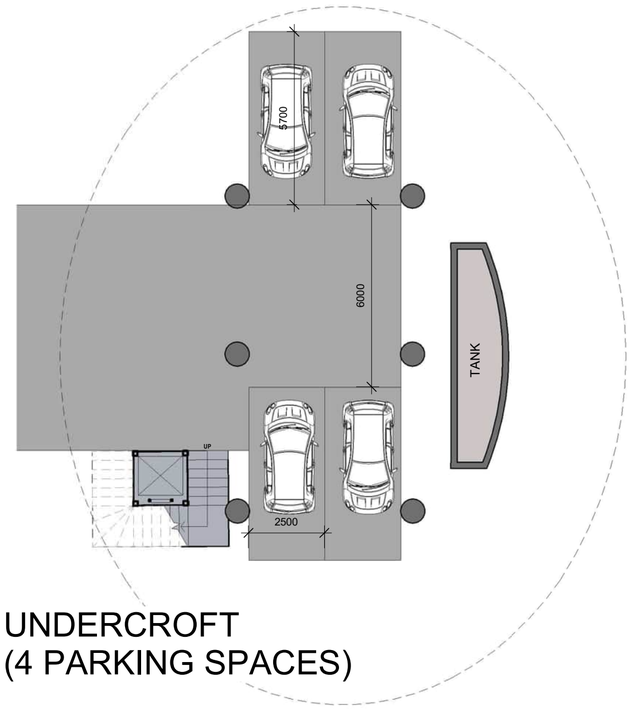
LEVEL 1
(1 BEDROOM)



LEVEL 2
(2 BEDROOMS)



ROOF



UNDERCROFT
(4 PARKING SPACES)

VILLA APARTMENT _ TYPE V2 (TYPICAL)

SUMMARY

LEVEL 1 (1bed)	
L1 _ GFA	63 sqm
DECK	57 sqm
POOL	15 sqm
GARDEN	15 sqm
PARKING	2 NO.

LEVEL 2 (2bed)	
L2 _ GFA	104 sqm
DECK	89 sqm
POOL	15 sqm
GARDEN	19 sqm
PARKING	2 NO.

LEVEL 1 (1bed)	
ACCESS BRIDGE	VARY
BRIDGE GARDEN	VARY

LEVEL 2 (2bed)	
ACCESS BRIDGE	VARY
BRIDGE GARDEN	VARY

ROOF	
GREEN ROOF	327 sqm

Gross floor area (GFA)*
The total floor area of all storeys of a building (measured from the outside of the external walls or the centre of a common wall), other than areas used for the following: (a) building services, plant and equipment (b) access between levels (c) ground floor public lobby (d) a mall (e) the parking, loading and manoeuvring of motor vehicles (f) unenclosed private balconies whether roofed or not.

WONGA RESORT
WONGA BEACH, QLD

VILLA APARTMENT _ TYPE V2

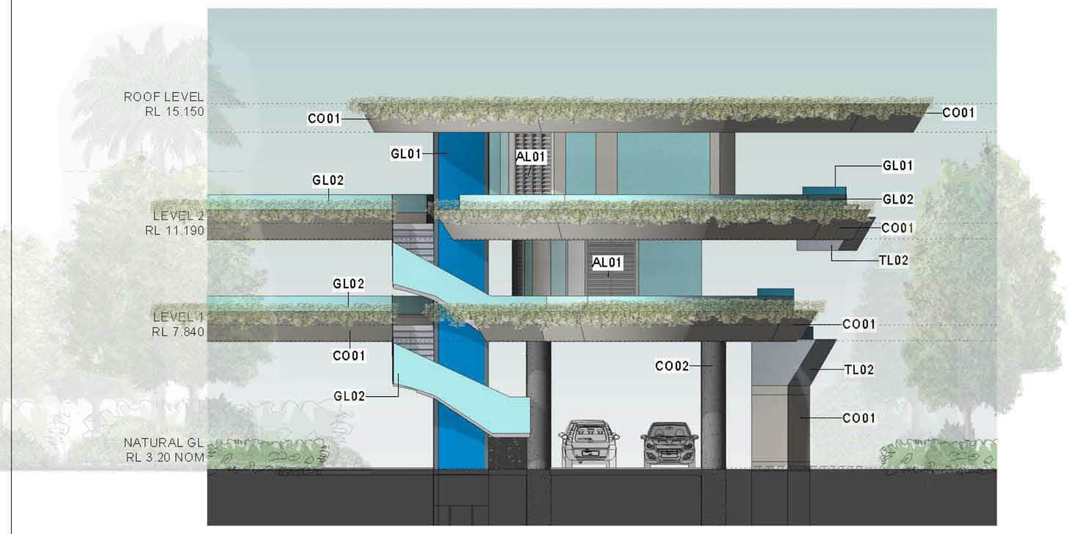
Scale 1:100 @A1 Date 05/12/2025

TOWN PLANNING

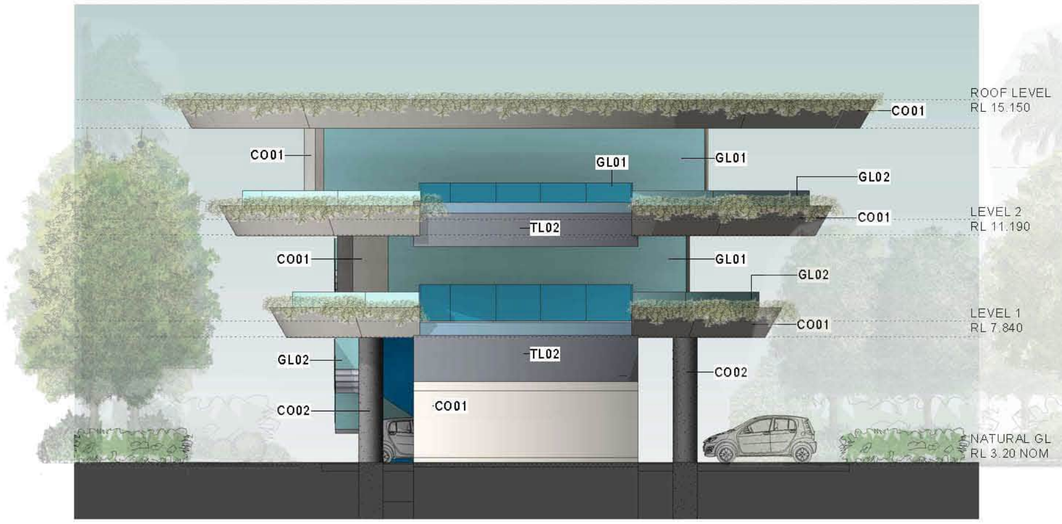
Charles Wright Architects
Melbourne office
LEVEL 9, TOTAL HOUSE, 180 RUSSELL STREET, MELBOURNE VIC 3000
Port Douglas Office
PO BOX452, PORT DOUGLAS QLD 4877
ABN 55 519 933 505 ACN 110 285 558
EMAIL charles@wrightarchitects.com.au
T +61 3 9639 1166
T +61 7 4099 4963
WEB www.wrightarchitects.com.au

JOB NO. WG01
DRAWING NO. A620
REV SD2

15/12/2025 5:11:47 PM



ELEVATION A



ELEVATION B

FINISH CODE LEGEND

AL01	ALUMINIUM FINISH
CO01	OFF FORM CONCRETE FINISH
CO02	OFF FORM CONCRETE FINISH
CO03	SMOOTH CONCRETE FINISH
GL01	GLAZING-CLEAR
GL02	GLAZING CLEAR - BALUSTRADE
GL03	GLAZING-TINTED
GF	GREEN ROOF
ST-C1	COBBLESTONE - DARK
ST-C2	COBBLESTONE - LIGHT
TB	TIMBER BATTEN
TM	TIMBER FLOOR
TL01	TILE FINISH 1
TL02	TILE FINISH 2

SECTION A

SECTION B

VILLA APARTMENT_ TYPE V2

1:100 @A1

WONGA RESORT

WONGA BEACH, QLD

VILLA APARTMENT_ TYPE V2

Scale 1:100 @A1 Date 04/04/2025

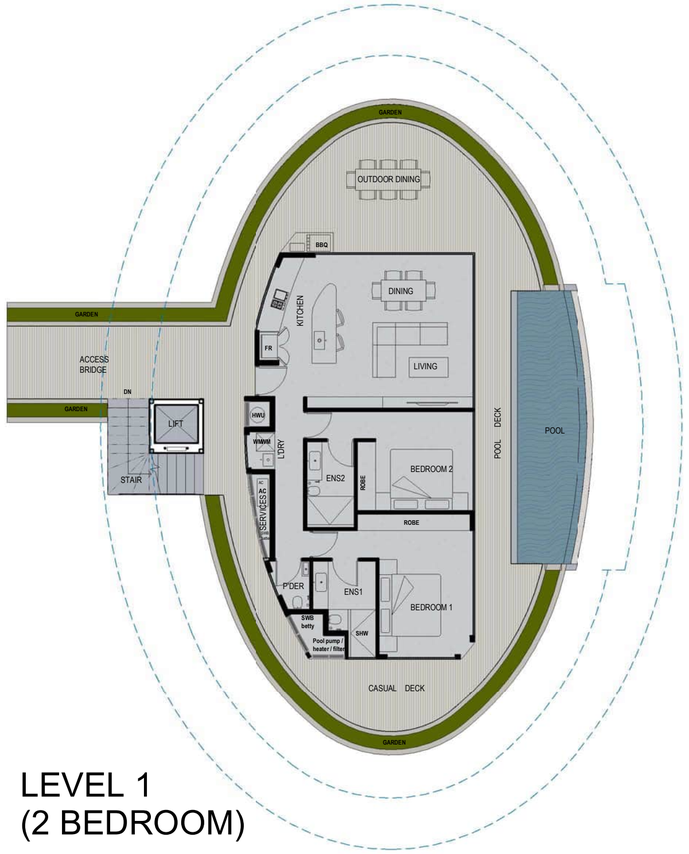
TOWN PLANNING

Charles Wright Architects

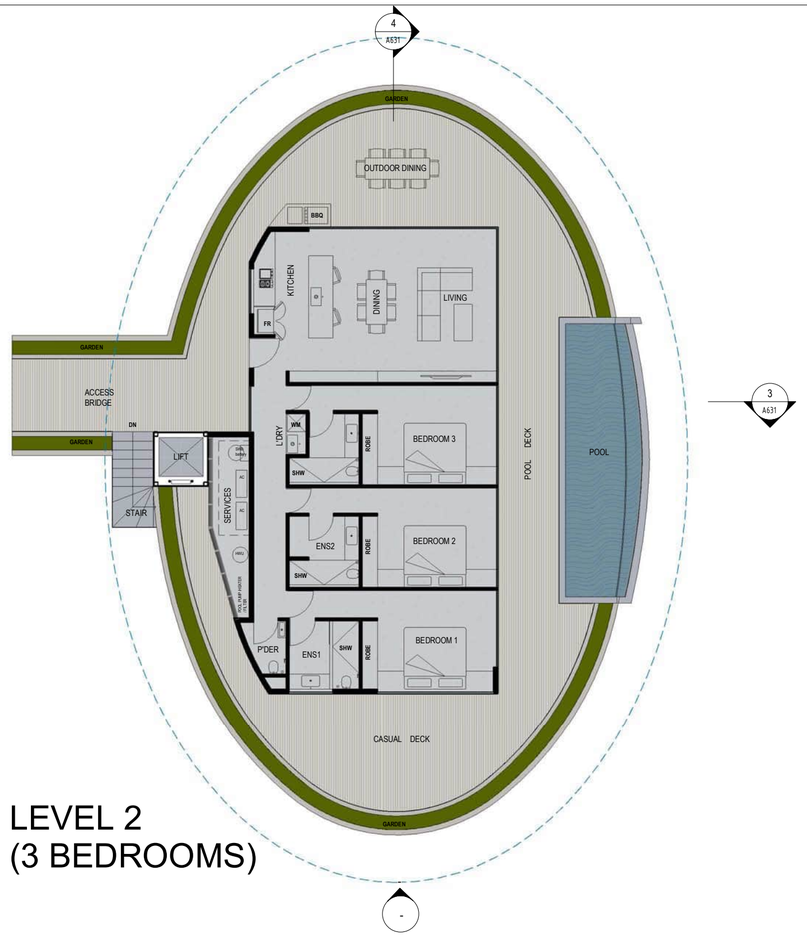
JOB NO. WG01

DRAWING NO. A621

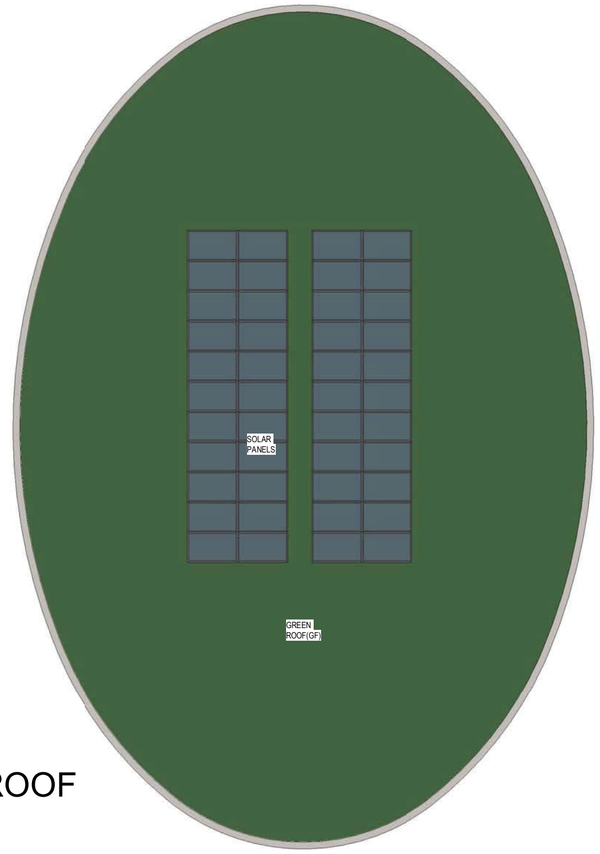
REV SD1



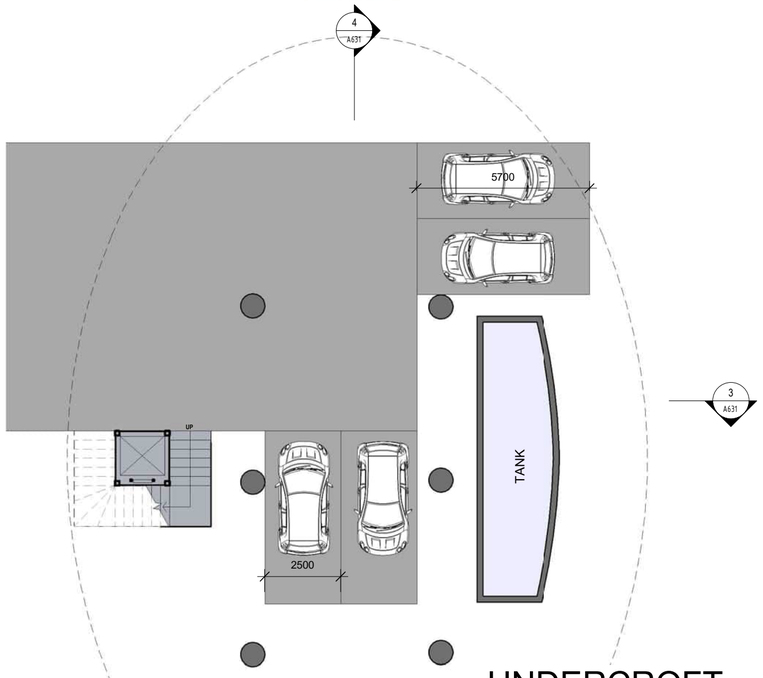
LEVEL 1
(2 BEDROOM)



LEVEL 2
(3 BEDROOMS)



ROOF



UNDERCROFT
(4 PARKING SPACES)

VILLA APARTMENT _ TYPE V3 (TYPICAL)

SUMMARY

LEVEL 1 (2bed)	
L1 _ GFA	93 sqm
DECK	73 sqm
POOL	19 sqm
GARDEN	17 sqm
PARKING	2 NO.

LEVEL 2 (3bed)	
L2 _ GFA	132 sqm
DECK	113 sqm
POOL	20 sqm
GARDEN	22 sqm
PARKING	2 NO.

LEVEL 1 (2bed)	
ACCESS BRIDGE	VARY
BRIDGE GARDEN	VARY

LEVEL 2 (3bed)	
ACCESS BRIDGE	VARY
BRIDGE GARDEN	VARY

ROOF	
GREEN ROOF	406 sqm

Gross floor area (GFA)*
The total floor area of all storeys of a building (measured from the outside of the external walls or the centre of a common wall), other than areas used for the following: (a) building services, plant and equipment (b) access between levels (c) ground floor public lobby (d) a mall (e) the parking, loading and manoeuvring of motor vehicles (f) unenclosed private balconies whether roofed or not.

WONGA RESORT
WONGA BEACH, QLD

VILLA APARTMENT _ TYPE V3

Scale 1:100 @A1 Date 05/12/2025

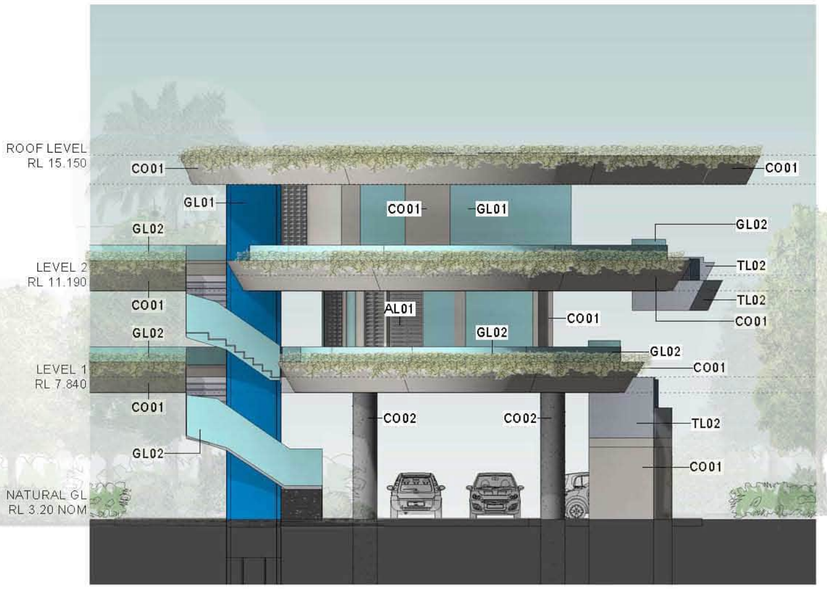
TOWN PLANNING

Charles Wright Architects

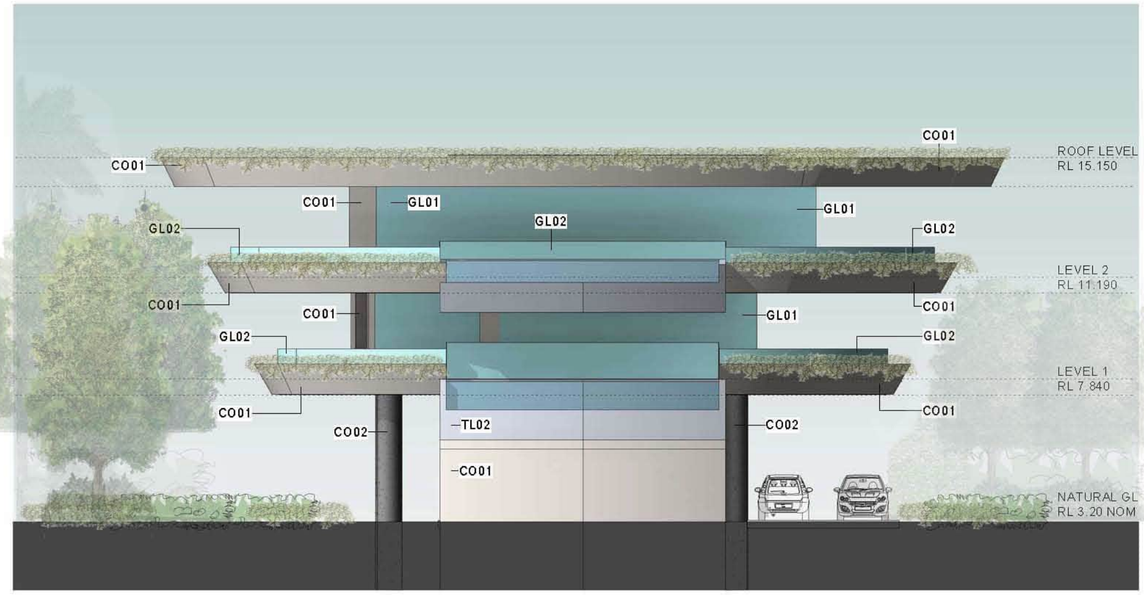
Melbourne office:
LEVEL 8, TOTAL HOUSE, 190 RUSSELL STREET, MELBOURNE VIC 3000
Port Douglas Office:
PO BOX452, PORT DOUGLAS QLD 4877
ABN 83 519 653 905 ACN 110 265 508
EMAIL charles@wrightarchitects.com.au
T: +61 3 9633 1166
T: +61 7 4099 4963
WEB www.wrightarchitects.com.au

JOB NO.	DRAWING NO.	REV
WG01	A630	SD2

10/12/2025 5:13:14 PM



ELEVATION A



ELEVATION B

FINISH CODE LEGEND

AL01	ALUMINIUM FINISH
CO01	OFF FORM CONCRETE FINISH
CO02	OFF FORM CONCRETE FINISH
CO03	SMOOTH CONCRETE FINISH
GL01	GLAZING-CLEAR
GL02	GLAZING CLEAR - BALUSTRADE
GL03	GLAZING-TINTED
GF	GREEN ROOF
ST-C1	COBBLESTONE - DARK
ST-C2	COBBLESTONE - LIGHT
TB	TIMBER BATTEN
TM	TIMBER FLOOR
TL01	TILE FINISH 1
TL02	TILE FINISH 2

SECTION A

SECTION B

VILLA APARTMENT_ TYPE V3

1:100 @A1

WONGA RESORT

WONGA BEACH, QLD

VILLA APARTMENT_ TYPE V3

Scale 1:100 @A1 Date 10/04/2025

TOWN PLANNING

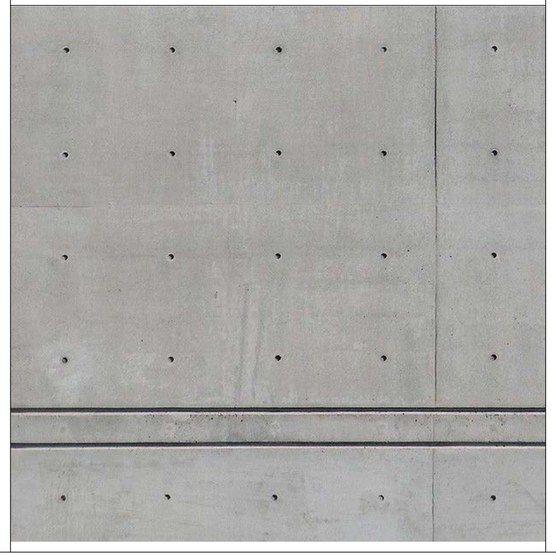
Charles Wright Architects

JOB NO.	DRAWING NO.	REV
WG01	A631	SD1

GREEN ROOF
REFERENCE IMAGE

GF
GREEN ROOF

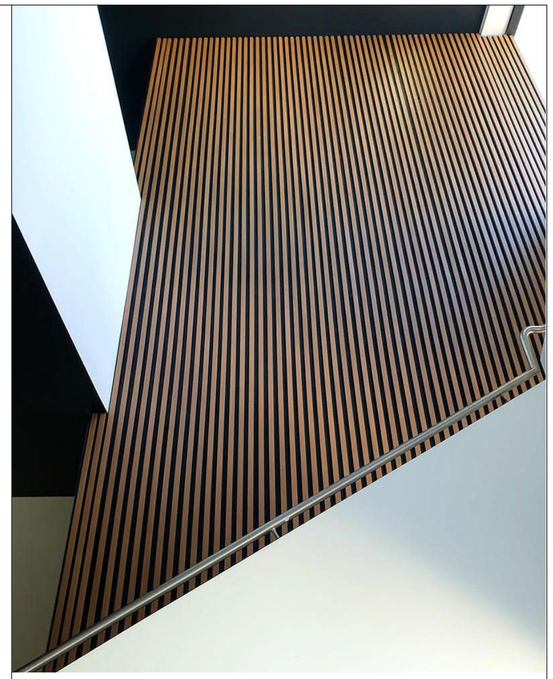
CO01
REFERENCE IMAGE



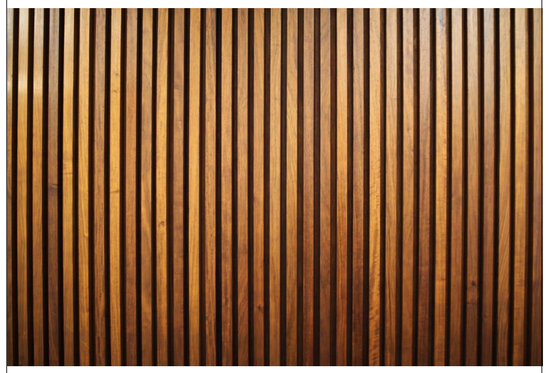
CO01
OFF FORM CONCRETE FINISH

CO02
REFERENCE IMAGE

CO02
SMOOTH CONCRETE FINISH



BATT
REFERENCE IMAGE



BATT
TIMBER BATTEN PRIVACY SCREEN

WONGA RESORT

WONGA BEACH, QLD

FINISHES

Scale

Date 12/08/2025

TOWN PLANNING

Charles Wright Architects

Melbourne office
LEVEL 9, TOTAL HOUSE, 160 RUSSELL STREET, MELBOURNE VIC 3000
T: +61 3 9633 1166

Port Douglas Office:
PO BOX 882, PORT DOUGLAS QLD 4877
T: +61 7 4099 4963

ABN 69 319 653 905 ACN 110 285 008
EMAIL charles@wrightarchitects.com.au
WEB www.wrightarchitects.com.au

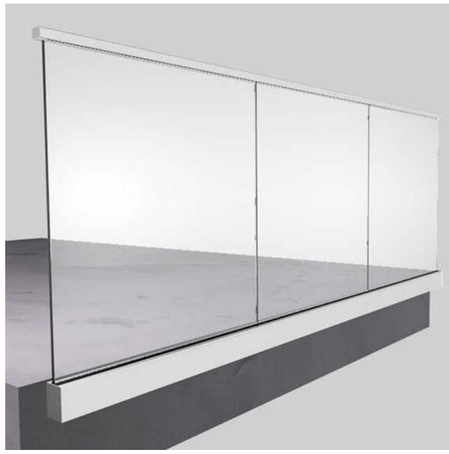
JOB NO. WG01

DRAWING NO. A901

REV SD1

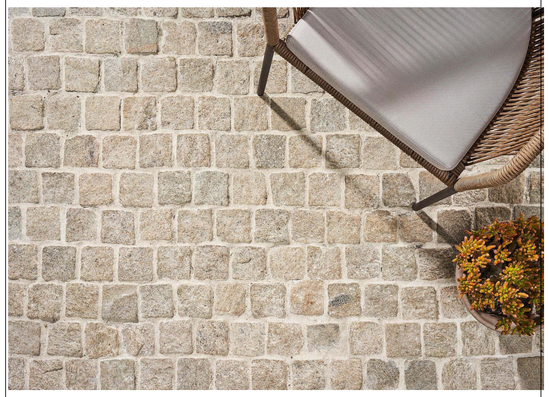
14/08/2025 10:20:45 AM

GL01
REFERENCE IMAGE

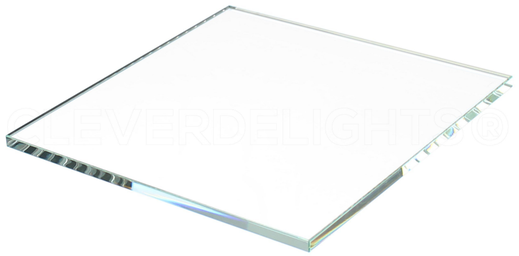


GL02
REFERENCE IMAGE

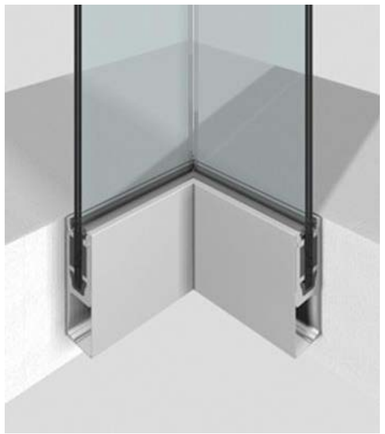
TINT GLASS
REFERENCE IMAGE



ST-C2
COBBLESTONE - LIGHT

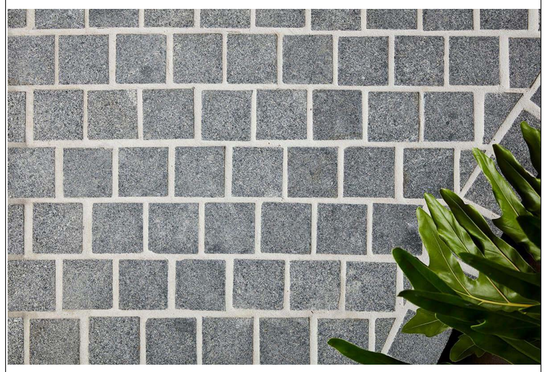


GL01
TRANSPARENT LOW-E GLASS



GL02
GLASS BALUSTRADE

CURTAIN WALL / TINT GLASS



ST-C1
COBBLESTONE - DARK

WONGA RESORT

WONGA BEACH, QLD

FINISHES

Scale

Date 12/08/2025

TOWN PLANNING

Charles Wright Architects

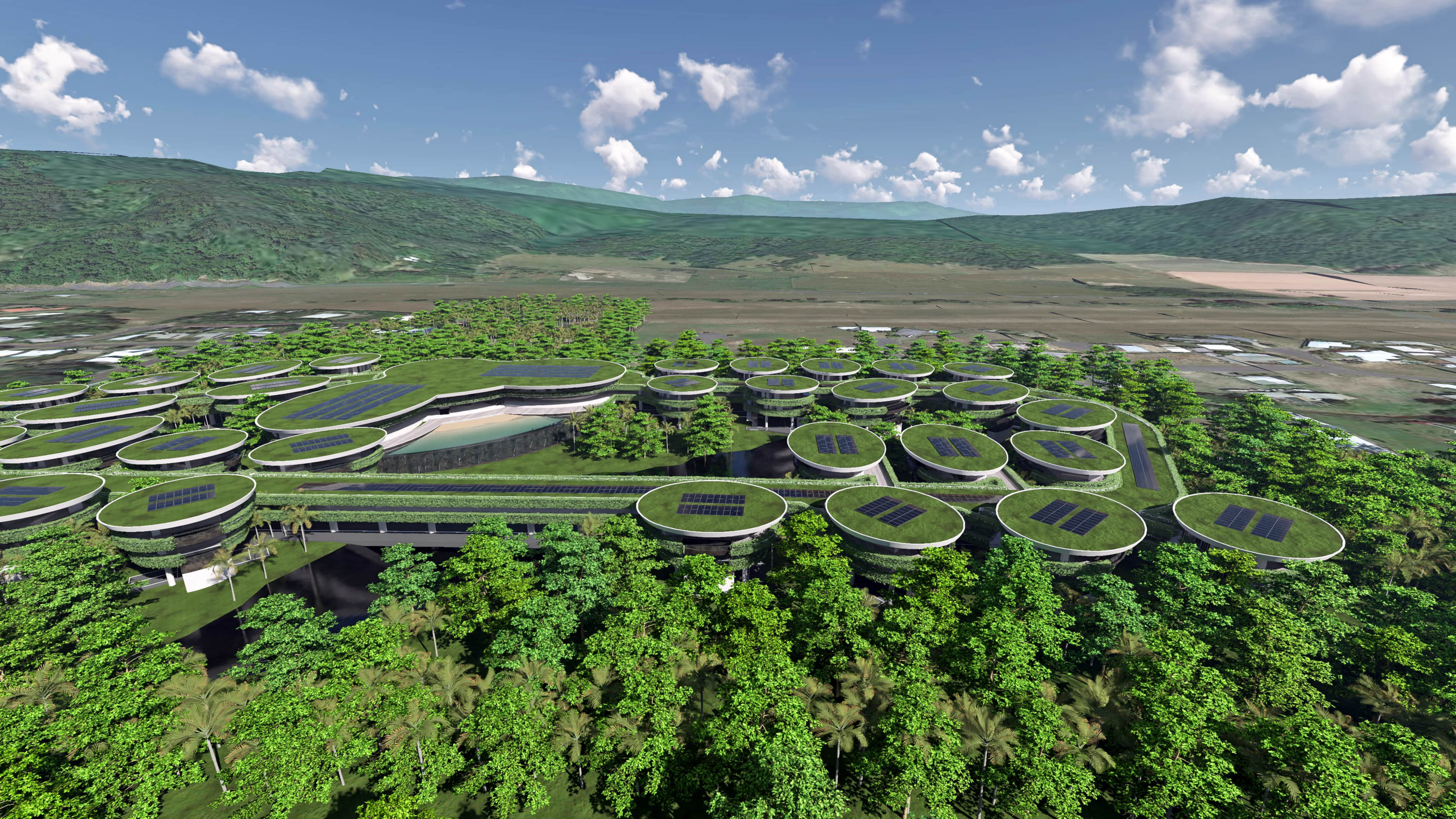
Melbourne office
LEVEL 9, TOTAL HOUSE, 160 RUSSELL STREET, MELBOURNE VIC 3000
Port Douglas Office
PO BOX462, PORT DOUGLAS QLD 4877
ABN 83 319 853 505 ACN 110 265 008
EMAIL charles@wrightarchitects.com.au
T: +61 3 9633 1166
T: +61 7 4099 4965
WEB www.wrightarchitects.com.au

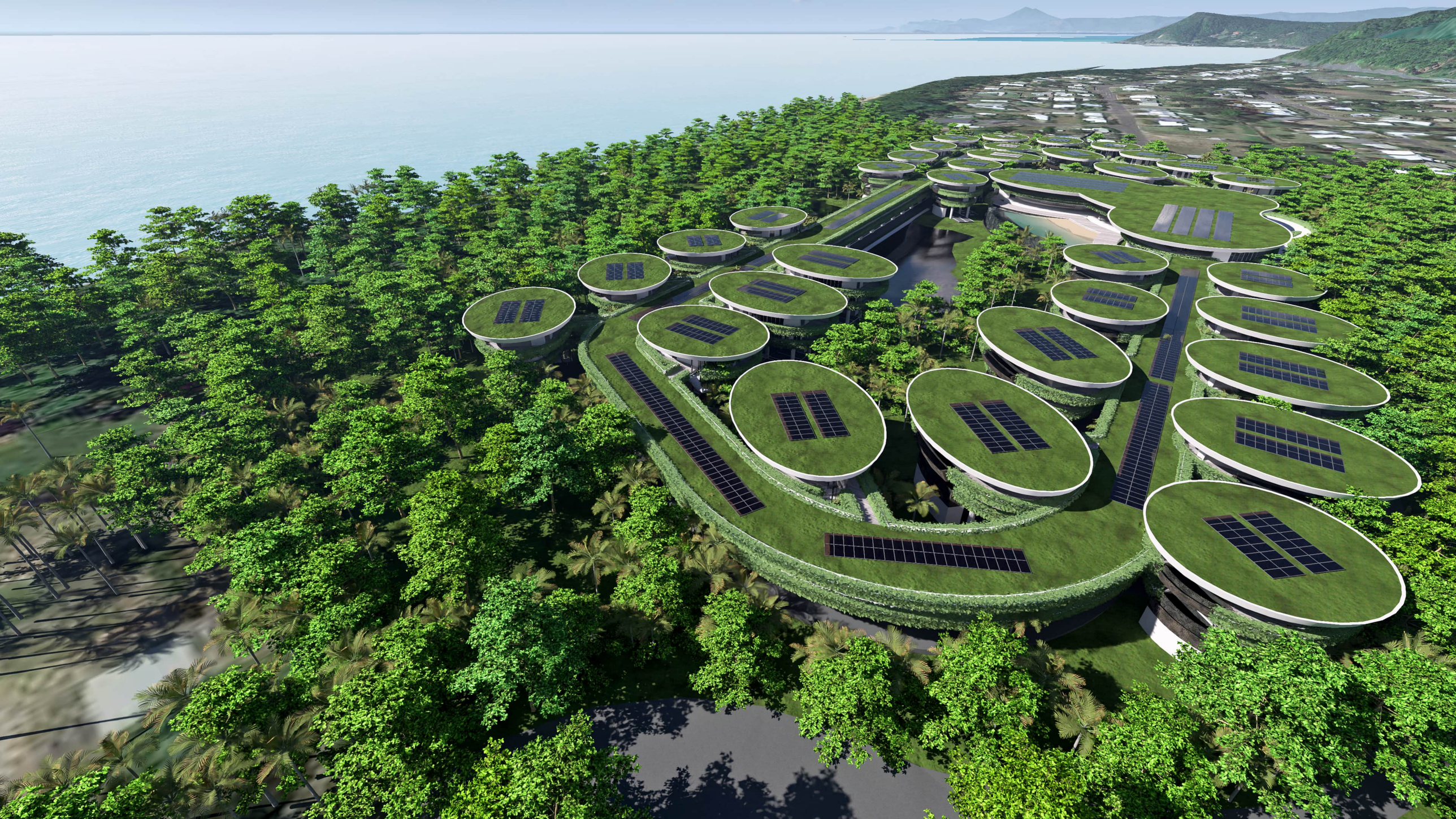
JOB NO. WG01

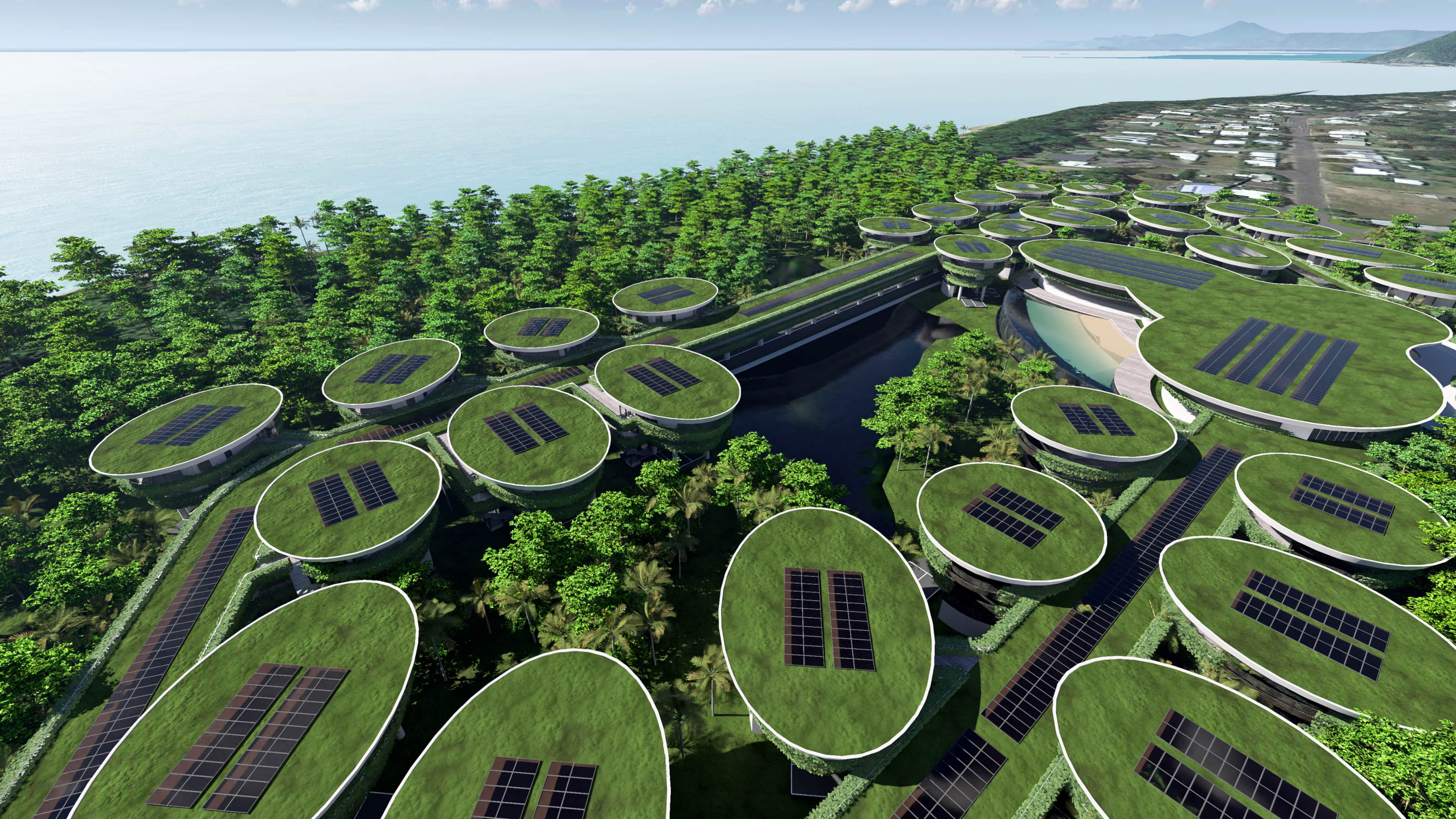
DRAWING NO. A902

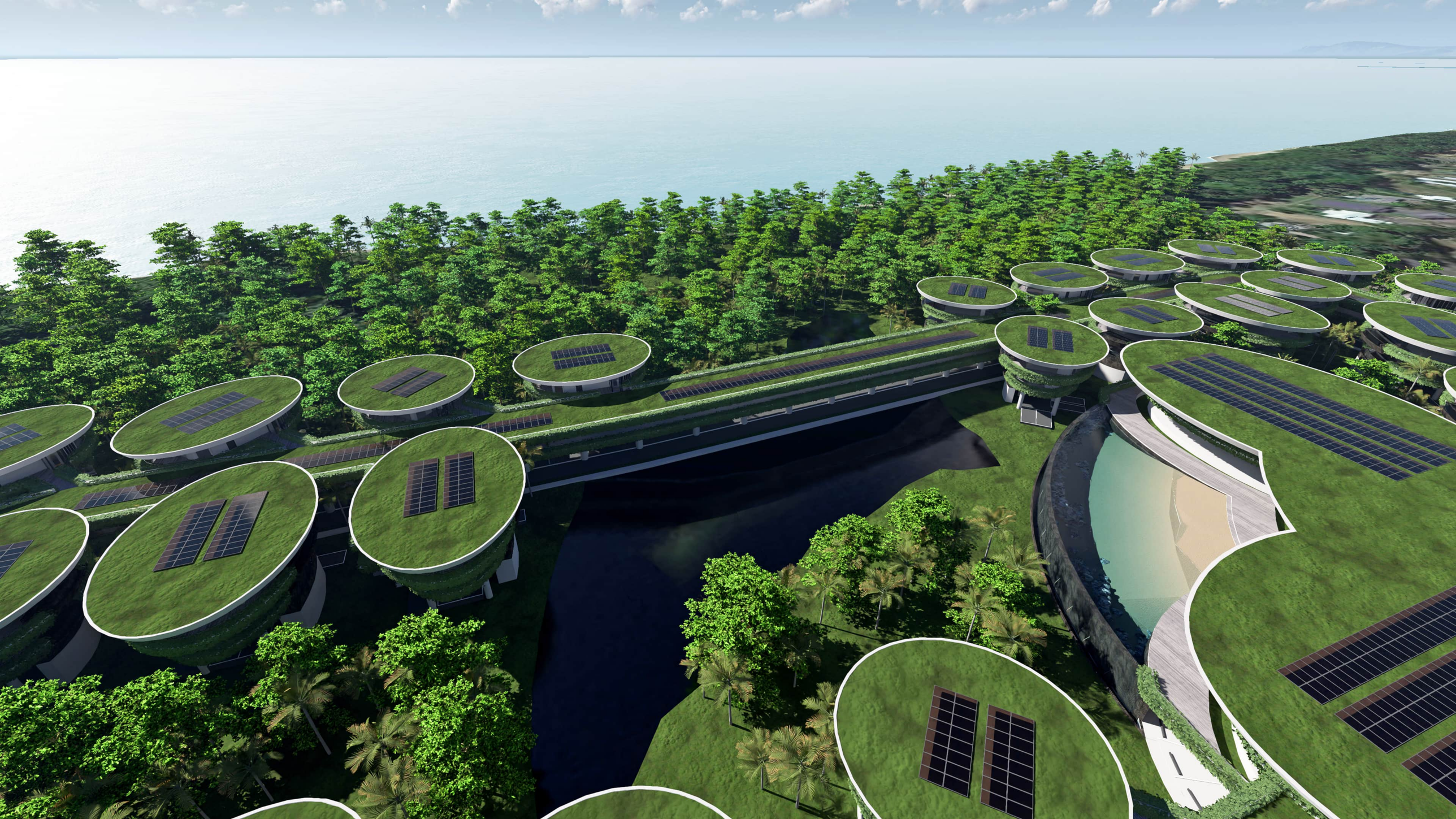
REV SD1

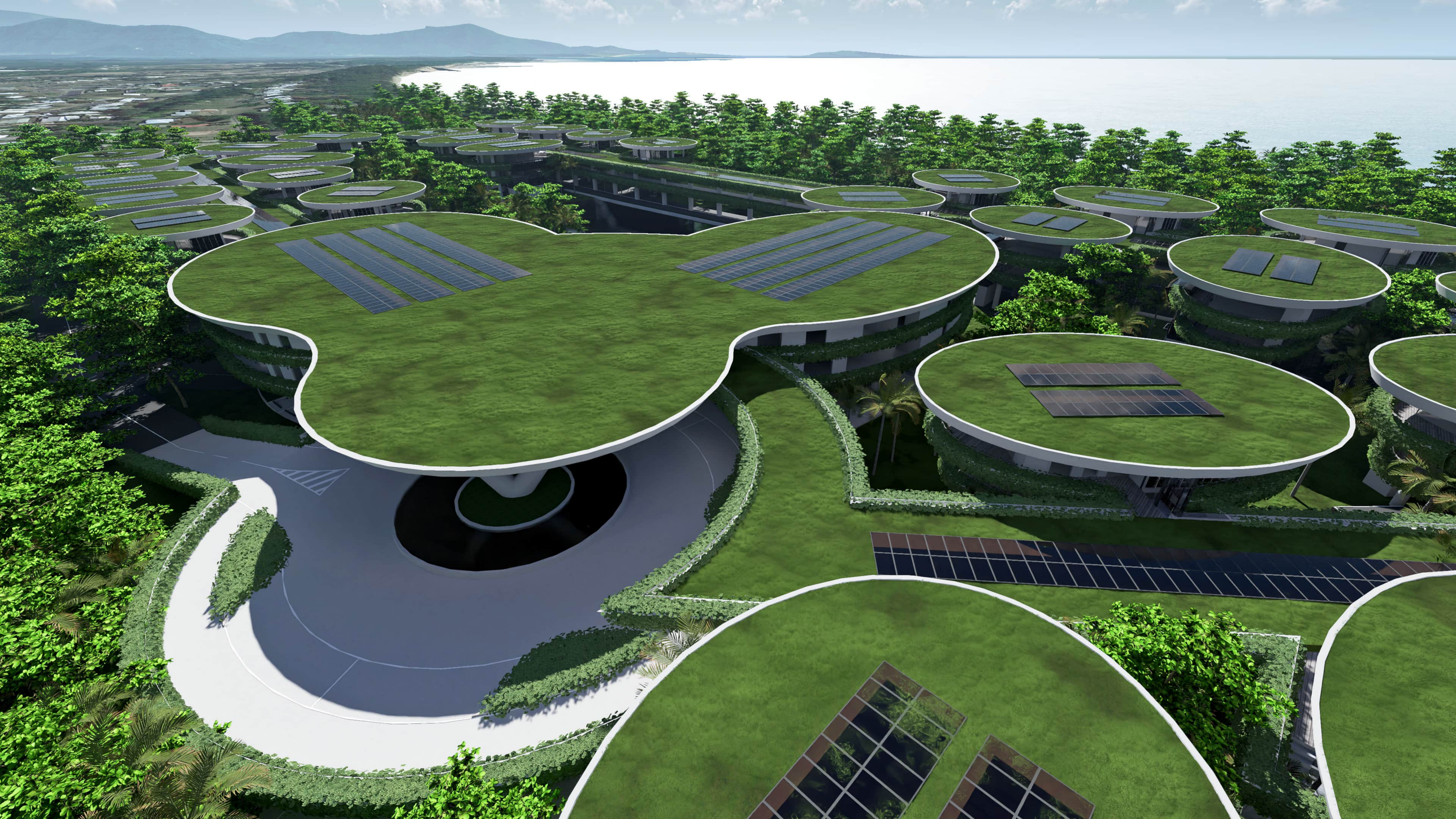
14/08/2025 10:20:57 AM

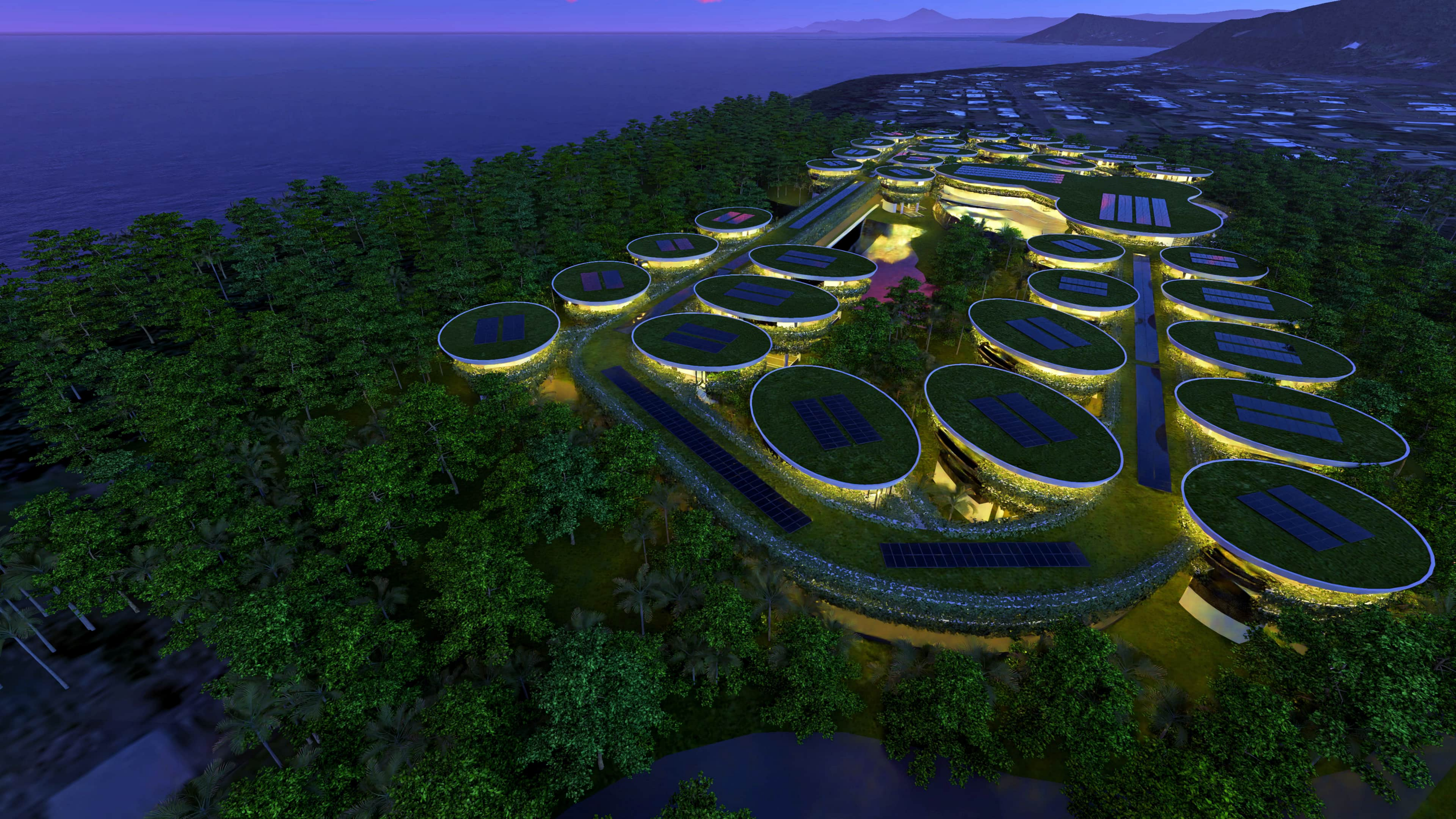


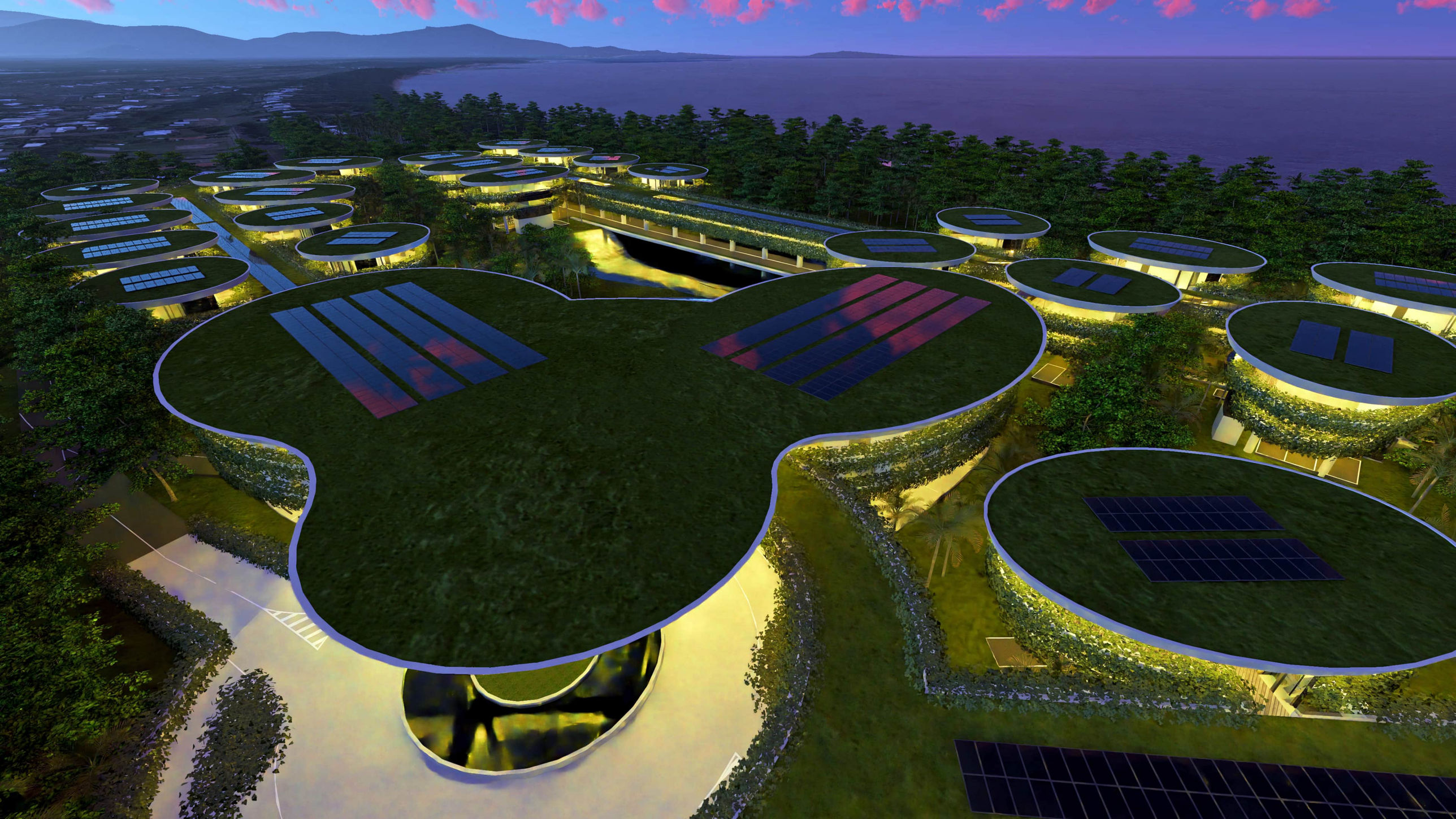












Attachment 4

Planning Report

Prepared by Kelly Reaston Development and Property Services

KELLY REASTON DEVELOPMENT
& PROPERTY SERVICES

PLANNING REPORT

DECEMBER 2025

Combined Application Seeking a Preliminary Approval including a Variation Request Seeking Use Rights Consistent with the Tourist Accommodation Zone and Development Permit for a Material Change of Use for a Resort Complex

18 Oasis Drive, Wonga Beach

PREPARED FOR
18 OASIS STREET PTY LTD

KELLY REASTON
DEVELOPMENT & PROPERTY SERVICES

Contact

Kelly Reaston	Director	kelly@kellyreaston.com.au

This document has been prepared and reviewed by:

Kelly Reaston **Daniel Favier**

This report has been prepared relying on information that was current at the time of preparation. The material within this report has been prepared for our client and is for the purpose of statutory assessment by the relevant Local Authority.

The material should not be relied upon by any third parties or for any other purpose outside the intended scope without consulting the authors.

VERSION NO.	DATE:	REVIEWED BY:	APPROVED BY:
1	18 December 2025	Kelly Reaston	Kelly Reaston
2	18 December 2025	Kelly Reaston	Kelly Reaston

Kelly Reaston Development & Property Services

property | planning | project management

51 Sheridan Street

Cairns, QLD, 4870

0400 974 688

kelly@kellyreaston.com.au

www.kellyreaston.com.au

CONTENTS

1. EXECUTIVE SUMMARY

Kelly Reaston Development and Property Services has been engaged to prepare a Development Application seeking a Preliminary Approval (including a Variation Request) and a Development Permit for a Material Change of Use for a Resort Complex over land at 18 Oasis Drive, Wonga Beach, described as Lot 2 on SP259953. The site is currently included within the Low Density Residential Zone under the Douglas Shire Planning Scheme 2018 (v1).

To facilitate orderly and appropriate development outcomes, the application seeks a Variation Request to enable future assessment and use rights consistent with the Tourist Accommodation Zone. This approach ensures that the statutory planning framework appropriately reflects the intended land use outcome and supports the establishment of a high-quality, master-planned tourism precinct. The proposal is subject to Impact Assessment, enabling Council to comprehensively consider the strategic, environmental, social and economic merits of the development.

The application has been informed by detailed coastal hazard and erosion assessment undertaken by Water Technology, specifically to address the site's inclusion within the declared Erosion Prone Area (EPA). That assessment was independently reviewed by the Department of Environment, Science and Innovation (DESI), which has formally accepted a revised erosion vulnerability distance of 121 metres landward of the toe of dune / Highest Astronomical Tide (HAT) line. DESI has confirmed that this revised EPA width satisfies the requirements of the Coastal Hazard Technical Guide. This accepted EPA footprint should be used for the purposes of assessment by Council and the State Assessment and Referral Agency, noting that the declared EPA mapping will be formally amended in due course. Furthermore, DESI has also endorsed the proposed building elements located within the revised Erosion Prone Area, including elevated structures, bridge connections and piling systems, acknowledging that these elements are appropriately designed to respond to coastal processes and do not compromise coastal values or resilience.

The proposal is for a world-class, luxury, 6-star resort comprising 66 architecturally designed holiday villas, each carefully sited to optimise privacy, outlook, and integration with the natural landscape. The villas are connected via a covered, elevated circulation network that provides climate-responsive, all-weather movement throughout the resort while minimising ground disturbance. A central building precinct forms the heart of the development and incorporates conference facilities, a lagoon-style pool, spa and wellness facilities, bar and restaurant offerings, and a dedicated interpretive centre. These elements are illustrated in the architectural plans prepared by Charles Wright Architects and have been designed with explicit regard to coastal hazard constraints and the accepted EPA extent.

The Wonga Beach Resort has been intentionally conceived as a 6-star, climate-positive tourism destination. The design responds directly to the site's coastal setting and the findings of the DESI-endorsed erosion assessment through the strategic placement of buildings, generous setbacks, and the avoidance of development within the most vulnerable coastal areas. Key design principles include a sustainability framework aligned with eco-certification and climate-positive resort models; extensive use of green roofs, solar integration, natural ventilation and low-impact construction techniques; a site-responsive masterplanning approach that accommodates storm tide resilience and long-term coastal processes; and the delivery of a new First Nations cultural and interpretive experience, including guided activities, story-sharing and on-Country education programs.

Collectively, these measures ensure that the resort not only responds to, but is fundamentally shaped by, the site's environmental and coastal context. The independent review and acceptance of the

revised EPA by DESI provides a robust and transparent foundation for assessing the proposal, and confirms that coastal erosion risk has been appropriately quantified and managed at the State level.

The tourism need for the development is well established. The Port Douglas Daintree Destination Tourism Plan 2025 identifies a critical shortage of premium accommodation within the Shire and highlights increasing demand for wellness-based, nature-immersive and culturally enriched visitor experiences. A 6-star resort of the scale and architectural quality proposed directly addresses this identified gap and supports a more resilient and diversified tourism economy.

The subject site is uniquely suited to accommodate this form of development. It has historically supported resort-style accommodation and is expansive, relatively unconstrained, and strategically located between the coastline and the existing residential fabric of Wonga Beach. This enables a sensitive transition between built and natural environments, while the masterplanned layout provides generous setbacks, retention of significant vegetation, and allowance for future access corridors.

Given its strong strategic alignment, exceptional design quality and substantial community and economic benefits, the proposal warrants Council's favourable consideration, subject to reasonable and relevant conditions.

2. APPLICATION DETAILS

2.1 Application Summary

Table 1: Application Summary

Approval Sought	1. Preliminary Approval for a Material Change of Use seeking Use Rights Consistent with the Tourist Accommodation Zone including a Variation Request; and 2. Development Permit for a Material Change of Use for a "Resort Complex" (66 rooms and ancillary guest facilities including Lagoon Pool, Conference Centre, Interpretative Centre, Spa and wellness facilities, Restaurant and Bar).
Applicant	18 Oasis Street Pty Ltd
Assessment Details	
Assessment Manager	Douglas Shire Council
Development Category	Assessable development
Assessment level	Impact Assessable
Public Notification	Yes. Notification will be coordinated by Kelly Reaston Development and Property Services subject to the DA Rules v3.
Relevant State Planning Instruments	
Legislation	*Planning Act 2016* (Qld)
Planning Policy	State Planning Policy (July 2017)
Relevant Local Planning Instruments	
Planning Scheme	Douglas Shire Planning Scheme 2018 (V1)
Local Plan	Coastal Communities (Coastal Communities Local Plan Code)
Local Plan Precinct	Precinct 2 – Wonga Beach Low Density Residential Precinct
Zone:	Low Density Residential
Zone Precinct	N/A
Zone Code triggered by the Variation Request	6.2.1.4 - Tourist accommodation zone code
Local Plan Code	7.7.2 - Coastal communities local plan code
Overlay Codes	8.2.1 - Acid sulfate soils overlay code 8.2.2 - Bushfire hazard overlay code 8.2.3 - Coastal environment overlay code 8.2.4 - Flood and storm tide hazard overlay code 8.2.6 - Landscape values overlay code 8.2.7 - Natural areas overlay code 8.2.10 - Transport network overlay code
Development Codes	9.3.13 - Multiple dwelling, short term accommodation code & retirement facility code 9.4.1 - Access, parking and servicing code 9.4.3 - Environmental performance code 9.4.4 - Filling and excavation code 9.4.5 - Infrastructure works code 9.4.6 - Landscaping code 9.4.9 - Vegetation management code

Referral Triggers	1. *Planning Regulation 2017*, Schedule 10, Part 9, Division 4, Table 1 – Aspect of development stated in schedule 20. 2. *Planning Regulation 2017*, Schedule 10, Part 17, Division 3, Table 6 - Material change of use involving work in a coastal management district.

2.2 Supporting Documentation

Table 2: Supporting Documentation

Document	Company	Reference	Issue	Date
Planning Report	KRDPS	2025-0031 Wonga Beach Resort	2	18 December 2025
Architectural Report	Charles Wright Architects	Wonga Resort	-	5 December 2025
Engineering Assessment Report	Clive Steele Partners Pty Ltd	Project Number #21342	For planning submission	16 December 2025
Site Specific Erosion Prone Area Assessment	Water Technology	24020356_R01_V03.docx	V03	16 October 2024
Department of Environment, Science and Innovation Agreement to the Revised Erosion Prone Area	DESI	-	-	-
Marine Plant Survey	NRA Environmental Consultants	Wonga Marine Plant Survey Report	R01	5 July 2024

Plans of Development are provided as **Attachment 3.**

3. SITE AND SURROUNDS

3.1 Site Description

Table 3: Site Description

Registered Landowners	18 Oasis Street Pty Ltd A.C.N. 671 516 840
Site Location	18 Oasis Drive, Wonga Beach
Real Property Description	Lot 2 on SP259953
Site Area	49,880m^2 (or 4.988ha)
Street Frontage (Approx.)	Oasis Drive – 27m Unnamed Road – 337m Bells Reef Close – 34m Esplanade – 277m
Tenure	Freehold
Easements/Encumbrances	Nil
Local Government Authority	Douglas Shire Council

Figure 1a - Site Location (Source: Queensland Globe, December 2025)

Figure 1b - Site Location (Source: Queensland Globe, December 2025)

3.2 Site Analysis

Table 4: Site Analysis

Current Uses	Vacant land.
Previous Use	Resort commonly known as Oz Oasis Resort, Redbacks and Daintree Palms over its lifetime. Buildings and associated infrastrucutre were demolished a number of years ago.
Topography	The site comprises gently undulating coastal terrain, with surveyed ground levels generally ranging between approximately RL -0.7 m and RL 3.4 m AHD, as shown on the detailed contour survey. The landform features broad, shallow rises through portions of the site, with localised depressions and subtle low points. Contours are spaced widely across most of the site, indicating very low gradient slopes. The eastern boundary interfaces with established coastal vegetation and dune-influenced landform, although the surveyed portion maintains consistently low, stable grades. The site falls gently toward the coastal edge but contains no steep embankments or erosion features.

	Overall, the topography is characteristic of low-lying, gently sloped coastal land, suitable for development with minimal earthworks apart from localised filling to achieve consistent finished levels and improve drainage performance.
Waterways	A drainage swale cuts through the southern portion of the site. This is a drainage feature rather than defined watercourse.
Vegetation	The eastern boundary interfaces with established coastal vegetation and dune-influenced landform, which effectively screens the site from the foreshore. The road reserve and drain to the west of the site contains a corridor of dense mature vegetation which effectively screens the site from the Mossman Daintree Road. A Marine Plan Survey has been undertaken by NRA Environmental Consultants and finds areas of marine plants onsite. The report is included under **Attachment 8**.
Erosion Prone Area	The site is partially affected by the declared Erosion Prone Area (EPA). A detailed coastal hazard and erosion assessment has been undertaken by Water Technology to refine the extent of coastal erosion risk across the land. That assessment has been independently reviewed by the Department of Environment, Science and Innovation (DESI), which has accepted a revised erosion vulnerability distance of 121 metres landward of the toe of dune / Highest Astronomical Tide (HAT) line. DESI has confirmed that this revised EPA width satisfies the requirements of the Coastal Hazard Technical Guide and represents the appropriate extent of land vulnerable to coastal erosion for assessment purposes. As quoted by Sel Sultmann (Principal Coastal Scientist), the *"Department of Environment, Science and Innovation agrees to the revised EPA width at the site and to the EPA footprint map provided by Water Technology"*.
Landslip	The site is not subject to the Potential landslide hazard overlay code.
EMR/CLR	The site is not registered on either the EMR or CLR.
Heritage Places	The site is not on, or adjacent to, a local or State heritage place.

3.3 Site Photos

Figure 2 – Eastern view from Mossman Daintreet Road. Subject site is positioned behind the tree line.

Figure 3 – Southern panoramic view from Oasis Drive. Note existing western (rhs) shallow drain, vegetation screening and overhead electricity, central open clearing and existing eastern (lhs) esplanade vegetation screening.

Figure 4 – Southern view cross the site. Site is generally cleared and comprises large open and maintained grassed paddock.

Figure 5 – Shallow drain which boarders the unnamed road reserve which wraps around the western boundary of the site.

Figure 6 – Northern view from the site along Oasis Drive – note existing formed and sealed road, kerb and channel, footpath, electrical and lighting infrastructure.

Figure 7 – South western view across the site from Bells Reef Close.

3.4 Infrastructure and Services

The Preliminary Civil Engineering Development Application Report prepared by Clive Steele Partners confirms that the proposed resort development at 18 Oasis Drive, Wonga Beach can be appropriately serviced through a combination of existing reticulated infrastructure and carefully designed on-site systems, without adverse impacts on surrounding land or external networks.

The Engineering Assessment Report is provided as **Attachment 5.**

Table 5: Infrastructure and Services

Access	Vehicular access to the site is obtained from Oasis Drive, which forms the northern frontage of the land. Oasis Drive is a sealed local road providing a direct connection to Wonga Beach Road and the broader local road network, including the Mossman–Daintree Road. The road is fully formed and includes existing pavement, kerb edges, service infrastructure and a footpath, providing an established and functional access environment. The proposed development has been designed to utilise and enhance this existing access point. Internal vehicle circulation is provided via a legible driveway system extending from Oasis Drive and connecting to the resort's central arrival area, undercroft parking and service zones. All vehicle movements are contained within the site, with no through-traffic connections, promoting a

	low-speed, resort-appropriate traffic environment and protecting the amenity of surrounding residential streets. Pedestrian access is also provided from Oasis Drive, with movement throughout the site facilitated by a comprehensive network of elevated covered walkways. This network connects the villa clusters, central resort facilities and recreation areas, allowing safe and convenient pedestrian movement while reducing reliance on vehicles and integrating sensitively with the site's topography. A traffic engineering assessment confirms that the proposal will generate a modest increase in vehicle movements that remains well within the capacity of Oasis Drive, Wonga Beach Road and the Mossman Daintree Road intersection. The increase in the level of traffic generation is acknowledged, however remains within the acceptable limits of the existing road network, and the development will not compromise the safety or efficiency of the surrounding road network. On-site parking is provided in accordance with statutory requirements, including accessible spaces, service vehicle loading bays and staff parking.
Water Supply	The site is located within an established urban area serviced by Council's reticulated water network, with existing water mains located within Oasis Drive. These provide a readily accessible and reliable connection point for the proposed development. Connection to the reticulated network will be undertaken in accordance with Council standards to ensure adequate capacity for potable water supply, firefighting requirements and the operational needs of the resort. Potable water demand is further reduced through the incorporation of extensive rainwater harvesting, with individual rainwater tanks servicing each villa and a central tank servicing common resort facilities. Harvested rainwater will be reused for toilet flushing and irrigation, reducing reliance on mains water and supporting sustainable water management outcomes.
Wastewater	The site is not connected to Council's reticulated sewerage network and will therefore be serviced by on-site wastewater treatment systems. The civil engineering report proposes a distributed treatment model, with individual advanced secondary treatment plants provided for each villa and separate treatment plants for the central resort facilities. This approach improves resilience and operational flexibility by allowing individual systems to be isolated if required, rather than relying on a single centralised treatment plant. Treated effluent will be reused for subsurface drip irrigation across landscaped areas, including perimeter planting, undercroft gardens and extensive green roof areas. The systems are designed to provide sufficient storage capacity and reduced wet-season

	loading, ensuring effective performance during periods of high rainfall. All wastewater treatment infrastructure will be elevated on concrete plinths above potential flood and storm surge levels to minimise contamination risks and enhance resilience. The final wastewater system design will be confirmed at the detailed engineering stage by a suitably qualified consultant, having regard to soil conditions, groundwater levels, topography and environmental constraints. The system will be designed to comply with the Queensland Plumbing and Wastewater Code, the *Environmental Protection Act 1994* and relevant Council requirements, with approvals obtained as necessary.
Stormwater	Stormwater will be managed using a best-practice water sensitive urban design (WSUD) approach that maintains pre-development drainage characteristics while improving water quality outcomes. The site's gentle topography naturally directs overland flow toward established drainage paths and a centrally located existing lake. The proposed stormwater strategy incorporates green roofs, rainwater harvesting, bioretention systems and detention within the existing lake. Roof runoff from villas and common buildings will be harvested for reuse, with overflows directed to bioretention systems prior to discharge to the lake. Stormwater from driveways, parking areas and balconies will also be treated through bioretention before entering the lake. This integrated system ensures no increase in stormwater discharge to the ocean, avoids worsening of flooding impacts on adjoining properties, and enhances the ecological function of the site. Detailed hydraulic and civil engineering design will be undertaken at the operational works stage to confirm the final stormwater collection, treatment and discharge arrangements in accordance with Council standards and State Planning Policy requirements.
Earthworks and Site Levels	The resort buildings are designed to be constructed on elevated structures supported by bored piers, allowing undercroft areas to remain close to existing ground levels and minimising the extent of earthworks. Apart from the installation of piers and minor excavation for shallow swales and bioretention systems, earthworks across the site are limited. Geotechnical investigations confirm that site conditions are suitable for the proposed piling methodology, with minimal risk of vibration or off-site impacts during construction. This approach allows the development to respond sensitively to site constraints while maintaining natural drainage patterns and ground conditions.
Electricity and Telecommunications	The site is serviced by existing overhead electricity infrastructure within Oasis Drive, with an existing connection already in place. Future electrical servicing, including any capacity upgrades,

	metering arrangements or internal reticulation, will be resolved at the detailed design stage in consultation with the relevant electricity provider. Underground reticulation will be provided within the development footprint where appropriate to support safety, functionality and visual amenity. Telecommunications infrastructure is also located within the Oasis Drive road reserve, providing opportunities for connection to support the operational and guest requirements of the resort.

4. DEVELOPMENT BACKGROUND

4.1 Site Context

The subject site comprises approximately 4.988 hectares of land and is situated within the coastal community of Wonga Beach, approximately 15 km north west of Port Douglas and a short distance east of the Mossman Daintree Road. The site benefits from a quiet coastal setting while maintaining convenient access to key local services within the Wonga Beach suburb and the broader Mossman–Daintree region.

The land is positioned on the eastern side of Oasis Drive and forms part of an established residential and coastal recreation precinct. The site was selected for its substantial area, its proximity to the beachfront, and its demonstrated capacity to support a resort-scale tourism development that complements the natural character and experiential qualities of Wonga Beach, noting that the site has historically accommodated a resort. Its location offers convenient access to the beach foreshore, reinforcing its suitability for a high-quality coastal tourism offering.

The surrounding area is characterised by a mix of low-density residential dwellings, beachside allotments and small-scale tourist accommodation premises. To the north and south, development is predominantly comprised of detached coastal homes set within vegetated allotments, contributing to the relaxed and leafy character of the locality. The Wonga Beach Caravan Park and associated recreational facilities are located further to the north, while a number of local convenience services, including a small food and drink outlet and service station, are located along the Mossman Daintree Road corridor.

To the east, the site is bordered by coastal vegetation that transitions to the sandy foreshore and the Coral Sea, providing direct environmental and scenic amenity value. To the west, Oasis Drive and drainage feature separates the site from other established residential properties, with grazing paddocks and Mossman Daintree Road beyond.

Overall, the site is strategically positioned within a tranquil and highly attractive coastal setting that offers both environmental appeal and connectivity to essential services. Its generous land area and coastal frontage provide a suitable foundation for a high-quality tourism development that complements and enhances the existing character of Wonga Beach.

4.2 Application Fee

In accordance with Council's Schedule of Fees for the 2022/23 Financial Year, the application fees have been calculated as per Table 6.

Table 6: Application Fee Calculation

Application Component	Fee Calculation
Component 1: Development Permit for a Material Change of Use for "Resort Complex" based on 7,946m^2 GFA	**Resort Complex:** Base fee for up to 50m^2 = **$1,589.00**; Plus additional fee of $465.00 per 100m^2, or part thereof, up to 2000m^2 = **$9,300.00** (20 x $465.00); Plus additional fee per 100m^2, or part thereof, above 2000m^2 = **$13,747.00** (59 x $233.00); **Sub-component total = $24,636.00**

Application Component	Fee Calculation
Component 2: Preliminary Approval including a Variation Request	**Component total = $31,111.00**
Total Combined Application Fee	**$55,747.00**

5. DEVELOPMENT PROPOSAL

5.1 General Description

The application seeks approval for the following:

1. Preliminary Approval for a material change of use including a Variation Request seeking use rights in accordance with the Tourist Accommodation Zone; and
2. Development Permit for a Material Change of Use for "Resort Complex" (66 rooms and ancillary guest facilities including Lagoon Pool, Conference Centre, Interpretative Centre, Spa and Wellness facilities, Restaurant and Bar).

As detailed by the Architectural Package provided at **Attachment 3**, the development would comprise the elements summarised by Table 7.

Table 7: Application Elements

Application Component	Key Features
Component 1: Development Permit for a Material Change of Use for "Resort Complex"	**Villa Accommodation** • The resort incorporates 33 architecturally designed villa clusters, each linked by an elevated, covered circular access route and pedestrian pathway system. This integrated network ensures seamless movement throughout the resort while minimising the development footprint and maintaining the site's natural landscape values. • Each villa cluster includes ground-level undercroft parking, a Level 1 villa, and a Level 2 villa, providing a consistent built form and a high level of privacy and amenity for guests. • Across the development, the accommodation mix comprises: - 9 × three-bedroom villas - 21 × two-bedroom villas - 36 × one-bedroom villas This diversity of accommodation supports a broad market range, from couples and small families to larger groups seeking longer-stay coastal experiences. **Central Facilities** • A landmark Central Building forms the operational and social heart of the resort, accommodating administration, reception and back-of-house functions together with high-quality guest amenities. • The Central Building includes a dedicated Interpretive Centre, Spa Complex, commercial kitchens, multiple restaurants, a signature bar, and associated guest facilities, with a total Gross Floor Area of 2,345m². • These facilities are designed to deliver a premium resort experience while promoting cultural, environmental and recreational engagement. **Recreation and Outdoor Areas** • A large lagoon-style swimming pool with surrounding deck areas provides the primary recreational focus for guests, supported by a

Application Component	Key Features
	series of private villa pools located throughout the accommodation clusters. • Additional pool decks, landscaped zones and casual outdoor spaces contribute to a cohesive resort environment with multiple opportunities for relaxation and social interaction. **Parking and Servicing** • The development provides 187 car parking spaces, distributed across villa undercroft areas and centralised parking zones, ensuring all guest and staff parking needs are met on-site. • 24 bicycle parking spaces are provided, encouraging non-vehicular movement within the resort and supporting sustainable travel choices for guests. • Internal loading and service areas are incorporated into the Central Building design, allowing deliveries, waste collection and operational functions to be undertaken discreetly and efficiently without detracting from guest amenity. **Building within the Erosion Prone Area** • DESI has endorsed the proposed building elements located within the revised Erosion Prone Area, including elevated structures, bridge connections and piling systems, acknowledging that these elements are appropriately designed to respond to coastal processes and do not compromise coastal values or resilience.
Component 2: Preliminary Approval including a Variation Request seeking Use Rights in accordance with the Tourist Accommodation Zone	This application seeks a Preliminary Approval pursuant to section 50 of the *Planning Act 2016*, including a Variation Request, to establish site-specific use rights that are consistent with those anticipated within the Tourist Accommodation Zone. The subject land is currently zoned Low Density Residential under the Douglas Shire Planning Scheme 2018 v1, however the proposed development is tourism-focused in nature and exhibits a scale, form and operational profile that aligns with the intent, outcomes and performance benchmarks of the Tourist Accommodation Zone. In this regard, the Variation Request does not seek to facilitate an outcome that is inconsistent with strategic planning objectives, but rather to apply an alternative assessment framework that more appropriately reflects the intended use and function of the land. The Preliminary Approval is sought to vary the effect of the Planning Scheme by conferring use rights consistent with the Tourist Accommodation Zone, specifically to enable the establishment of a Resort Complex, being a form of tourist accommodation supported by ancillary guest facilities such as restaurants, bars, conference facilities, wellness and recreation uses. These components are integral to the operation of a contemporary resort and are expressly contemplated as ancillary uses within the definition of a Resort Complex, rather than standalone or unrelated land uses.

Application Component	Key Features
	The proposed approval framework would ensure that future development remains tourism-oriented, master-planned, and subject to appropriate built form, environmental and operational controls. The Variation Request is therefore targeted, proportionate and site-specific, responding to the unique characteristics of the land and its relationship to surrounding uses, infrastructure capacity and environmental constraints. The use of a Preliminary Approval mechanism provides certainty regarding the acceptability of the proposed land use outcome while allowing detailed design matters to be resolved through subsequent development approvals. This approach is consistent with established planning practice for complex developments and allows Council to retain control over detailed matters such as layout, built form, servicing, environmental management and staging. Overall, the proposed Preliminary Approval, including the Variation Request, represents an orderly and logical planning outcome that facilitates a high-quality tourism development aligned with regional and local economic objectives, while ensuring that future development of the site is assessed against an appropriate and purpose-fit planning framework.

5.2 Proposal Details

The key details of the proposal are summarised by Table 8.

Table 8: Proposal Details

Building Height	The Central Building and villa clusters maintain a consistent overall height of approximately 12 metres above ground level. The buildings incorporate flat roof forms, enabling the efficient use of rooftop areas for solar infrastructure, landscaped terraces and productive market gardens. The villas and the elevated circulation network are supported on approximately 4 metre high columns, allowing the built form to be elevated above natural ground level while minimising site disturbance, maintaining natural drainage patterns and providing shaded undercroft areas beneath the structures which are used for parking and water storage.
Site Area	49,880m^2
Gross Floor Area	Villa Apartments: 5,601m^2 Central Building 2,345m^2

Total Site Cover	Villas: 9,783m^2 Central Building: 3,931m^2 Covered Ring Road: 5,003m^2 Total: 18,717m2 (or 37.4%)
Car parking	The undercroft of each Villa cluster provides 4 parking spaces, totalling 132 spaces. The Central Building accommodates 55 parking spaces, including 2 all abilities spaces, 3 short term parking / drop off spaces, and 2 service loading bays.
Landscaping	The Architectural Plans demonstrate that approximately 44% of the site is retained and provided as natural landscaped area, representing a deliberate and fundamental design response rather than residual open space. The landscape strategy has been developed to reinforce the resort's low-impact, nature-based character and to ensure that built form is visually subordinate to the surrounding coastal environment. The overarching landscaping concept is founded on extensive, layered planting across the site, with buildings carefully sited within a continuous green framework. The proposal intentionally utilises existing cleared and previously disturbed areas to accommodate built form and circulation, while substantial portions of the site are retained or replanted to establish a cohesive and resilient landscape setting. This approach minimises vegetation disturbance, enhances site permeability, and reinforces the ecological function and visual amenity of the land. Planting is proposed to be predominantly endemic and coastal-appropriate species, selected for their suitability to local climatic conditions, salt tolerance, and ability to thrive with minimal long-term irrigation and maintenance. The extensive planting palette will establish multiple vegetation layers, including canopy trees, mid-storey shrubs and groundcovers, to create a naturalistic landscape that reflects the existing coastal and tropical character of Wonga Beach. This layered approach also assists in filtering views, softening built form, and integrating the development seamlessly into its setting. The landscaped areas are intended to perform both visual and functional roles. In addition to enhancing guest experience and amenity, landscaping will provide effective buffering to site boundaries, internal screening between accommodation clusters, and shade to pedestrian pathways and communal areas. The landscape design also contributes to microclimate moderation, reducing heat gain and improving comfort within outdoor spaces. Importantly, the landscape framework has been designed to work in conjunction with the resort's elevated and permeable circulation

	network, allowing vegetation to continue beneath structures and maintaining continuity of the ground plane. This reinforces the perception of a resort immersed within a tropical landscape rather than imposed upon it. While the detailed landscape design will be finalised at the detailed design stage, the architectural plans clearly demonstrate a strong commitment to extensive planting and meaningful landscaped open space. The proposal establishes a robust landscape structure capable of supporting long-term ecological value, coastal resilience and high-quality resort amenity, consistent with best-practice resort design and the environmental expectations for development within a sensitive coastal context.
Setbacks	A detailed setback plan is provided at Attachment 3 (Plan A014). Based on this plan, the proposed development provides varying setbacks to all boundaries, with the minimum setbacks generally as follows: • Northern Boundary: A minimum setback of approximately 2.389 metres to the elevated circulation network, 2.388 metres to the villa roof, and 4.862 metres to the villa wall. • Eastern Boundary: A minimum setback of approximately 30.989 metres to the villa roof and 32.991 metres to the villa wall, providing a substantial landscaped buffer to adjoining esplanade. • Southern Boundary: A minimum setback of approximately 8.95 metres to the villa roof and 10.235 metres to the villa wall. • Western Boundary: Setbacks vary considerably along this boundary due to the site configuration and building layout; however, the minimum setback to the villa roof is approximately 2.92 metres, with greater separation provided in many locations. Overall, the setbacks shown on Plan A014 demonstrate that appropriate separation is maintained from all boundaries. This approach assists in mitigating visual bulk, preserving privacy, retaining vegetation buffers and achieving a low-intensity, resort-style outcome consistent with the site context.
Access Locations	Vehicular access to the subject site is provided from Oasis Drive, which forms the northern frontage of the land. Oasis Drive is a sealed local road that connects directly to Wonga Beach Road and, in turn, the Mossman–Daintree Road, providing convenient access to the broader local and regional road network. The road is fully formed and includes existing pavement, kerb and channel, service infrastructure and a footpath, ensuring a safe and established access environment. The proposed development is designed to utilise this existing access point, with a clearly defined entry from Oasis Drive leading into the site. From this point, an internal driveway network provides efficient and legible circulation to the central arrival area, undercroft parking

	zones, villa clusters and service areas. All vehicle movements are contained within the site, and there are no through-road connections, ensuring traffic is low-speed and consistent with the resort-style character of the development. Service vehicles, including waste collection, deliveries and maintenance vehicles, are accommodated within the internal circulation network and are able to enter, manoeuvre and exit the site in a forward direction. This arrangement avoids conflict with guest movements and maintains safe and efficient operation of the site. Pedestrian access is also provided from Oasis Drive, with clear and safe connections into the site. Internal pedestrian movement is primarily facilitated by an integrated network of elevated covered walkways, which link villa clusters, the central building and shared resort facilities. This network allows guests and staff to move comfortably throughout the site without reliance on vehicles and integrates sensitively with the site's topography and landscape setting. It is expected that a network of ground level pathways will provide secondary pedestrian access throughout the site. The access location and internal arrangement provide safe, efficient and logical movement for vehicles, pedestrians and service operations. The design appropriately utilises existing road infrastructure, limits traffic impacts on surrounding streets, and supports the intended low-intensity, resort-style function of the development.
Infrastructure	The site is able to be connected to all critical infrastructure services including water, telecommunications, electricity, and stormwater. All stormwater will be directed to a lawful point of discharge. There are no known infrastructure capacity constraints. The proposed development will be serviced by on-site wastewater treatment systems, designed by a suitably qualified consultant to appropriately manage effluent generated by the resort. Treated wastewater will be reused for subsurface irrigation within designated landscaped areas, ensuring environmental protection and compliance with relevant State and Council requirements. Please refer to the Engineering Assessment Report provided as **Attachment 5** for further details.

5.3 Summary of Supporting Documentation

Table 9: Summary of Supporting Documentation

Supporting Document	Summary
Architectural Plans (Charles Wright Architects – Attachment 3)	The Architectural Plans prepared by Charles Wright Architects illustrate a master-planned resort development that is deliberately low-impact, landscape-led and responsive to the coastal and environmental context of Wonga Beach.

Supporting Document	Summary
	The development is arranged around a central building and a series of villa clusters, interconnected by an elevated covered circulation network that allows movement across the site while minimising ground disturbance. The central building functions as the operational and social heart of the resort, accommodating shared guest facilities including reception, dining, bar, wellness, conference and ancillary spaces. This building is elevated above ground level, with undercroft areas used for parking, services and circulation, reducing the visual bulk of the built form and allowing natural drainage and landscape continuity beneath. The villa accommodation is distributed across the site in small clusters, rather than consolidated into a single large structure. This approach reinforces a resort-style character, breaks down perceived scale and ensures buildings are visually recessive when viewed from site boundaries. The villas are elevated on columns, allowing them to sit lightly within the landscape while preserving existing ground levels and vegetation patterns. Built form across the site maintains a consistent height of approximately 12 metres, with flat roof forms used to accommodate solar infrastructure, landscaped roofs and productive garden areas. The flat roof design also assists in reducing visual prominence when viewed from surrounding properties and public vantage points. The elevated circulation network provides sheltered pedestrian connectivity between villas and the central building, reducing reliance on vehicles and supporting a walkable, resort-style environment. This network is carefully aligned with the site's topography and avoids fragmentation of open space. The Architectural Plans demonstrate a cohesive and well-considered design response that balances development intensity with environmental sensitivity. The proposal emphasises permeability, landscape integration and a low-rise built form, achieving an outcome consistent with the expectations of a high-quality resort development.
Engineering Assessment Report (Clive Steel Partners – Attachment 5)	A Preliminary Civil Engineering Development Application Report has been prepared by Clive Steele Partners to assess the suitability of the site to accommodate the proposed resort development and to confirm that the development can be appropriately serviced without adverse impacts on the surrounding environment or infrastructure networks. The report confirms that stormwater can be effectively managed through a Water Sensitive Urban Design (WSUD) approach that

Supporting Document	Summary
	integrates rainwater harvesting, bioretention systems, green roofs and the existing central lake. Stormwater runoff from roofs, balconies, driveways and parking areas will be treated prior to discharge, with flows temporarily detained within the lake system. This approach maintains pre-development drainage characteristics, avoids any increase in discharge to the ocean and improves water quality outcomes across the site. Wastewater servicing is proposed via a distributed on-site treatment model, with individual advanced secondary treatment plants servicing each villa and separate treatment plants servicing the central resort facilities. Treated effluent will be reused for subsurface irrigation across landscaped areas, including undercroft planting, perimeter gardens and extensive green roof areas. The systems are designed to be highly resilient, with adequate storage capacity, reduced wet-season loading and the ability to isolate individual systems if required. All wastewater infrastructure is elevated on concrete plinths above potential flood and storm surge levels. The development is designed to minimise earthworks, with buildings supported on bored piers and undercroft areas generally maintained at or close to existing ground levels. Apart from pier installation and minor works associated with shallow swales and bioretention systems, earthworks are limited. A geotechnical review confirms the site is suitable for the proposed piling methodology, with minimal risk of vibration or off-site impacts during construction. A traffic engineering assessment confirms that the proposed resort will generate a modest increase in vehicle movements, estimated at approximately 312 vehicle trips per day during peak season, which remains well within the capacity of Oasis Drive, Wonga Beach Road and the Mossman–Daintree Road intersection. The level of traffic generation will not compromise the safety or efficiency of the local or state-controlled road network. On-site parking provision complies with statutory requirements, including accessible spaces and service vehicle loading areas. The civil engineering assessment concludes that the site is well suited to accommodate the proposed resort development, and that stormwater, wastewater, earthworks and traffic impacts can be appropriately managed in accordance with relevant standards and best-practice engineering principles
Site Specific Erosion Prone Area Assessment (Prepared	A site-specific Erosion Prone Area (EPA) Assessment has been prepared by Water Technology to review the applicability of the

Supporting Document	Summary
by Water Technology – Attachment 6)	State Government's default coastal hazard mapping and to assess coastal erosion and storm tide risks affecting the site at Wonga Beach. The site is mapped within the Erosion Prone Area overlay and the Coastal Management District, however, the assessment confirms that the default EPA mapping is conservative and does not fully reflect current coastal conditions, geomorphology or site-specific characteristics. The assessment involved detailed analysis of coastal processes, historical aerial imagery, site inspections, sediment sampling, beach profiling and numerical modelling of short-term storm erosion and long-term sea level rise. The findings demonstrate that the beach frontage is generally stable, with no evidence of long-term erosion, a wide and healthy dune system, coarse sand composition, and the presence of low-tide sand bars that assist in dissipating wave energy and beach recovery following storm events. Based on the application of the Coastal Hazard Technical Guide methodology, including modelling of a 100-year ARI storm event and sea level rise to 2100, the study recommends that EPA Component 2 (calculated erosion distance) be reduced from the currently adopted 165 metres to 121 metres. This reduction reflects the absence of long-term erosion, reduced short-term erosion distances derived from site-specific modelling, and realistic assumptions regarding future sea level rise impacts. The revised EPA mapping confirms that the proposed development footprint can be located entirely landward of the recalculated erosion prone area, with only non-critical and readily relocatable elements (such as walkways and landscape features) potentially located within the EPA where permissible. The assessment further confirms that the proposal is capable of complying with State Code 8 – Coastal Development and Tidal Works, does not adversely impact coastal processes, and maintains public access to the foreshore. While parts of the site are mapped within storm tide inundation areas, the report notes that risks can be appropriately managed through resilient building design, including elevated habitable floor levels and pile-supported structures capable of withstanding wave loading during extreme events. Overall, the assessment concludes that coastal erosion and inundation risks can be acceptably managed, and that the proposed development represents a suitable and responsive outcome within the coastal environment.
Department of Environment, Science and Innovation Agreement to the Revised Erosion Prone Area (Attachment 7)	The site is partially affected by the declared Erosion Prone Area (EPA). A detailed coastal hazard and erosion assessment has been undertaken by Water Technology to refine the extent of coastal erosion risk across the land. That assessment has been independently reviewed by the Department of Environment,

Supporting Document	Summary
	Science and Innovation (DESI), which has accepted a revised erosion vulnerability distance of 121 metres landward of the toe of dune / Highest Astronomical Tide (HAT) line. DESI has confirmed that this revised EPA width satisfies the requirements of the Coastal Hazard Technical Guide and represents the appropriate extent of land vulnerable to coastal erosion for assessment purposes. As quoted by Sel Sultmann (Principal Coastal Scientist), the *"Department of Environment, Science and Innovation agrees to the revised EPA width at the site and to the EPA footprint map provided by Water Technology".* DESI has also endorsed the proposed building elements located within the revised Erosion Prone Area, including elevated structures, bridge connections and piling systems, acknowledging that these elements are appropriately designed to respond to coastal processes and do not compromise coastal values or resilience.
Wonga Marine Plant Survey Report (Prepared by NRA Environmental Consultants – Attachment 8)	A detailed Marine Plant Survey was undertaken by NRA Environmental Consultants to inform the assessment of the proposed resort development at Wonga Beach and to address matters raised by the State Assessment and Referral Agency (SARA) under the State Development Assessment Provisions (SDAP), specifically State Code 11 – Removal, Destruction or Damage of Marine Plants. The purpose of the survey was to identify the presence, extent and condition of marine plants within the project area, with particular regard to land below the Highest Astronomical Tide (HAT), and to provide an evidence base to support the Development Application and any required State referral. The survey was completed through targeted field investigations in May and June 2024 and incorporated updated HAT mapping prepared by RPS Surveyors. The survey confirmed that marine plants are present within several discrete areas of the site that are mapped as being below HAT, including wetlands, drainage lines and watercourses. Seven separate survey areas were assessed, with marine plants recorded in all areas below HAT. Importantly, no inherent or adjacent marine plants were identified on land mapped above HAT, confirming that marine plant constraints are spatially limited to defined low-lying and hydrologically influenced areas of the site. The total extent of marine plants within the project area was calculated at approximately 4,550m² based on detailed site survey, which refined and reduced the extent shown in earlier Queensland Government mapping. Much of the vegetation within these areas comprises non-native or disturbed species, with evidence of historic clearing, slashing and drainage works, including recent Council maintenance activities within parts of the watercourse network.

Supporting Document	Summary
	From an ecological perspective, the survey identified that some areas, particularly the existing wetland, have capacity to support improved marine plant and fish habitat values if appropriately managed. The report notes that the proposed expansion of the wetland as part of the development presents an opportunity to increase the extent and quality of marine plant habitat and improve overall ecological function within the site. Potential impacts associated with the proposed development were identified as including temporary disturbance or removal of marine plants during construction, potential alteration of drainage patterns, and short-term impacts on fish habitat where works occur within or adjacent to watercourses. These impacts are largely confined to Areas 1, 2, 5 and 7, with no disturbance proposed within other mapped marine plant areas. To address these impacts, the report outlines a comprehensive suite of mitigation measures consistent with SDAP State Code 11. These include minimising the footprint of disturbance, retaining and building around watercourses where practicable, using elevated structures to maintain hydrological connectivity, implementing erosion and sediment control measures, managing acid sulfate soils if encountered, and undertaking progressive rehabilitation using locally sourced native marine plant species. The report concludes that, with these measures in place, disturbed marine plant areas are expected to regenerate within five years of construction completion, and that the overall extent and condition of marine plant habitat within the site is likely to be improved in the long term. The survey also addresses all relevant performance outcomes of SDAP State Code 11, demonstrating that the development can be designed and conditioned to avoid unacceptable impacts on marine plants, fish habitat and fisheries resources, and that no significant residual impact is anticipated once mitigation and rehabilitation measures are implemented.

5.4 Infrastructure Charges

In accordance with Council's Charges Resolution (No. 2 of 2021), it is anticipated that infrastructure charges will be calculated and levied against the development at the time of approval. Further discussions with Council Officers following lodgement will be required to confirm the applicable chargeable demand and to determine the availability and quantum of any infrastructure credits associated with the site, having regard to the former lawful use of the land as a Resort.

6. LEGISLATIVE REQUIREMENTS

6.1 Planning Act 2016

6.1.1 Prohibited Development

The proposed development is not prohibited. This has been established by considering all relevant instruments, which can provide prohibitions under the *Planning Act 2016* (The Act), including:

- Schedule 10 of the *Planning Regulation 2017*; and
- Relevant categorising instruments.

6.1.2 Assessable Development

Section 44(3) of the Act identifies that Assessable Development is development for which a Development Approval is required. As such, the development proposed by this application is made assessable under the Douglas Shire Planning Scheme 2018 (V1) in accordance with Section 43(1) of the Act.

6.1.3 Assessment Manager

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

7. STATE PLANNING INSTRUMENTS

7.1 FNQ Regional Plan 2009-2031

The site is located within the Urban Footprint of the Far North Queensland Regional Plan 2009-2031.

The Minister has identified that the planning scheme appropriately advances the FNQRP 2009-2031, as it applies in the Planning Scheme area. Compliance with the FNQRP is therefore demonstrated by way of compliance with the Planning Scheme.

7.2 State Planning Policy 2017

The Douglas Shire Planning Scheme 2018 (V1) has been endorsed by the Minister as appropriately reflecting the April 2016 version of the State Planning Policy (SPP). An assessment against the 2017 version of the SPP has been undertaken in the event that any amended elements are not appropriately captured by the current Planning Scheme. The relevant assessment benchmarks of the current SPP are assessed as being appropriately captured by the Planning Scheme.

7.3 Referrals and State Development Assessment Provisions (SDAP)

The application requires referral to the Department of Transport and Main Roads and the Department of Environment, Tourism, Science and Innovation, care of the State Assessment and Referral Agency (SARA), and Energy Queensland owing to the following referral triggers:

- *Planning Regulation 2017*, Schedule 10, Part 6, Division 3, Subdivision 3, Table 2 - Reconfiguring a lot or material change of use involving removal, destruction or damage of marine plants.
- *Planning Regulation 2017*, Schedule 10, Part 9, Division 4, Table 1 – Aspect of development stated in schedule 20.
- *Planning Regulation 2017*, Schedule 10, Part 17, Division 3, Table 6 - Material change of use involving work in a coastal management district.

An assessment against the SDAP code 11: Removal, destruction or damage of marine plants is provided within the Wonga Marine Plant Survey Report under **Attachment 8**.

An assessment of the application against the SDAP code 6: Protection of state transport networks is provided as **Attachment 10.**

An assessment against the SDAP code 8: Coastal development and tidal works is provided within the Site Specific Erosion Prone Area Assessment under **Attachment 6**.

8. PLANNING SCHEME

8.1 Douglas Shire Planning Scheme 2018 (Version 1)

8.1.1 Definitions

In accordance with Schedule 1 of the Planning Scheme and Schedule 24 of the *Planning Regulation 2017,* the following land use definitions are relevant to the proposal:

> ***"resort complex*** *means the use of premises for—*
>
> *(a) tourist and visitor accommodation that includes integrated leisure facilities; or*
>
> *Examples of integrated leisure facilities—*
>
> *bars, meeting and function facilities, restaurants, sporting and fitness facilities*
>
> *(b) staff accommodation that is ancillary to the use in paragraph (a); or*
>
> *(c) transport facilities for the premises, including, for example, a ferry terminal or air service.*

8.1.2 Applicable Codes

A detailed assessment of the proposal has been conducted against the relevant codes and is provided as **Attachment 9.** Based on that assessment, it is concluded that the development substantially complies with the applicable assessment benchmarks. Table 10 provides a summary of the key issues considered by the assessment.

Table 10: Code Compliance Summary

Applicable Code	Compliance comments
6.2.1.4 - Tourist accommodation zone code	The proposed Wonga Beach Resort has been assessed against the Tourist Accommodation Zone Code (Part 6, Douglas Shire Planning Scheme 2018) and is demonstrated to be fully consistent with the intent, purpose and overall outcomes of the zone. The Tourist Accommodation Zone is intended to facilitate short term accommodation in locations associated with tourist attractions, supported by ancillary services and facilities, while maintaining an attractive built form that responds to local character, natural attributes and tropical climatic conditions. The proposal aligns strongly with this intent by delivering a low-rise, resort-style development that is integrated with the coastal environment and supported by appropriate recreational and ancillary facilities. In terms of built form and scale, the development complies with height requirements, with all buildings limited to a maximum height of 12 metres, below the 13.5 metre threshold. The overall site coverage is approximately 37.4%, well under the maximum 50% allowance, ensuring the built form does not appear bulky or visually obtrusive. Building massing is deliberately broken into a series of discrete villa clusters and a central facility, avoiding long or

Applicable Code	Compliance comments
	monolithic building forms and achieving a pavilion-style resort outcome that is consistent with coastal tourism character. Setbacks generally comply with the minimum requirements across all boundaries, providing appropriate separation from adjoining properties and public frontages. These setbacks facilitate substantial landscaped buffers, preserve privacy, reduce visual bulk and contribute to a low-intensity interface with surrounding residential and coastal areas. The proposal demonstrates a strong commitment to high-quality landscaping, with approximately 44% of the site provided as landscaped open space, exceeding the minimum landscape requirements of the code. Landscaping is a dominant design element and contributes significantly to streetscape presentation, internal amenity and the visual integration of built form within a tropical coastal setting. Detailed landscape design will be further developed at the detailed design stage, consistent with the framework illustrated in the architectural plans. The development includes a comprehensive range of recreational and ancillary facilities typical of a resort environment, including swimming pools, outdoor recreation and lounging areas, restaurants and wellness facilities. These facilities are predominantly intended to serve in-house guests, with any limited external patronage appropriately scaled and supported by on-site parking, ensuring no adverse impacts on surrounding infrastructure or amenity. Operationally, the development has been designed and will be managed to respond appropriately to site constraints and surrounding context, including coastal conditions, existing vegetation, drainage patterns and nearby residential uses. Traffic generation, servicing, noise, lighting and other potential amenity impacts have been carefully considered and are capable of being appropriately managed to ensure no adverse impacts on the tropical, tourist or residential character of the area. Overall, the proposal is consistent with the purpose, overall outcomes and performance outcomes of the Tourist Accommodation Zone Code and represents a well-designed, context-responsive resort development that supports tourism, economic diversification and the coastal identity of Wonga Beach
7.2.2 Coastal communities local plan code	The proposed Wonga Beach Resort has been assessed against the Coastal Communities Local Plan Code (7.2.2) of the Douglas Shire Planning Scheme 2018 and demonstrates an overall performance-based response that is consistent with the intent of the Local Plan, having regard to the site's coastal context, environmental constraints and tourism role.

Applicable Code	Compliance comments
	The Local Plan seeks to protect the coastal communities of Wonga Beach, Newell and Cooya Beach by maintaining low-density residential character, safeguarding coastal processes and foreshore vegetation, and ensuring development responds sensitively to storm-tide hazards, drainage and landscape character. The proposal responds directly to these objectives through a low-intensity, resort-style development that is deliberately sited within an existing cleared footprint and designed to "sit lightly" on the land. While the proposal exceeds the nominal 8.5-metre height benchmark, the increased height (up to approximately 12 metres) is a purposeful and environmentally driven response rather than an intensification outcome. All buildings are elevated on piers to improve resilience to storm-tide inundation, maintain natural drainage and overland flow paths, and avoid extensive filling or earthworks. Importantly, the built form remains visually recessive, with rooflines contained below the surrounding tree canopy and softened through extensive landscaping and green roofs. As a result, the development does not alter the established skyline or coastal character of Wonga Beach when viewed from public vantage points or adjoining residential areas. The proposal demonstrates strong compliance with landscape and environmental outcomes of the Local Plan. Key landscape elements and foreshore vegetation are retained, with only two isolated trees proposed to be removed. Existing mature vegetation along the Esplanade and drainage corridors provides substantial visual screening, and additional landscaping will reinforce the tropical coastal character. The development avoids intrusion into important views and vistas and remains subordinate to the natural landscape setting. Storm-tide resilience and water-sensitive urban design are fundamental components of the proposal. The development incorporates elevated structures, retention of natural flow paths, on-site detention, green roofs, rainwater harvesting and treatment systems to ensure stormwater is managed in a manner consistent with pre-development conditions. These measures protect downstream coastal environments and avoid adverse impacts on adjoining land. The proposal also complies with access and movement outcomes, providing site access via Oasis Drive only and avoiding any road connection between Oasis Drive and Marlin Drive, consistent with the Local Plan's intent to prevent traffic impacts on surrounding residential streets. Existing pedestrian and bicycle links are retained and remain visible and safe, supporting community connectivity.

Applicable Code	Compliance comments
	While the proposal does not provide a constructed esplanade road along the eastern foreshore, this is a deliberate response that prioritises retention of foreshore vegetation and the maintenance of a natural coastal edge. Public access to the foreshore is preserved without introducing additional road infrastructure that could compromise coastal values. Overall, the proposed development demonstrates a high level of alignment with the purpose and performance outcomes of the Coastal Communities Local Plan Code, achieving an appropriate balance between tourism development, environmental protection and community amenity. The proposal protects coastal processes, retains landscape character, responds to hazard constraints and integrates sensitively with the Wonga Beach context, representing a well-considered and resilient coastal tourism outcome
8.2.1 - Acid sulfate soils overlay code	The proposed development has been assessed against the Acid Sulfate Soils Overlay Code and is capable of complying with the relevant performance outcomes. Potential impacts associated with acid sulfate soils can be appropriately managed through conditioning at the construction stage, including investigation and, where necessary, implementation of an Acid Sulfate Soils Management Plan, ensuring no environmental harm occurs.
8.2.2 - Bushfire hazard overlay code	The proposed development has been assessed against the Bushfire Hazard Overlay Code and is capable of complying with all relevant performance outcomes. The proposal does not involve a vulnerable use and incorporates appropriate building setbacks, access arrangements, water storage and landscaping measures to manage bushfire risk, with detailed bushfire mitigation and design measures capable of being addressed through conditions at detailed design and construction stages.
8.2.3 - Coastal environment overlay code	The proposed development has been assessed against the Coastal Environment Overlay Code and is capable of complying with the relevant performance outcomes. A site-specific Erosion Prone Area Assessment has been undertaken, confirming that the default coastal hazard mapping is conservative and that the development footprint can be appropriately located landward of the recalculated erosion prone area, with coastal risks managed through setbacks, elevated design and adaptable construction. A revised Erosion Prone Area has been developed in consultation with and accepted by DESI and confirmation of such is included under **Attachment 7**. DESI has also endorsed the proposed building elements located within the revised Erosion Prone Area, including elevated structures, bridge connections and piling systems, acknowledging that these elements are appropriately designed to respond to coastal processes and do not compromise coastal values or resilience.

Applicable Code	Compliance comments
	The proposal maintains coastal landforms, vegetation and sediment processes, avoids the need for hard erosion control structures, and preserves public access and coastal amenity, resulting in a responsive and sustainable coastal development outcome.
8.2.4 - Flood and storm tide hazard overlay code	The proposed development has been assessed against the Flood and Storm Tide Hazard Overlay Code (8.2.4) and is demonstrated to be capable of complying with all relevant performance outcomes through its siting, layout and built-form response. The development is specifically designed to address flood and storm tide risk by elevating all habitable and commercial floor areas to Level 1 (RL 7.85 m), well above existing ground levels and predicted inundation extents. Ground-level areas are limited to non-habitable uses and are configured to allow the free passage of floodwaters, ensuring resilience during flood or storm tide events. Critical infrastructure, including water storage, wastewater treatment and power generation, is located on raised plinths to maintain functionality and avoid contamination during extreme events. The site layout provides clear and safe internal circulation and evacuation arrangements, with the ability to relocate vehicles to higher-level safe zones during flood events. The proposal does not involve vulnerable uses or hazardous material storage and will not increase flood levels, flow velocities or flood impacts on adjoining land. No operational works affecting flood storage or natural flow paths are proposed as part of this application. Overall, the development achieves an acceptable and tolerable level of flood and storm tide risk, supports disaster management response, and delivers a resilient coastal resort outcome consistent with the intent of the Flood and Storm Tide Hazard Overlay Code, with detailed flood immunity and engineering measures capable of being secured through conditions at detailed design and construction stages
8.2.6 – Landscape values overlay code	The proposed development has been assessed against the Landscape Values Overlay Code (8.2.6) and is demonstrated to be capable of complying with the relevant performance outcomes applicable to land within the Coastal Scenery Area of the overlay. The development is sited and designed to ensure that the natural coastal landscape remains the dominant visual element when viewed from public vantage points, including the foreshore and surrounding roads. Built form is setback well in excess of the minimum requirements, with the development located more than 50 metres from the coastal high water mark and more than 6 metres from the coastward property boundary, and no clearing of

Applicable Code	Compliance comments
	foreshore vegetation is proposed. These setbacks, together with retained and reinforced vegetation buffers, ensure the proposal is visually recessive and integrated within the existing landscape setting. The scale, form and architectural treatment of the buildings have been deliberately designed to avoid visual dominance or intrusion. The development is broken into dispersed, low-profile components that sit below the surrounding tree canopy and are softened through extensive landscaping. External materials and finishes are compatible with the coastal landscape character and do not introduce reflective or visually obtrusive elements. Existing vegetation is largely retained, with only two isolated trees proposed to be removed. On balance, the landscaping strategy results in a net gain in vegetation cover across the site, enhancing canopy continuity and reinforcing the natural coastal character. No advertising devices or visually intrusive infrastructure are proposed. Overall, the proposal maintains and enhances landscape values, protects coastal scenery, and ensures that views toward the coast and broader landscape are not diminished. The development represents a well-considered, landscape-responsive outcome that is consistent with the intent and performance outcomes of the Landscape Values Overlay Code
8.2.7 - Natural areas overlay code	The proposed development has been assessed against the Natural Areas Overlay Code (8.2.7) and is demonstrated to be capable of complying with the relevant performance outcomes applicable to land containing Matters of State Environmental Significance (MSES). The development has been deliberately designed to avoid direct impacts on mapped MSES areas, with all built form setback from regulated vegetation, wetlands and waterway corridors. Development is concentrated within previously cleared and disturbed portions of the site, ensuring that significant ecological areas, native vegetation and habitat values are retained and protected. The layout and built form respond sensitively to environmental constraints by consolidating development into discrete clusters and utilising elevated, pile-supported structures, allowing natural landforms, hydrology and drainage patterns to be largely maintained. This approach avoids adverse impacts on ecological processes, overland flow paths and downstream water quality, including the Great Barrier Reef catchment.

Applicable Code	Compliance comments
	Adequate separation is maintained from riparian vegetation and waterways, with development either located outside identified waterway corridors or separated by existing road reserves. Native vegetation is retained, with degraded areas capable of being enhanced through supplementary landscaping and rehabilitation planting, secured through conditions of approval. The proposal also supports ecological connectivity, retaining large, contiguous areas of native vegetation and incorporating landscaped corridors that facilitate fauna movement through the site. Pest and weed management measures can be implemented during construction and operation to protect ecological integrity. Overall, the development represents a low-impact, environmentally responsive outcome that protects matters of environmental significance, maintains ecological and hydrological functions, and minimises disturbance to natural areas. Any residual environmental management measures can be appropriately addressed through standard conditions, ensuring full compliance with the intent and performance outcomes of the Natural Areas Overlay Code
8.2.10 - Transport network overlay code	The proposed development has been assessed against the Transport Network Overlay Code (8.2.10) and is demonstrated to be capable of complying with the relevant performance outcomes applicable to the site. A Traffic Engineering Assessment prepared by Clive Steele Partners Pty Ltd has been submitted in support of the application. The assessment confirms that the development is compatible with the intended role and function of the surrounding transport network and will not compromise the safety or efficiency of the road hierarchy. Vehicle access is appropriately provided via Oasis Drive, being the lowest-order road available, consistent with the requirements of the code. The development does not propose direct access to any major transport corridor and will not adversely affect the function or operation of Mossman Daintree Road or other higher-order roads. Existing mature vegetation along the western boundary of the site is retained, providing an effective buffer to the road corridor and assisting in mitigating potential noise, visual and amenity impacts. No additional public transport infrastructure is required or triggered by the development, and the proposal does not involve lot reconfiguration or works that would affect the mapped pedestrian or cycle movement network. Overall, the proposal supports a safe, efficient and integrated transport outcome, is consistent with the established road

Applicable Code	Compliance comments
	hierarchy, and aligns with the intent and performance outcomes of the Transport Network Overlay Code
9.3.13 - Multiple dwelling, short term accommodation code & retirement facility code	The proposed development has been assessed against the Multiple Dwelling, Short-Term Accommodation and Retirement Facility Code (9.3.13) and is demonstrated to be capable of complying with the relevant performance outcomes for short-term accommodation development. The site is of a substantial size (approximately 49.88 hectares) with extensive road frontage, enabling the development to comfortably accommodate the scale and form of buildings, provide generous landscaped areas, communal open space, private outdoor areas, and safe vehicle and pedestrian access. The development is master-planned, with a coherent layout that integrates villa clusters, a central facilities building and extensive landscaped spaces, ensuring connectivity within the site and an appropriate relationship with the surrounding locality. Built form outcomes are consistent with the intent of the code. Site cover is approximately 37.4%, below the maximum threshold, and the development provides a high proportion of open space, with 44% of the site allocated to natural landscaping areas. Building setbacks, separation distances and orientation are designed to maintain privacy, minimise amenity impacts on adjoining land, and allow for natural light, ventilation and breezes consistent with tropical design principles. Although certain numerical acceptable outcomes (such as maximum wall length and reduced setbacks in limited locations) are not strictly met, the development achieves superior performance outcomes through a resort-style, pavilion-based layout, curved and articulated building forms, elevated structures and extensive landscaping. These measures significantly reduce perceived bulk and scale, ensuring buildings are not visually dominant and remain subordinate to the landscape. The proposal demonstrates a strong commitment to tropical and climate-responsive design, including generous floor-to-ceiling heights, deep eaves and recesses, sun-shading, non-reflective materials, avoidance of double-banked corridors, and layouts that promote cross-ventilation. Privacy between villas and adjoining properties is appropriately managed through setbacks, orientation, screening and landscaping. Communal open space and recreational facilities are a defining feature of the development, including landscaped parkland areas, water bodies, pools and central resort amenities. Each villa is provided with substantial private open space, well in excess of minimum requirements, supporting high-quality guest amenity.

Applicable Code	Compliance comments
	Waste management, lighting, fencing and servicing arrangements are capable of complying with the code and can be secured through standard conditions of approval. Overall, the proposal delivers a high-quality, landscape-led short-term accommodation outcome that is compatible with its coastal context, manages amenity impacts, and satisfies the intent and performance outcomes of the Multiple Dwelling, Short-Term Accommodation and Retirement Facility Code.
9.4.1 - Access, parking and servicing code	The proposed development has been assessed against the Access, Parking and Servicing Code (9.4.1) and is demonstrated to be capable of complying with the relevant performance outcomes. The development provides sufficient on-site vehicle parking to meet the calculated demand for all components of the resort, with parking rates appropriately applied to the short-term accommodation, food and drink, office and ancillary uses. Safe and efficient site access is provided via Oasis Drive, with internal circulation, servicing, set-down and emergency access designed in accordance with relevant Australian Standards. Adequate provision is also made for accessible parking, bicycle parking and pedestrian connectivity, ensuring the development does not adversely impact the surrounding road network and achieves a functional, well-managed access and parking outcome.
9.4.3 - Environmental performance code	The proposed development has been assessed against the Environmental Performance Code (9.4.3) and is demonstrated to be capable of complying with all relevant performance outcomes. Potential amenity impacts relating to lighting, noise, odour, emissions and waste management are appropriately mitigated through site layout, building orientation, separation distances and operational management, with outdoor lighting to be designed in accordance with AS4282. Stormwater quality will be managed through compliant drainage design and erosion and sediment controls, ensuring no adverse impacts on downstream environments. Pest plant management will be undertaken prior to and during construction, with ongoing maintenance measures implemented to prevent reinfestation. Overall, the development avoids environmental harm and protects surrounding sensitive environments, with detailed matters capable of being secured through conditions of approval.
9.4.4 – Filling and excavation code	The proposed development has been assessed against the Filling and Excavation Code (9.4.4) and is demonstrated to be capable of complying with all relevant performance outcomes. The design adopts a low-impact, elevated building approach, with structures supported on piers and minimal ground disturbance, thereby avoiding significant cut or fill, maintaining natural landform stability and minimising visual and environmental impacts. Minor earthworks are limited to shallow

Applicable Code	Compliance comments
	swales and bioretention areas associated with stormwater management and will not adversely affect drainage patterns, water quality or adjoining properties. Any detailed filling and excavation requirements can be appropriately managed through standard conditions of approval, ensuring compliance with the FNQROC Development Manual and protection of site stability and amenity.
9.4.5 - Infrastructure works code	The proposed development has been assessed against the Infrastructure Works Code (9.4.5) and is demonstrated to be capable of complying with the relevant performance outcomes. The site can be safely and efficiently serviced by appropriate water supply, wastewater treatment, stormwater management, electricity and telecommunications infrastructure, with detailed design to be confirmed at the Operational Works stage. Stormwater is managed using a water-sensitive urban design approach, maintaining existing drainage characteristics and protecting downstream environmental values. Any required infrastructure works, connections and construction management measures can be appropriately secured through conditions of approval, ensuring no adverse impacts on existing infrastructure, environmental values or local amenity.
9.4.6 – Landscaping code	The proposed Wonga Beach Resort has been assessed against the Landscaping Code (9.4.6) and is demonstrated to be capable of complying with all relevant performance outcomes, either directly or through conditions requiring the submission of a detailed Landscape Plan at a subsequent stage. The proposal incorporates a landscape-led design approach that is integral to the overall development concept and consistent with the tropical character of the Douglas Shire. Extensive ground-level planting, landscaped setbacks and boundary buffers are provided to soften built form, enhance streetscape presentation and integrate the development with its coastal setting. The design further incorporates vertical landscaping and rooftop garden beds across villa nodes and the central building, contributing to reduced visual bulk, improved microclimate performance and enhanced stormwater management. The layout has been deliberately configured to retain existing vegetation wherever practicable, concentrating built form within previously cleared or disturbed areas. Only two isolated trees are proposed to be removed, with the overall landscape outcome representing a net increase in vegetation cover across the site through new planting, canopy reinforcement and landscaped corridors. Plant species selection will be consistent with Planning Scheme Policy SC6.7 – Landscaping, ensuring appropriate screening, shading, buffering and long-term durability in a coastal

Applicable Code	Compliance comments
	environment. Landscaping will be designed to support efficient maintenance, weed and invasive species management, protection of services, and the incorporation of CPTED principles to enhance personal safety. While detailed planting schedules and maintenance details will be finalised at detailed design stage, the information provided demonstrates a clear commitment to high-quality tropical landscaping outcomes. These matters can be appropriately secured through standard conditions of approval, ensuring full compliance with the Landscaping Code and delivery of a cohesive, attractive and environmentally responsive resort landscape
9.4.9 – Vegetation management code	The proposed development has been assessed against the Vegetation Management Code (9.4.9) and is demonstrated to be capable of complying with the relevant performance outcomes. Vegetation disturbance has been minimised through site planning and design, with only two trees proposed to be removed, and no fragmentation of habitat or loss of significant vegetation anticipated. The landscape strategy delivers a net gain in vegetation cover, reinforcing biodiversity values, landscape character and scenic amenity. Any vegetation removal and management measures can be appropriately controlled through conditions of approval, ensuring sustainable outcomes consistent with the intent of the code

8.1.4 Strategic Framework

8.1.4 Strategic Framework

The Strategic Framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs within the Shire for the life of the planning scheme.

The proposed development is Impact assessable and an assessment against the Strategic Framework has been undertaken. When assessed holistically, the proposed development is consistent with the intent and outcomes of the Douglas Shire Strategic Framework. The proposal delivers a carefully scaled, environmentally responsive tourism development that consolidates land use within the existing Wonga Beach settlement, protects environmental and scenic values, supports the local economy and respects infrastructure constraints. Table 11 below includes an assessment against each of these the Six Themes.

Table 11: Strategic Framework Compliance Assessment

Strategic Framework	Compliance comments
3.4 Theme 1: Settlement Pattern	Complies. The Strategic Framework seeks to reinforce a settlement pattern comprising discrete, well-defined communities, with coastal settlements consolidated and protected from incremental expansion or intensification beyond their intended role.

Strategic Framework	Compliance comments
	The proposed development has been carefully conceived to align with this intent. The site is located within the existing settlement footprint of Wonga Beach and does not involve any outward expansion of the settlement boundary or encroachment into undeveloped coastal or rural land. The proposal represents a consolidated form of development within an established area, rather than an extension or urban expansion of the coastal settlement. It is important to recognise that the site previously accommodated a resort. The scale, built form and operational footprint of the proposed resort have been deliberately limited to ensure that Wonga Beach's role within the Shire's settlement hierarchy is maintained. The development is low-rise in nature, visually recessive, and self-contained, ensuring that it remains clearly subordinate to the existing coastal settlement rather than redefining or transforming it into a higher-order tourism node. Importantly, the proposal does not rely on urban expansion or the provision of new trunk infrastructure. It has been designed to operate independently of broader urban growth outcomes and does not create pressure for additional residential development, commercial expansion or infrastructure upgrades that would be inconsistent with the planned settlement pattern for Wonga Beach. In this regard, the proposal reinforces the Strategic Framework objective that coastal settlements are not growth nodes, while still allowing for appropriately scaled tourism development that consolidates land use within existing settlement areas and respects the separation between urban development and the surrounding coastal landscape.
3.5 Theme 2 – Environmental and Landscape Values	Complies. Environmental protection is a foundational principle of the Douglas Shire Planning Scheme, and the proposed development has been explicitly designed to respond to the environmental sensitivity of the Wonga Beach locality. The site is influenced by coastal processes, low-lying land and important ecological and scenic values. These constraints have informed the site layout, building placement and overall development yield. The proposal has been demonstrated to avoid development within erosion-prone and high-risk coastal areas and maintains appropriate separation from sensitive coastal systems.

Strategic Framework	Compliance comments
	Vegetation clearing has been minimised, with coastal dune systems, habitat areas and ecological corridors retained and protected. Where development occurs, it is confined to previously disturbed or cleared areas, ensuring that the integrity and function of coastal and terrestrial ecosystems are maintained. The proposed built form is low in scale and responsive to the surrounding landscape i.e. does not protrude above the tree canopy line, ensuring that scenic amenity is preserved when viewed from the beach, public access points and key approach routes. The development does not interrupt important visual connections between the coastline, dune systems and hinterland ranges that define the character of Wonga Beach. In addition, the proposal incorporates appropriate stormwater and wastewater management measures to ensure that water quality is protected and that there are no adverse downstream impacts on coastal waters or the Great Barrier Reef. On this basis, the development satisfies the Strategic Framework requirement to demonstrate environmental neutrality or net benefit in sensitive coastal locations.
3.6 Theme 3 – Natural Resource Management	Complies. The Strategic Framework emphasises the efficient and responsible use of natural resources and recognises infrastructure capacity as a key determinant of appropriate development scale. The proposed development has been designed to respond directly to these considerations. Servicing solutions have been selected to minimise demand on existing public infrastructure, particularly water supply and wastewater systems, which are known to be constrained in the Wonga Beach area. The proposal incorporates low-demand and self-sufficient servicing measures, including water-efficient fixtures, climate-responsive building design and wastewater management solutions that avoid reliance on major public infrastructure upgrades. As a result, the development does not place cumulative pressure on Council-managed systems or surrounding rural and coastal communities. Through its restrained scale and resource-efficient design, the proposal aligns with the Strategic Framework's objective of ensuring that development intensity is matched to infrastructure capacity and environmental limits.
3.7 Theme 4 – Strong Communities	Complies.

Strategic Framework	Compliance comments
	The Strategic Framework strongly values the protection of community identity and social cohesion, particularly within small coastal settlements such as Wonga Beach. The proposed resort has been designed to integrate sensitively with the existing community by respecting the established low-density coastal character and quiet residential lifestyle. Building heights, setbacks and architectural treatments reflect tropical coastal design principles and ensure that the development is visually recessive and complementary to its surroundings. Traffic generation has been carefully considered, with the scale of the development ensuring that impacts on local roads and residential amenity remain modest and manageable. The proposal does not introduce intensive commercial activity or late-night uses that would be inconsistent with community expectations. Importantly, the development maintains public access to the coastline and does not privatise foreshore areas. By providing high-quality, low-key visitor accommodation, the proposal contributes to the local economy while preserving the qualities that underpin Wonga Beach's strong sense of place and community identity.
3.8 Theme 5 – Economy	Complies. Tourism is a cornerstone of the Douglas Shire economy, and the Strategic Framework supports tourism development that is appropriately scaled, environmentally responsible and aligned with the Shire's premium destination brand. The proposed development directly supports this objective by delivering a low-impact, nature-based tourism offering that complements, rather than competes with, Port Douglas. The resort targets visitors seeking quiet coastal experiences and connection with the natural environment, broadening the Shire's tourism product without duplicating large-scale resort models. The proposal will generate local employment opportunities during both construction and operation, supporting the regional economy while avoiding growth pressures that would necessitate additional urban expansion or infrastructure investment. By aligning tourism development with environmental stewardship and settlement constraints, the proposal reinforces Douglas Shire's reputation for high-quality, sustainable visitor experiences.
3.9 Theme 6 – Infrastructure and Transport	Complies.

Strategic Framework	Compliance comments
	The Strategic Framework acknowledges that infrastructure capacity, including transport networks, represents a hard constraint on development in Douglas Shire. The proposed development has been designed to operate within the capacity of the existing local road network servicing Wonga Beach. Traffic impacts are expected to be modest and are consistent with the scale and function of the surrounding road hierarchy. Emergency access and evacuation requirements have been appropriately considered, and the development is designed to remain functional during and after extreme weather events. Importantly, the proposal does not place an unreasonable burden on Council-owned infrastructure or disaster management resources and does not rely on future infrastructure upgrades to operate effectively. Accordingly, the development is consistent with the Strategic Framework's recognition of infrastructure limits and its emphasis on development that is appropriately scaled to local servicing capacity.

9. CONCLUSION

This Development Application seeks approval for a Preliminary Approval (including a Variation Request) and a Development Permit for a Material Change of Use for a Resort Complex at 18 Oasis Drive, Wonga Beach. The proposal represents a carefully considered and site-responsive tourism development that builds upon the land's established history as a resort site while delivering a contemporary, high-quality outcome aligned with current strategic, environmental and economic objectives.

The proposed Wonga Beach Resort has been intentionally designed as a low-rise, climate-positive, 6-star tourism destination that responds directly to the environmental sensitivity, infrastructure capacity and settlement role of Wonga Beach. The development consolidates tourism activity within the existing settlement footprint, avoids urban expansion, and does not rely on new trunk infrastructure or future growth outcomes to function. In doing so, it reinforces the Douglas Shire Planning Scheme's clear intent that coastal settlements are not growth nodes, while still allowing for appropriately scaled tourism development that contributes to the Shire's economy.

A comprehensive assessment has been undertaken against all relevant statutory instruments, including the *Planning Act 2016*, State Planning Policy, State Development Assessment Provisions and the Douglas Shire Planning Scheme 2018 (Version 1). The assessment demonstrates that the proposal is not prohibited, is appropriately impact assessable, and substantially complies with the applicable assessment benchmarks, either directly or subject to reasonable and relevant conditions.

Potential concerns commonly raised in relation to coastal resort developments, including coastal erosion risk, storm tide inundation, infrastructure capacity, traffic impacts, visual scale, loss of community character and inappropriate intensification, have been directly addressed through the site layout, built form design and supporting technical investigations. A revised Erosion Prone Area has been developed and in consultation with DESI and agreed. DESI has also endorsed the proposed building elements located within the revised Erosion Prone Area, including elevated structures, bridge connections and piling systems, acknowledging that these elements are appropriately designed to respond to coastal processes and do not compromise coastal values or resilience. The proposal avoids inappropriate development within erosion prone areas, adopts elevated and pile-supported structures capable of withstanding extreme events, limits traffic generation to levels comfortably accommodated by the existing road network, and ensures that infrastructure demand remains within the capacity of existing systems without placing unreasonable burden on Council assets.

Importantly, the development has been designed to remain visually recessive, maintain public access to the foreshore, avoid privatisation of coastal land, and integrate sensitively with the established low-density residential character of Wonga Beach. The Variation Request does not seek to enable broader urban or tourism intensification, but rather provides a site-specific planning framework that more accurately reflects the intended tourism function of the land while retaining Council's ability to regulate built form, environmental management and operational outcomes through future approvals.

When assessed holistically against the Strategic Framework, the proposal is consistent with each of the six Strategic Framework themes. It protects environmental and scenic values, incorporates best-practice coastal hazard resilience, minimises resource consumption, respects local community identity, supports economic diversification and operates within clearly acknowledged infrastructure limits.

The proposal responds directly to identified regional and local tourism needs, including the documented shortage of premium accommodation and the increasing demand for wellness-based, nature-immersive and culturally enriched visitor experiences. By delivering a high-quality resort that is climate-responsive, environmentally responsible and architecturally significant, the development strengthens Douglas Shire's tourism offering while complementing, rather than competing with, Port Douglas as the Shire's primary tourism destination.

For these reasons, it is concluded that the proposed development represents an orderly, resilient and appropriately scaled tourism outcome that advances the planning intent of the Douglas Shire Planning Scheme, delivers clear public and economic benefit, and can be approved without unacceptable environmental, infrastructure or amenity impacts, subject to reasonable and relevant conditions.

Attachment 5

Civil Engineering Report

Prepared by Clive Steele Partners Pty Ltd

Clive Steele Partners Pty. Ltd.
Consulting Structural & Civil Engineers

Telephone: (03) 9545 0223
Fax: (03) 9545 3022
Email: csp@clivesteele.com.au
Building 6, 62/195 Wellington Road Clayton, VIC 3168

PRELIMINARY CIVIL ENGINEERING DEVELOPMENT APPLICATION REPORT

PROPOSED RESORT DEVELOPMENT

LOT 2 OASIS DRIVE, WONGA BEACH, QUEENSLAND

Date: 11th December 2025

Project No: 21342

Clive Steele Partners Pty Ltd

Director: Ian K. Flanders, B.E. Civil (Hons), F.I.E. Aust.
Associate: Chris Vinecombe, B.E. Civil (Hons), B.Sc, M.I.E. Aust.
Associate: Selam Desta, B.E. Civil (Hons), M.I.E. Aust.

A.C.N 005 363 735
A.B.N 92 627 427 761

blank

Table of Contents

DOCUMENT CONTROL REGISTER

DISCIPLINE: Civil Engineering

Date	Issue	Comments/Revisions
10/12/2025	Draft	draft
11/12/2025	CWA	draft
16/12/2025	CWA	For planning submission

1.0 STORMWATER ASSESSMENT

Introduction

The proposed works at Wonga Resort involve the development of multiple residential villas with two apartments in each, and a central facility on Lot 2 on Oasis Drive, Wonga Beach, QLD. The design includes landscaped areas, private pools, and green roofs, while maintaining the existing lake centrally located on the site. The proposed resort will be constructed on an elevated structure supported by piers.

Existing Stormwater Drainage

Currently, stormwater from the site flows along the western boundary and northern boundary before entering an existing lake located near the centre of the site, after which the surface water follows its natural course and discharges into the ocean.

Proposed Stormwater Management Strategy

The proposed stormwater system for the resort incorporates Water Sensitive Urban Design WSUD and incorporates the use of rainwater tanks and bioretention systems. Rainwater off the solar panels provides fresh water connected to rainwater tanks under each villa. Roof drainage will run to the bioretention ponds before running into the existing lake. This is discussed further below.

Stormwater from the driveway ramp and undercroft parking areas will bypass the rainwater tanks and discharge into a new bioretention system prior to entering the existing lake. Similarly, balcony drainage from the first and second floors will also bypass the rainwater tanks and flow into the bioretention systems prior to discharging into the existing lake. The bioretention system will function as a filter. The overall stormwater system will ensure effective water management while maintaining the natural flow path.

1. **Rainwater Harvesting for Each Villa**
   - Each Villa will be equipped with an individual rainwater tank sized to capture runoff from its respective solar panels on the roof, to be connected to the rainwater tank. The collected rainwater will be reused for toilet flushing, reducing reliance on mains water and promoting sustainability.
   - The green roof drainage from each Villa will by-pass the water tanks and connect directly into the bioretention systems.
   - In the event of heavy rainfall or when tanks are full, tank overflow pipes will convey water to the bioretention systems. The water from the bioretention system is to discharge into the existing lake. The existing lake located at the centre of the site along with the bioretention swales will act as a natural detention basin. This approach minimizes downstream impacts and integrates with the site's landscape design.
2. **Rainwater Harvesting From Common Areas**
   - The roof drainage from the common areas (i.e. restaurant/lounge/gym/ covered walkways etc.) will be connected to a central rainwater tank. The collected rainwater will be reused for toilet flushing and irrigation, reducing reliance on mains water and promoting sustainability. The overflow from the rainwater tanks will discharge into a bioretention system prior to connecting to the existing lake.

The overall site stormwater drainage system proposed will not increase stormwater discharge to the ocean through temporarily detaining water in the green roofs, the biorientation system and the existing lake. It will improve water efficiency through re-use for toilet flushing and irrigation, and support ecological balance by incorporating the lake as a functional stormwater feature. Refer to Appendix A for the Site Civil Works plan.

Flooding & Storm Surges

In the event of flooding, vehicles parked on the ground level undercroft area can be temporarily relocated to a safe zone parking on level 1. This area is more than sufficient to provide safety for the occupants and staff remaining in the Resort.

All of the tanks, waste water treatment plants, power generators etc. will be installed on concrete plinths to keep everything well above a storm surge level to ensure the resilience of the resort infrastructure, and minimise the risks of cross-contamination of water supply and waste water treatment.

2.0 WASTE WATER MANAGEMENT

Wastewater treatment has been designed to be as resilient as possible after a major storm event, with each Villa having its own treatment plant. This also provides more flexibility in the event of a failure of the wastewater treatment plant, with three days (min.) storage capacity provided in the primary tank for each Villa. In the event of a major failure, having the ability to isolate a single Villa without shutting down the entire resort, unlike a centralised treatment plant, provides a significant operational advantage.

2.1 Villas:

Waste water to be managed with individual treatment plants in the undercroft of each Villa. These would be mounted on a concrete stand to keep the treatment plant above any major flood event. Sewer lines would run directly into the top of the treatment plant from the apartments above. The water will be re-used for irrigation of the gardens at each level as well as the roof of each building.

Maximum daily volume for each Villa type is as follows:

Villa Type	Bedrooms (Level)		People / Villa Type	Waste volume	No. of Villas	No. of Apartments	Capacity (beds)
	L1	L2					
V1	1	1	4	**600**	12	24	48
V2	1	2	6	**900**	12	24	72
V3	2	2	8	**1,200**	9	18	72

Design volumes for waste water = 150 l/p/d

2.1.1 Treatment Plant:

Treatment plant to be a five stage self-contained treatment plant similar to a Taylex Wastewater Treatment Plant which includes:

1. Primary Chamber
2. Secondary Chamber
3. Aeration Chamber
4. Clarification Chamber
5. Disinfection Chamber

The irrigation pump extracts the treated water from this 5th chamber.

Villa type V1 $\Rightarrow$ Standard sized treatment plant – 5.7 days storage capacity
Villa type V2 $\Rightarrow$ Standard sized treatment plant – 3.8 days storage capacity
Villa type V3 $\Rightarrow$ Tall 400 treatment plant – 4.3 days storage capacity

See Appendix B for a typical treatment plant and the water quality figures.

2.1.2 Effluent disposal field:

The five stage waste water treatment is suitable for irrigation water, with supply lines to subterranean drip irrigation in garden beds primarily. The distribution of water would be managed through monitoring the soil moisture levels, but distributed to the perimeter gardens at each apartment level, to the green roof above the Villa, and the remaining water to the undercroft and garden areas just beyond the footprint of the building.
Further distribution is available over the level 1 walkways etc.

Disposal areas available are summarised below:

Villa Type	LU * (m^2)	L1 (m^2)	L2 (m^2)	Roof ** (m^2)	Wet Season Area (m^2)
V1	128	14	18	291	160
V2	149	15	19	327	183
V3	161	17	22	406	200

* These areas are approximate
** This does not include the roof areas over the circulation paths at first floor level, so severely underestimates the available effluent disposal field areas.

The roof areas will provide little evapotranspiration during the wet season, but the projected occupancy of the Villa apartments reduces to as low as 29.1 % at the wettest time of the year (February – March with mean rainfall @ 422 mm / 429.4 mm). The effluent disposal requirements are significantly reduced – down to as little as an average of 175 l/d. (Villa Type V1), so the load on the effluent disposal areas is very small.

Some of the fresh water from the rainwater tanks will be required to sustain the gardens in the undercroft and the apartment levels at this time of the year, but the rainwater collection, from the rooftop solar panels, is at it's peak. The system is self-sustaining, and watering from the fresh water tank reduces nutrient loads on the soil even further.

The rooftop rainfall collection for the water tanks is limited to the solar panel areas, with all other water filtering through the rooftop gardens. It is then collected and runs through the bioretention system before filtering into the lake.

2.2 Central Facility:

This would operate in the same manner as the Villa blocks. The systems would be full treatment plants, one under each wing of the central facility. Built on plinths to avoid any cyclonic storm surge, and fed directly from above. The adoption of two separate treatment plants provides resilience as toilets in one area can be temporarily closed, or the waste water diverted to the other treatment plant, whilst the system is being restored or serviced.

One treatment unit would service the Gymnasium, Spa, Office & Conference Centre. The other unit would service the Restaurants and Bars. A grease trap on the plant platform in the undercroft area would protect this second treatment plant from the Kitchen Waste.

The tanks of the treatment plants would be sized to cope with the surge loads from a conference centre (90 people) and / or restaurants & bars (250 people). This surge capacity would also provide enough retention to cope with any problems after a major storm event given that most guests would have evacuated prior to any cyclone.

Effluent disposal would operate in the same manner, with significant water requirements in the undercroft areas in the round-a-bouts and perimeter planting (704 m^2), perimeter planting on both floor levels, and a very significant green roof area on top of the buildings (3,931 m^2) as well as the covered ring road (5,003 m^2)

As per the Vilas, the loads on the system will be significantly reduced in the wet season, with more than adequate capacity in the lower level gardens to cope as effluent disposal fields. Irrigation will require rainwater from the tanks at certain times of the year to supplement the treated waste water as the volume of wastewater will be quite low.

3.0 EARTHWORKS

The site currently slopes east from approximately RL 2.80 down to RL 2.0 AHD. The proposed resort will be constructed on an elevated structure supported by piers, whilst the undercroft parking areas will be set close to the natural existing level, fully suspended where required, minimizing earthworks. A new driveway ramp will connect the existing driveway to the level 1 entry to reception/concierge.

Water tanks, sewerage treatment plants and the swimming pool would all be fully suspended on bored piers.

The only minor earthworks, other than for the bored piers, are for the very shallow swales and bioretention ponds on the site. The intention is to improve the environmental condition of the existing lake by providing a larger source of fresh or treated water.

3.1 Geotechnical Review:

We have reviewed the bore logs as commissioned by Golder Associates – job no. 077673054 and the desktop review by Gilbert & Sutherland Pty. Ltd. dated 21 April 2010, and can make the following comments.:

- The site soils consist of predominantly 0.5 – 0.75 m brown silty SAND overlying yellow brown to pale grey SAND to 3.5 – 4.5 m overlying dark grey CLAYEY SILTS to SANDY CLAYEY SILTS.
  There are some small variations in these depths over the site.
- The water table was generally encountered from 1.1 – 1.35 m NSL. No water was encountered in some of the bore holes to the maximum drill depth of 5.5 m.
- The site is highly disturbed and has been previously cleared of vegetation, and consists mainly of grasses.
- There is approximately 40 – 60 m of vegetation between the eastern boundary and HAT.
- There is a drain and bike path to the western boundary of the site, and a drain that cuts through the southern side of the site.
- There are some minor areas of upper level clay fill at shallow depth over part of the site. This will not be an issue for the proposed waste water treatment and disposal system.

Piling in this material is relatively straight forward, requiring minimal driving force. The nearest residence to any piling activity is approximately 28 – 30 m. (on the southern side of the southern drainage channel) , with most houses significantly further away from the works. There are simple options to get the piles to a depth of 3.5 m approx. without any driving required. This would be reviewed after a second geotechnical investigation is carried out to confirm pile capacities and depths.

Driving piles through saturated sand and sandy silts will result in minimal soil disturbance, and is unlikely to cause any significant vibration on the adjoining properties.

4.0 TRAFFIC ENGINEERING ASSESSMENT

4.1. Statutory Car Parking Assessment

The carparking assessment is summarised on the Architectural drawings A111 – A114. These drawings also provide the size and location of loading bays, disabled parking, short term parking and service vehicle parking.

On this basis, I am satisfied that the provision of 55 car spaces for the central building and 4 carparks for each resort accommodation Villas is acceptable, and the proposal adequately accommodates it's parking demands on site, including for service vehicle loading bays.

The sizes of the parking bays also comply with the statutory requirements.

As such, we believe the car parking as planned is consistent with the Council's requirements.

4.2 Traffic Impact Assessment:

4.2.1 Road Network

The proposed development will generate an extremely small increase in traffic via the state-controlled road network, including Mossman-Daintree Road.

The development site itself is accessed via the local road network via Wonga Beach Road (an Urban Collector Road) and Oasis Drive.

Road access to the local road network is via one existing state-controlled road intersection at the Mossman-Daintree Road / Wonga Beach Road intersection. This intersection is improved by a channelised right turn lane (CHR(S)) and a basic left turn treatment (BAL).

4.2.2 Traffic Generation

1) Traffic generation rates for the operational resort complex at peak times (July – August)

Type	No.	No. of trips / day	Occupancy rate % **	No.
Short term accommodation (apartments)	66	3 / apart.	87.9	174
Spa	30 *	2	10	6
Gymnasium	30 *	2	10	6
Conference Centre	95 *	2	5	10
Bars and Restaurants	500 *	2	5	50
Staff	30	2	100	60
Deliveries – Vans and small fixed axle trucks	3	2	87.9	6
New vehicle movements / day				**312**

* The majority of people using these facilities will be guests, so will not generate vehicle movements. The location of the proposed Resort is not close to major population / accommodation centres, so the Resort facilities will be largely self contained, with only the Restaurants and Bars likely to generate any significant vehicle movements.

** The Occupancy Rate is based on average monthly statistics for Port Douglas throughout the year. We have adopted the highest occupancy rate (through July).

2) Estimate of existing traffic on the road network, based on the population average age, location of services and employment statistics.
Approximately 50 % of households use Wonga Beach Road for access to their properties, using the intersection of Mossman-Daintree Road / Wonga Beach Road intersection.

Wonga Beach Population 1301 / 595 houses – average 2.2 residents / household.

50% (approx..) with 5 – 10 trips per day ⇒ 595 x 7.5 x 50% = **2,230 vpd**
Less than 3000 vpd is considered Low Traffic volume.
(Austroads AGTM08-16)

3) Wonga Beach Road is largely consistent with an Urban Collector Road.
Less than 3000 vpd is considered Low Traffic volume. As such, Wonga Beach Road currently operates well within its environmental capacity.

4) Only about 10% of trips in this section of Wonga Beach drive past Oasis Drive.
10% of total traffic = 223 vpd. Again, this is well below it's capacity, with no issues with the intersection design.
Oasis Drive 11 no. lots, with 8 no. households in the street.
8 x 7.5 = 60 vehicle movements / day.

4.2.3 Traffic Distribution

All traffic will head north of the site along from Oasis Drive to Wonga Beach Road, then head west towards Mossman-Daintree Road.

Trips arriving and departing Wonga Beach would travel on Mossman-Daintree Road from the north or the south.

We would anticipate minimal local trips by vehicle within Wonga Beach as there are few services in the township.

4.2.4 Traffic Impacts

Traffic impacts will be primarily limited to Oasis Drive and the eastern section of Wonga Beach Road. These are large increases in traffic volume compared to the existing volume, but the total volume remains well within acceptable limits for these roads. Further, the previously approved residential subdivision would have generated about the same number of vehicle movements on Oasis Drive and Wonga Beach Road (40 x 7.5 = 300 vpd).

Wonga Beach Road is an Urban Collector Road and the traffic impacts of the proposal on this road will be negligible. The increase in traffic is of the order of 14 %, well below the base level of an acceptable increase in volume, and remains well within the acceptable limits of 3000 vpd.

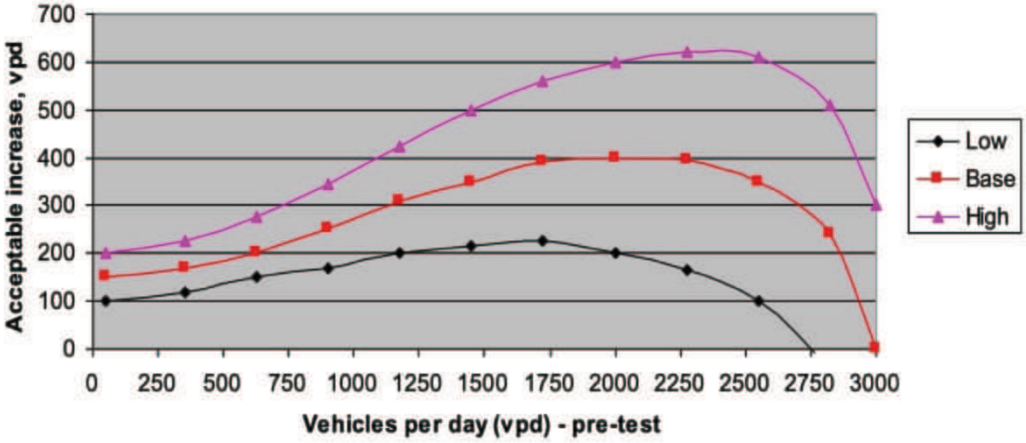
See the research results from a study on traffic volume as published by Austroads – next page.

In summary, the proposed development would generate in the order of 312 vehicles per day and 24 vehicles in the peak periods.

We do not consider the proposed development will compromise PO1 – PO3 of State code 6: Protection of state transport networks, for the above reasons.

Accordingly, I am satisfied that the daily traffic impacts of the proposal on the nearby road network are acceptable.

Figure 2.3: An example of thresholds for diverted traffic



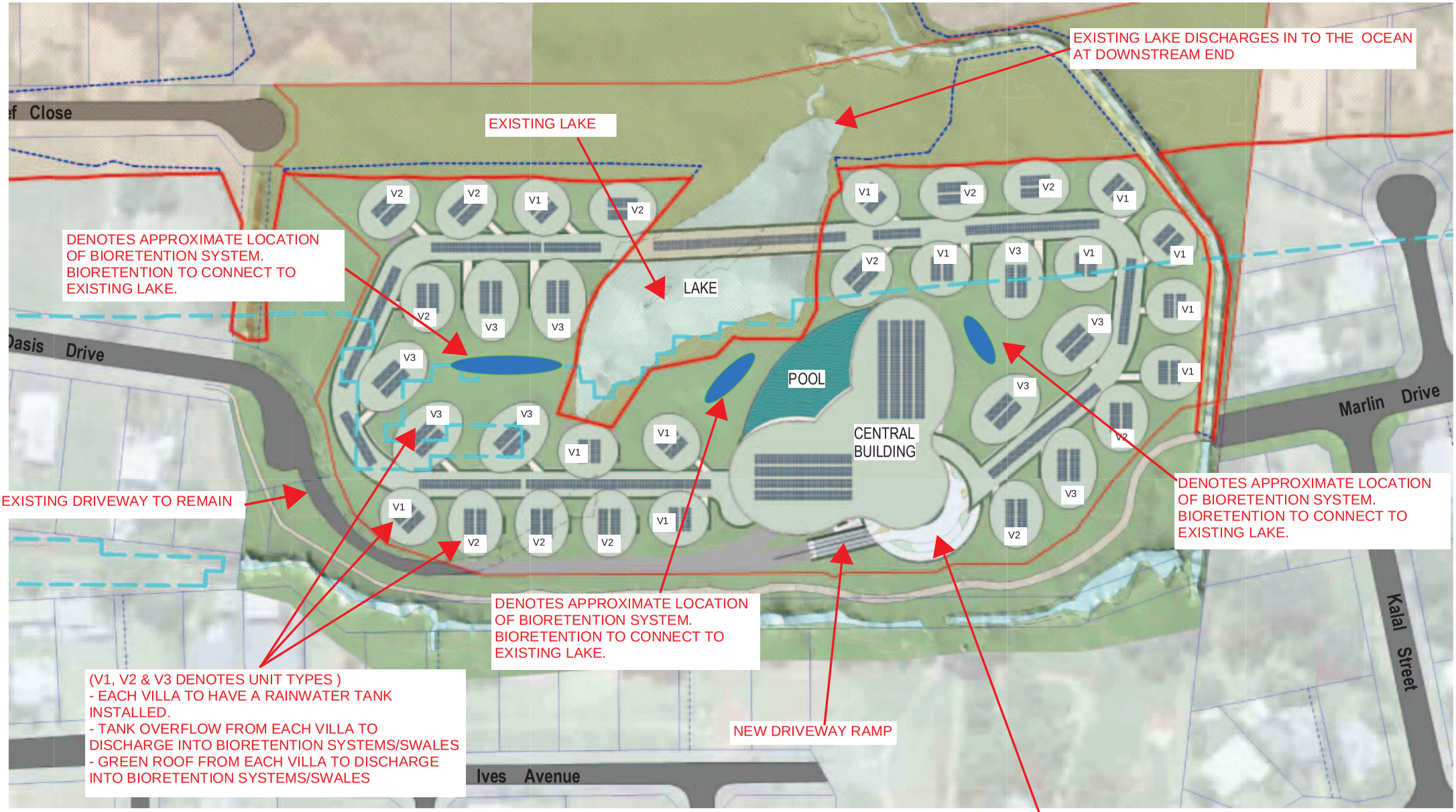
Source: Adapted from City of Portland (1992) cited by Ewing (1999a, p. 160).

In Portland, Oregon, acceptable increases on non-project streets have been expressed in terms of an 'impact threshold curve' (Figure 2.3). The curve allows traffic increases of up to 150 vpd on the lowest-order streets, increasing to a maximum of 400 vpd on streets carrying about 2000 vpd. In addition, diverted traffic must not result in any street's traffic exceeding 3000 vpd (City of Portland 1992). Such thresholds are arbitrary and may be different in other communities, but the general concept is a useful model, which can be constructed to reflect policy in any community.

Extract from Austroads AGTM08-16

Tim Hall B.E.Civil B.Arch.
MIEAust. CPEng. RPEQ15280
Principal Architect & Design Engineer
Clive Steele Partners Pty. Ltd.

APPENDIX A SITE CIVIL WORKS PLAN



PRELIMINARY SITE CIVIL WORKS PLAN
N.T.S

N

APPENDIX B WASTEWATER SPECIFICATION GUIDE

Taylex
WASTEWATER

Wastewater Specification Guide

Taylex

TAYLEX.COM.AU

Australian-made Wastewater Recycling Systems, protecting your family and our environment across the globe.

Contents

Trust Taylex

Taylex is a proud, family-owned Australian leader in wastewater, rainwater, and stormwater management. Since 1969, we've turned water challenges into smart, sustainable solutions with a trusted, end-to-end approach. Backed by over 55 years of expertise and a nationwide network of skilled technicians, our locally designed and manufactured systems are built tough, run smoothly, and stand the test of time.

From backyard setups to large-scale projects, we're dedicated to improving human and environmental health. Blending innovation, reliability, and Aussie spirit, our solutions support families, businesses, and communities worldwide. With Australian roots and global reach, we're protecting the planet, supporting people, and shaping a sustainable future for generations to come.

Expertise

With over 55 years of experience building our reputation, Taylex is the trusted voice for the wastewater industry. We work closely with the National Manufacturers Association and governing bodies to lobby for more stringent wastewater regulations. This ensures the highest level of treatment is met and provides you with the best results possible.

Integrity

We stand by our warranties, guaranteeing our products for their lifetime — no questions asked, no fine print. As an Aussie-owned, family-run business, we're dedicated to crafting high-quality products that work. We prioritise the well-being of our staff, while also respecting the environment and promoting human health.

Flexibility

At Taylex, we have a system that will work for you. Whether you're dealing with challenging terrain or unique soil conditions, our adaptable systems are designed to fit your home and block. We are eager to work with you and be your trusted solution.

Innovation

Taylex is at the cutting edge of environmentally sound wastewater treatment that is healthy and sustainable for your family and the environment. We are constantly testing and improving our systems to not only provide unparalleled quality and unmatched results but also to ensure the most stringent safety standards are met. We are continually striving to improve and perfect.

Functionality

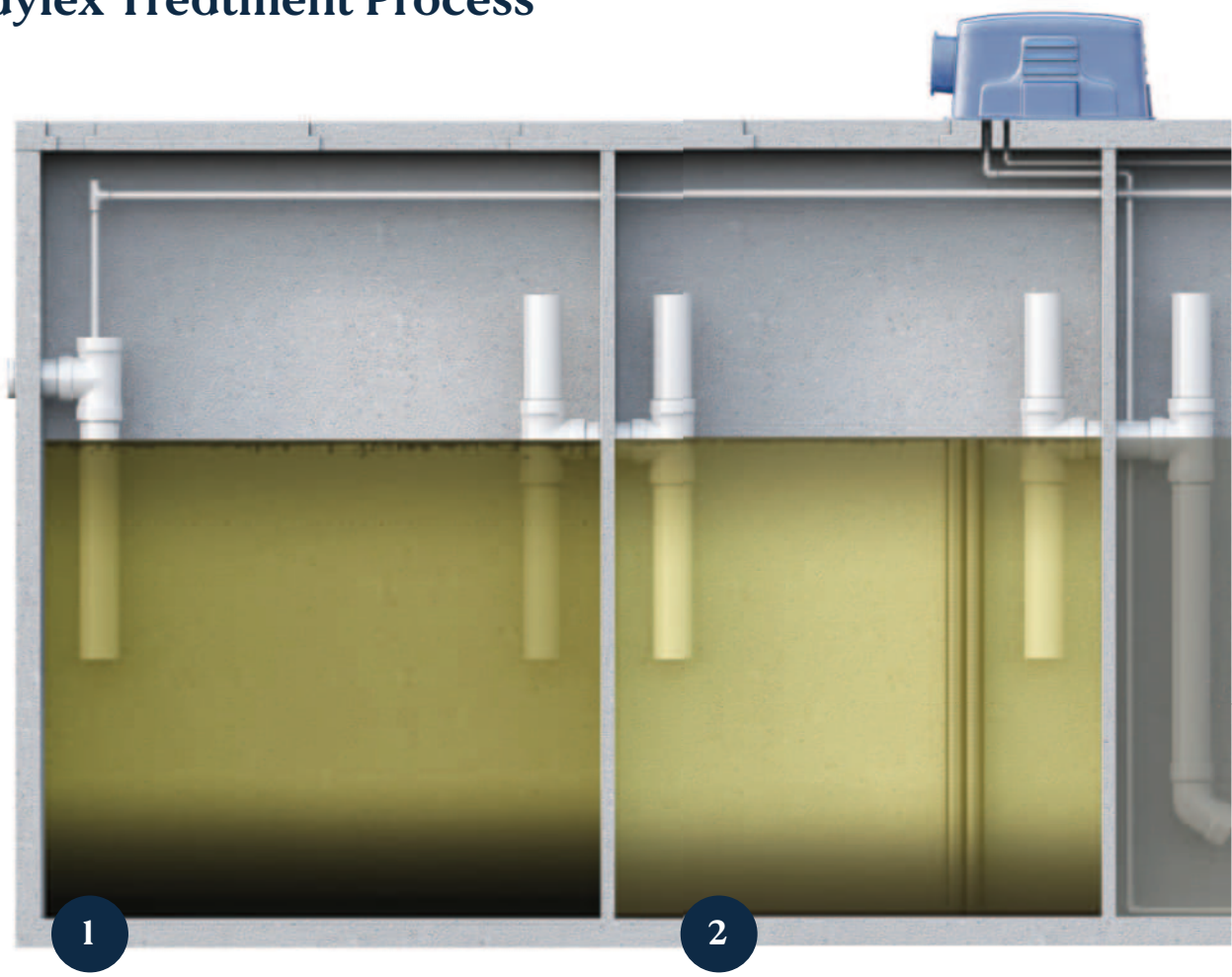
Our Systems work! Taylex uses Monolithic, single-piece moulds meaning no deteriorating seals or weak post-joined walls, which could expose your family to catastrophic failure of your system. There's no skimping on parts from the biggest pump down to the smallest seal. Our systems are designed and engineered to last as long as your home.

Concrete or Poly?

Both the Taylex concrete and polymer wastewater treatment systems are six-stage aerated wastewater treatment systems that exceed national standards and are certified globally. So why have both options available if they essentially do the same thing?

Our concrete Secondary Wastewater Treatment Systems are suited to 90% of all domestic installations. Taylex Polymer Tanks are designed to accommodate site conditions where it is not possible to crane in a concrete treatment system e.g. steep terrain. Our unique polymer mould cleverly uses 'sandwich closed-cell foam polymer' to mould the compartment walls in one piece. There are no joins or glued-in compartments and all partitions extend to the lid of the tank, so you can enjoy the same peace of mind as if you had a Taylex concrete system.

The Taylex Treatment Process



1. Primary Chamber

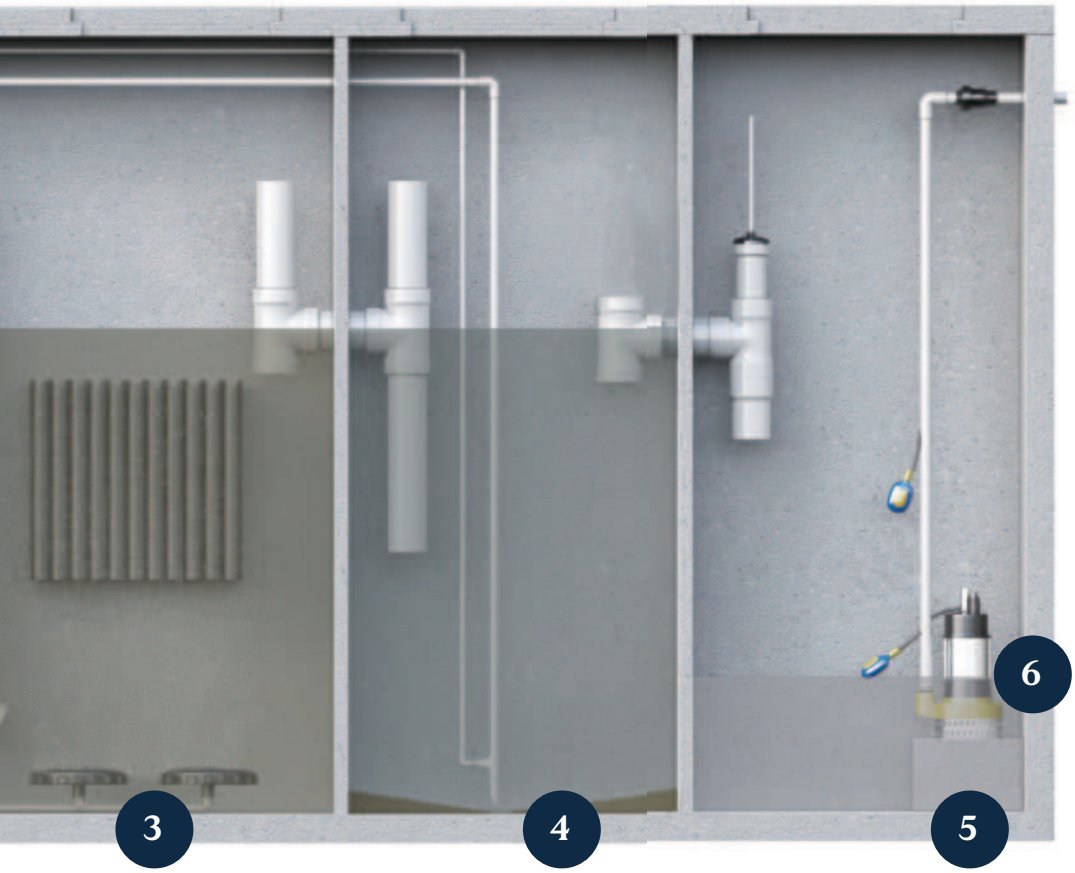
The first stop for your household wastewater is in the 'Primary Chamber'. Here solids will naturally sink to the bottom and fats and oils will naturally float to the top, leaving a clearer 'Supernatant Zone' in the middle. This zone will transfer to the next stage of treatment.

2. Secondary Chamber

Next is the 'Secondary Chamber'. Further settling happens here. Again, water from the middle flows onto the next stage, where there is an additional 'Bio-Mass' block in this chamber to assist with the separation of solids. In a traditional Septic System, this is where the journey would end and effluent would now be pumped onto your property and into our environment, relying on sand or soil to do the rest. With a Taylex Wastewater Treatment System, there are still four more steps to produce clean, clear, and safe water for your yard.

3. Aeration Chamber

The 'Aeration Chamber' is next up. This is where the magic happens. Your quiet, reliable, energy-efficient 'Air Blower' sends oxygen into the chamber in the form of tiny bubbles. These bubbles pass through a specially designed structure called 'Bio-Mass'. 'Bio Mass' is purpose-designed to trap air bubbles to feed naturally occurring 'Aerobic bacteria'. These microscopic eco-warriors are now hard at work, chomping through most of the remaining organic matter, polishing the water, and eliminating odour.



Watch our Treatment Process here

4. Clarification Chamber

Step four is in the 'Clarification Chamber'. More settling occurs here. Once settled to the bottom, this potent mix of 'Aerobic bacteria' and fine particle solids are recirculated to the 'Primary Chamber' to keep it healthy and working hard (not smelly).

5. Disinfection Chamber

The final step in the treatment process is the 'Disinfection Chamber'. The water gets a 'kiss' goodbye from our 'Chlorinator'. Using the same amount of chlorine found in drinking water, the system removes any harmful bacteria, viruses and pathogens.

6. Irrigation Pump

Lastly, when the 'Disinfection Chamber' fills up, your dependable irrigation pump automatically switches on to send your water out to do its job in your yard. Crystal clear water irrigates your designated area and returns safely to nature, contributing to a healthy water cycle.

Emergency Storage

Taylex systems have the largest emergency storage buffers currently available on the market. In cases where surge loading events can't be avoided (like thunderstorms and power outages) your family has up to 3.9 days of storage (assuming a 1500L daily flow). That's 1,963 toilet flushes or 13 hours of shower time!

Taylex 1500 ABS systems are designed to process and treat 1,500L of wastewater.
Average wastewater generated per day:

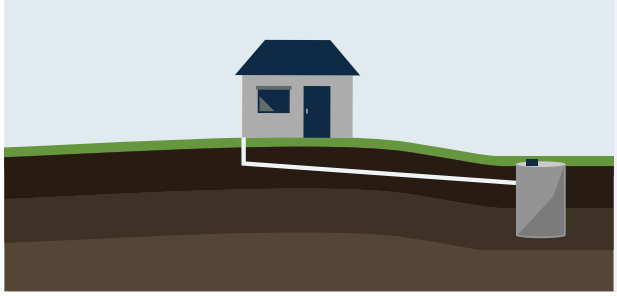
150L / ONE PERSON **600L / FAMILY OF FOUR**

	STANDARD	TALL 400	TALL 600	POLY
Emergency Buffer Zone	3,440L	5,182L	5,890L	1,541L
Days of Storage Based on 1500L/day	2.3	3.5	3.9	1
Toilet Flushes	1,146	1,727	1,963	347
Shower Time	7.6hr	11.5hr	13hr	2.3hr
Washing Loads	22.9	34.5	39.2	6.9

It is important to note that where possible, Surge loading your system should be avoided as it may impact the operational efficiency of your system.

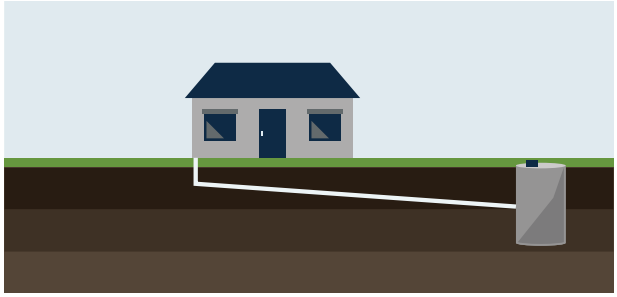
Our Range of Invert Levels

A ratio of 1:60 Fall must be met when installing any wastewater system. Factors that will the affect choice of the invert level include, but are not limited to, the size of the house, topography of the block, or preferred location of the system. A riser can be added to facilitate invert when required.



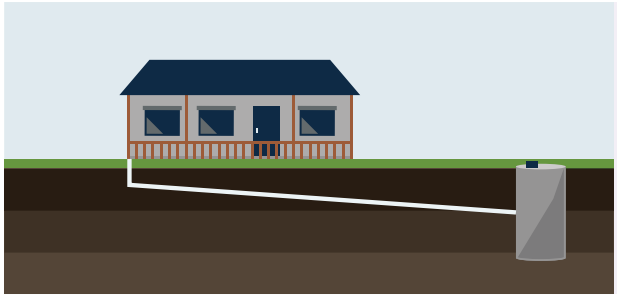
ABS Standard

Invert Height	670mm
Total Drainage Run	Determined by slope gradient
Depth In Ground	2,200mm
Emergency Storage	3,440Ltr (2.3 days)



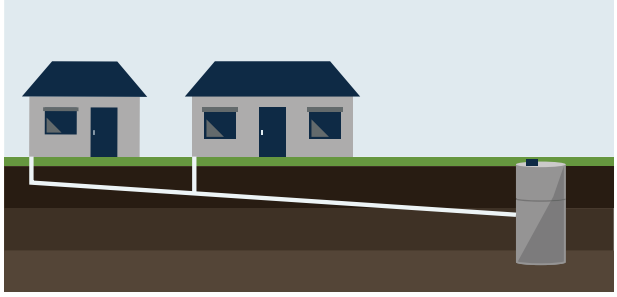
ABS Tall 400

Invert Height	1,070mm
Total Drainage Run	Up to 22m
Depth In Ground	2,600mm
Emergency Storage	5,182Ltr (3.5 days)



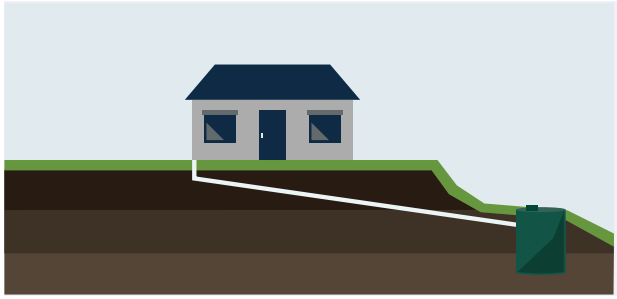
ABS Tall 600

Invert Height	1,270mm
Total Drainage Run	Up to 40m
Depth In Ground	2,800mm
Emergency Storage	5,890Ltr (3.9 days)



ABS Tall & Riser

- Depth In Ground Invert Height = Base system dimensions + dimensions of the riser/s
- Total Drainage Run: 35m+
- Risers have no effect on emergency storage
- Risers available in 600mm (781kg), 800mm (1,040kg), and 1000mm (1,300kg)



ABS Poly

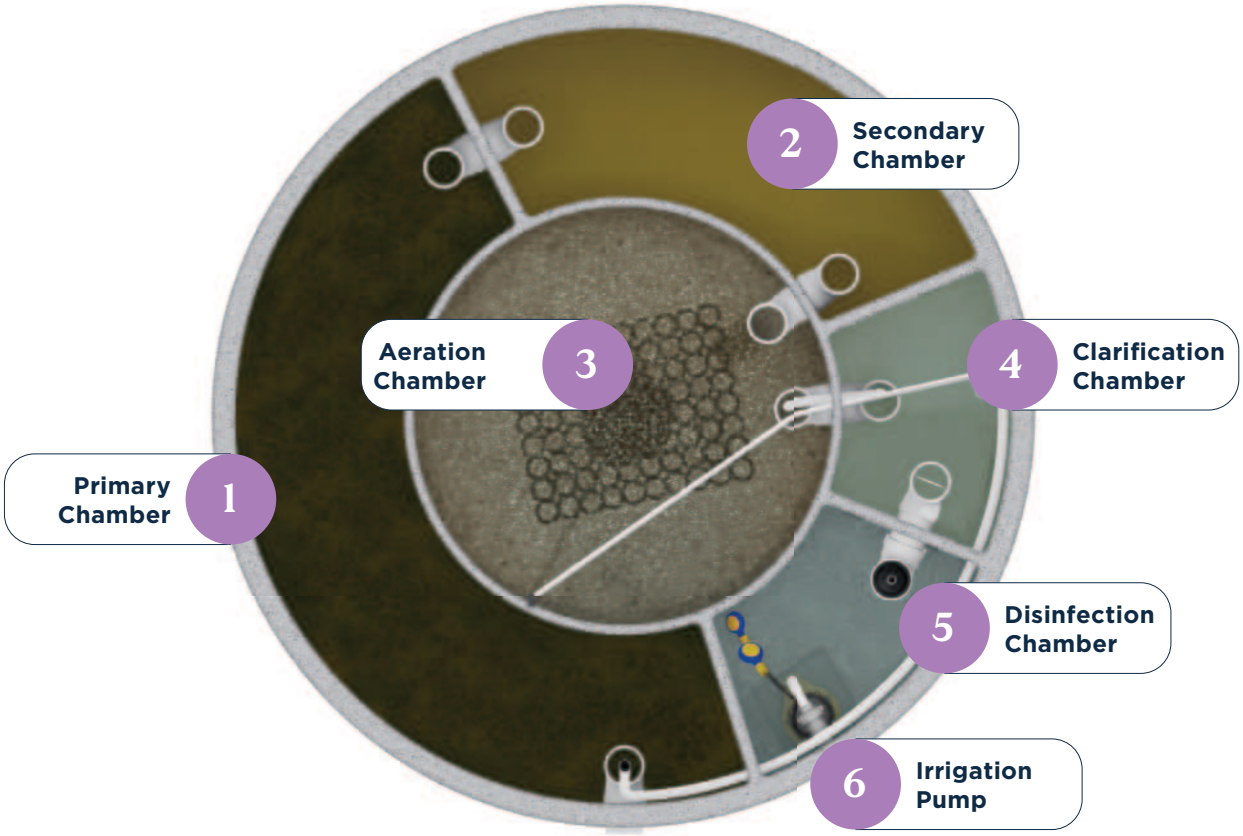
Invert Height	500mm (900mm available from Feb 2025)
Total Drainage Run	Determined by slope gradient
Depth In Ground	2,800mm
Emergency Storage	1,541Ltr (1 day)

ABS Advanced Secondary Treatment Systems up to 10EP

	ABS 1500 (10EP)		
TANK COMPLIANCE			
Tank Design & Testing (In Ground)	AS1546.1:2008		
Tank Design & Testing (Above Ground)	AS3735:2001		
EFFLUENT COMPLIANCE	**AS1546.3:2017**		
	Required	**Av. Results**	**% Reduction**
Biochemical Oxygen Demand (BOD^5)	<10mg/l	1.5mg/l	99.59%
Total Suspended Solids (TSS)	<10mg/l	7.6mg/l	97.66%
E. Coli	<10cfu/100ml	1.4cfu/ml	99.99%
Total Nitrogen	N/A	N/A	N/A
Total Phosphorus	N/A	N/A	N/A
Free Available Chlorine (FAC)	N/A	1.05 mg/l	
Operating Temperature	Min. -2°C Max. 45°C		
TANK CAPACITY			
Poly	7,449L		
Concrete Standard	9,320L		
Concrete Tall 400	11,062L		
Concrete Tall 600	11,770L		
Operating Capacity	Concrete: 5,880L Poly: 5,908L		
EMERGENCY STORAGE			
Poly	1,541L		
Concrete Standard	3,440L		
Concrete Tall 400	5,182L		
Concrete Tall 600	5,890L		
Riser	No effect on emergency storage.		

SYSTEM CHAMBER CAPACITIES	**CONCRETE 1500**	**POLY 1500**
Primary Chamber	1,684L	1,646L
Secondary Chamber	842L	881L
Aeration Chamber	2,071L	2,053L
Clarifier Chamber	662L	663L
Irrigation Chamber	621L	665L
Maximum Hydraulic Loading Capacity	1,500L per day	1,500L per day
DESIGN PARAMETERS	**PER DAY**	**PER PERSON/PER DAY**
Daily Flow	1,500L/ 10EP	150L
Maximum Organic Loading (BOD^5)	700g	70g
Total Suspended Solids (TSS)	700g	70g
Total Nitrogen (TN)	150g	15g
Total Phosphorus(TP)	25g	2.5g

ELECTRICITY CONSUMPTION	
Kilowatt hours per day (kWh/d)	2.21
Kilowatt hours per 1000L (kWh/1000L)	1.62
SERVICING AND MAINTENANCE	
Servicing Frequency	Every 3 months



AUSTRALIAN STANDARD – AS1546.3:2017

INFLUENT CRITERIA	**AS1546.3:2017** 42 Week Test*	**AS1546.3:2017** Required Average
BOD^5	150 – 750mg/l	≥300mg/l
TSS	150 – 750mg/l	≥300mg/l
Total Nitrogen	20 – 150mg/l	≥60mg/l
Total Phosphorus	6 – 25mg/l	≥8mg/l
EFFLUENT CRITERIA	**AS1546.3:2017** Advanced Secondary Quality Effluent	
	90% of Samples	**Maximum**
BOD^5	≤10mg/l	20mg/l
TSS	≤10mg/l	20mg/l
E.coli	≤10cfu/100ml	30cfu/100ml

*34 Weeks + 8 Weeks Commissioning

ABSNR Advanced Secondary Treatment Systems with % Nutrient Reductions

	ABS 1350 NR (9EP)			ABS 2000 NR (13EP)		
TANK COMPLIANCE						
Tank Design & Testing (In Ground)	AS1546.1:2008			AS1546.1:2008		
Tank Design & Testing (Above Ground)	AS3735:2001			AS3735:2001		
EFFLUENT COMPLIANCE	**AS1546.3:2017**			**AS1546.3:2017**		
	Aust. Std	**Av. Results**	**% Reduction**	**Aust. Std**	**Av. Results**	**% Reduction**
Biochemical Oxygen Demand (BOD^5)	<10mg/l	1.63 mg/l	99.50%	<10mg/l	2.59 mg/l	99.20%
Total Suspended Solids (TSS)	<10mg/l	4.29 mg/l	98.90%	<10mg/l	5.63 mg/l	98.56%
E. Coli	<10cfu/100ml	0.95 cfu/100ml	99.99%	<10cfu/100ml	0.80 cfu/100ml	99.99%
Total Nitrogen (TN)	N/A	23.30 mg/l	66.90%	N/A	31.94 mg/l	54.70%
Total Phosphorus (TP)	N/A	8.56 mg/l	26.46%	N/A	8.76 mg/l	24.74%
Free Available Chlorine (FAC)	N/A	1.05 mg/l		N/A	0.82 mg/l	
Operating Temperature	Min. -2°C Max. 45°C			Min. -2°C Max. 45°C		
TANK CAPACITY						
Poly	7,449L			7,449L		
Concrete Standard	9,320L			9,320L		
Concrete Tall 400	11,062L			11,062L		
Concrete Tall 600	11,770L			11,770L		
Operating Capacity	Concrete: 5,880L Poly: 5,908L			Concrete: 5,880L Poly: 5,908L		
EMERGENCY STORAGE						
Poly	1,541L			1,541L		
Concrete Standard	3,440L			3,440L		
Concrete Tall 400	5,182L			5,182L		
Concrete Tall 600	5,890L			5,890L		
Riser	No effect on emergency storage.			No effect on emergency storage.		
SYSTEM CHAMBER CAPACITIES	**CONCRETE**	**POLY**		**CONCRETE**	**POLY**	
Primary Chamber	1,684L	1,646L		1,684L	1,646L	
Secondary Chamber	842L	881L		842L	881L	
Aeration Chamber	2,071L	2,053L		2,071L	2,053L	
Clarifier Chamber	662L	663L		662L	663L	
Irrigation Chamber	621L	665L		621L	665L	
Maximum Hydraulic Loading Capacity	1,350L per day	1,350L per day		2,000L per day	2,000L per day	
DESIGN PARAMETERS	**PER DAY**	**PER PERSON/PER DAY**		**PER DAY**	**PER PERSON/PER DAY**	
Daily Flow	1,350L/ 9EP	150L		2,000L/ 13EP	150L	
Maximum Organic Loading (BOD^5)	630g	70g		910g	70g	
Total Suspended Solids (TSS)	630g	70g		910g	70g	
Total Nitrogen (TN)	135g	15g		195g	15g	
Total Phosphorus(TP)	22.5g	2.5g		32.5g	2.5g	
ELECTRICITY CONSUMPTION						
Kilowatt hours per day (kWh/d)	1.90			2.50		
Kilowatt hours per 1000L (kWh/1000L)	1.52			1.33		
SERVICING AND MAINTENANCE						
Servicing Frequency	Every 3 months			Every 3 months		

Taylex's Commitment to a Safer Environment

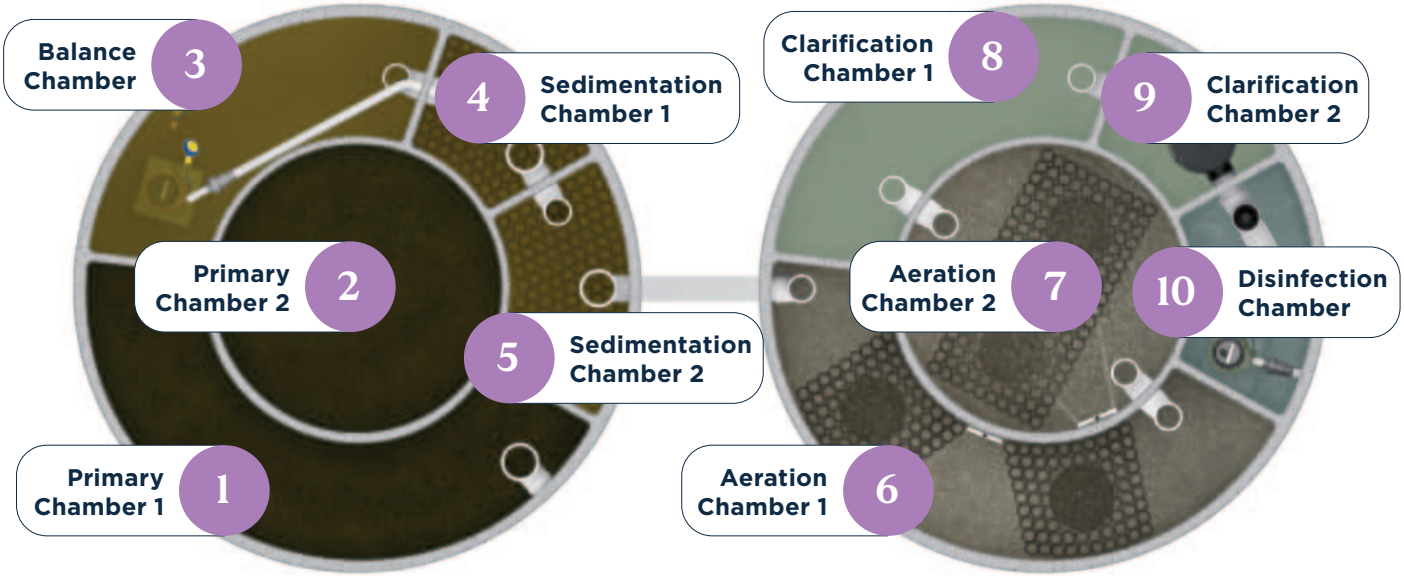
The ABS NR is tested against the Advanced Secondary Standard and demonstrates a measurable reduction in nutrient levels. This means that the treatment process is designed to effectively lower nutrients in wastewater, such as nitrogen and phosphorus.

Nitrogen and phosphorus are essential macronutrients for plant growth and development. However, excessive amounts – such as those found in wastewater – can disrupt plant growth, leading to stunted roots and poor soil health. If left unmanaged, these excess nutrients can also contribute to environmental issues such as algal blooms, soil degradation, and groundwater contamination.

ABS Advanced Secondary Treatment Systems 10EP+

	ABS 4200 (28EP)			ABS 5000 (33EP)		
TANK COMPLIANCE						
Tank Design & Testing (In Ground)	AS1546.1:2008			AS1546.1:2008		
Tank Design & Testing (Above Ground)	AS3735:2001			AS3735:2001		
EFFLUENT COMPLIANCE	**AS1546.3:2017**			**AS1546.3:2017**		
	Required	**Av. Results**	**% Reduction**	**Required**	**Av. Results**	**% Reduction**
Biochemical Oxygen Demand (BOD^5)	<10mg/l	1.07mg/l	99.7%	<10mg/l	1.07mg/l	99.7%
Total Suspended Solids (TSS)	<10mg/l	4.41mg/l	98.7%	<10mg/l	6.12mg/l	98.12%
E. Coli	<10cfu/100ml	0.32cfu/100ml	99.99%	<10cfu/100ml	0.41cfu/100ml	99.99%
Total Nitrogen (TN)	N/A	38.54mg/l	45.35%	N/A	45.68mg/l	37.21%
Total Phosphorus (TP)	N/A	9.64mg/l	13.72%	N/A	9.21mg/l	15.27%
Operating Temperature	Min. -2°C Max. 45°C			Min. -2°C Max. 45°C		
TANK CAPACITY						
Total Tank Capacity	22,124L			22,124L		
Operating Capacity	14,451L			14,451L		
Emergency Storage	7,673L			7,673L		
SYSTEM CHAMBER CAPACITIES						
Primary Chamber	2,350L			2,350L		
Primary Chamber 2	2,280L			2,280L		
Balance Chamber	1,490L			1,490L		
Sedimentation Chamber 1	640L			640L		
Sedimentation Chamber 2	850L			850L		
Aeration Chamber 1	2,200L			2,200L		
Aeration Chamber 2	2,110L			2,110L		
Clarifier Chamber 1	1,340L			1,340L		
Clarifier Chamber 2	570L			570L		
Chlorination Pump Well	621L			621L		
Maximum Hydraulic Loading Capacity	4,200L per day			5,000 per day		
DESIGN PARAMETERS	**PER DAY**	**PER PERSON/PER DAY**		**PER DAY**	**PER PERSON/PER DAY**	
Daily Flow	4,200L/ 28EP	150L		5,000L/ 33EP	150L	
Maximum Organic Loading (BOD⊠)	1,960g	70g		2,331g	70g	
Total Suspended Solids (TSS)	1,960g	70g		2,331g	70g	
Total Nitrogen (TN)	420g 100mg/l	15g		500g 100mg/l	15g	
Total Phosphorus(TP)	70g 17mg/l	2.5g		83g 17mg/l	2.5g	
ELECTRICITY CONSUMPTION						
Kilowatt hours per day (kWh/d)	5.16			6.16		
Kilowatt hours per 1000L (kWh/1000L)	1.35			1.36		
SERVICING AND MAINTENANCE						
Servicing Frequency	Every 3 months			Every 3 months		

The Taylex 4200/5000 system is a two tank, ten chamber system and is designed to treat wastewater from large domestic or suitable commercial dwellings up to 4200 or 5000 litres per day. Separating these processes into two tanks allows for more in-tank treatment time and produces effluent of a superior quality.



TANK 1

Tank 1 consists of two Primary Chambers (1), (2), a Balance Chamber (3) and two Sedimentation Chambers (4), (5). The main operational objective of this tank is to separate and refine wastewater to a degree that could not be achieved in a traditional one-tank system.

TANK 2

Tank 2 consists of two Aeration Chambers (6), (7), two Clarification Chambers (8), (9) and a Disinfection Chamber (10). The main operational objective of this tank is to polish and disinfect the wastewater. Most of the advanced treatment happens here and due to the size of this tank and the extended in-tank treatment time the wastewater will leave as clean, clear, environmentally safe water.

AUSTRALIAN STANDARD – AS1546.3:2017

INFLUENT CRITERIA	**ASI546.3:2017** 42 Week Test*	**AS1546.3:2017** Required Average
BOD^5	150 – 750mg/l	≥300mg/l
TSS	150 – 750mg/l	≥300mg/l
Total Nitrogen	20 – 150mg/l	≥60mg/l
Total Phosphorus	6 – 25mg/l	≥8mg/l
EFFLUENT CRITERIA	**AS1546.3:2017** Advanced Secondary Quality Effluent	
	90% of Samples	**Maximum**
BOD^5	≤10mg/l	20mg/l
TSS	≤10mg/l	20mg/l
E.coli	≤10cfu/100ml	30cfu/100ml

*34 Weeks + 8 Weeks Commissioning

Summary of Advanced Secondary Results

	ABS 1500 (10EP)		ABSNR 1350 (9EP)		ABSNR 2000 (13EP)	
EFFLUENT COMPLIANCE	AS1546.3:2017		AS1546.3:2017		AS1546.3:2017	
	Av. Results	% Reduction	Av. Results	% Reduction	Av. Results	% Reduction
Biochemical Oxygen Demand (BOD^5)	1.5 mg/l	99.59%	1.63mg/l	99.50%	2.59mg/l	99.20%
Total Suspended Solids (TSS)	7.6 mg/l	97.66%	4.29mg/l	98.90%	5.63mg/l	98.56%
E. Coli	1.4 cfu/ml	99.99%	0.95cfu/100ml	99.99%	0.80cfu/100ml	99.99%
Total Nitrogen (TN)	N/A	N/A	23.30mg/l	66.90%	31.94mg/l	54.70%
Total Phosphorus (TP)	N/A	N/A	8.56mg/l	26.46%	8.76mg/l	24.74%
Free Available Chlorine (FAC)	1.05 mg/l		1.05mg/l		0.82mg/l	
Servicing Frequency	Every 3 months		Every 3 months		Every 3 months	

Certificate of Compliance

	ABS 1500 (10EP)	ABS 1350 NR (9EP)	ABS 2000 NR (13EP)	ABS4200	ABS5000
Concrete	7297-3039-01	4382-3039-01	4384-3039-01	040/26	7298-3039-01
Poly	7297-3039-01	4386-3039-01	4388-3039-01	N/A	N/A

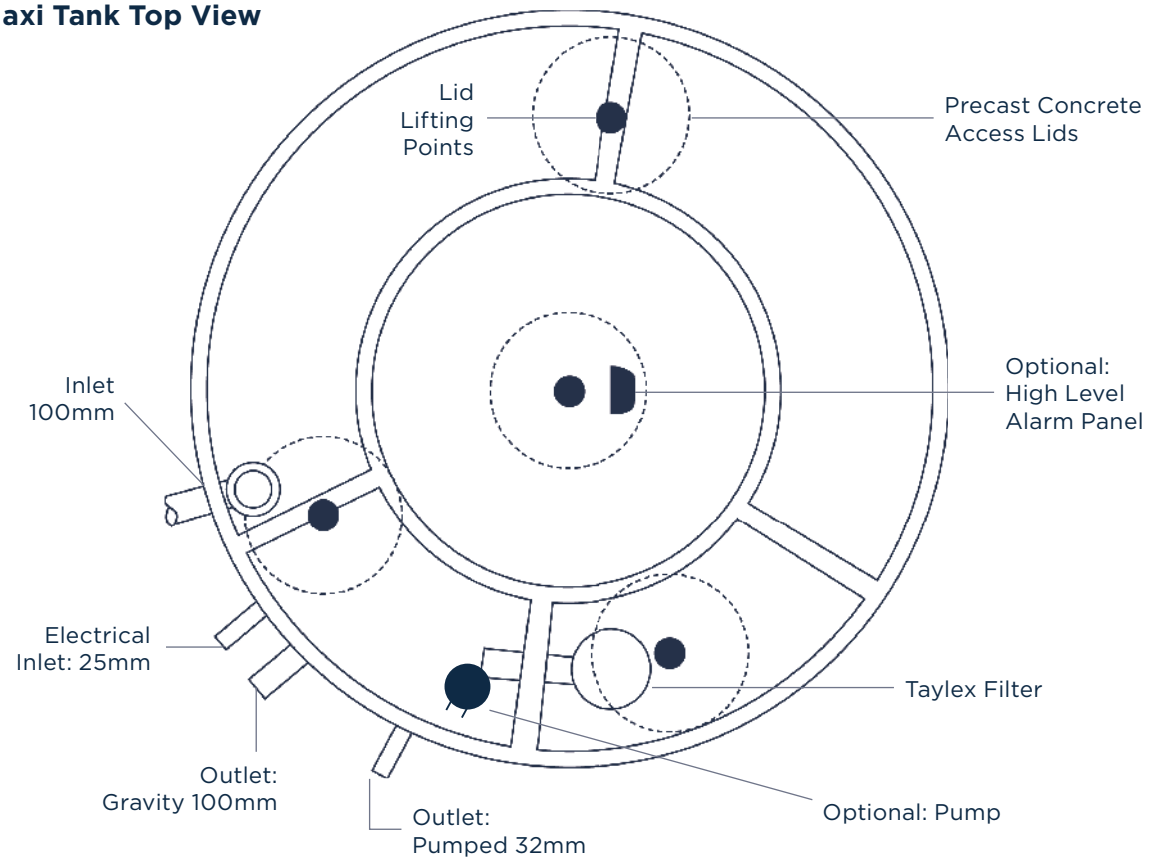
State Approvals

System	Operating Capacity	QLD	NSW	VIC	TAS	SA	WA	NT
ABS 1500	1500	18/2020-01	STS-AWTS049	40/22	DOC/20/89089	WWP-20069	F-AA-51817	2020/3459EH
PABS 1500	1500	18/2020-01	STS-AWTS050	40/22	DOC/20/89089	WWP-20068	F-AA-51817	2020/3459EH
ABS 1350 NR	1350	02/2023	STS-AWTS067	4382-3039-01	DOC/22/109242	WWP-20132	F-AA-51817	2023/4917EH
PABS 1350 NR	1350	06/2023	STS-AWTS068	4386-3039-01	DOC/22/109242	WWP-20132	F-AA-51817	2023/4917EH
ABS 2000 NR	2000	04/2023	STS-AWTS069	4384-3039-01	DOC/22/109449	WWP-20134	F-AA-51817	2023/4918EH
PABS 2000 NR	2000	08/2023-01	STS-AWTS070	4388-3039-01	DOC/22/109449	WWP-20134	F-AA-51817	2023/4918EH
ABS4200	4200	24/2021	40/26	40/26	N/A	WWP-20113	N/A	N/A
ABS5000	5000	N/A	40/24	40/24	DOC/22/102412	WWP-20082	F-AA-51817	2022/4255EH

Maxi Septic System

MAXI SEPTIC	CONCRETE	POLY
Height	2300mm	2430mm
Inlet Invert (from Base)	1530mm	1780mm
Tank Diameter	2425mm	2320mm x 2570mm
Operating Capacity	5213L	6066L
Maximum Dry Weight	6.25 T A concrete 'Tall 400 & Tall 600' tank is also available.	600kg Allow 600kg as all tanks are water tested.

Maxi Tank Top View



Every Taylex Maxi Tank is covered by a full manufacturer warranty. There is a 15-year warranty on the pre-cast concrete and a one-year warranty* on all electrical and mechanical components. Warranty applies from the date of commissioning or 90 days from the date of commissioning (whichever is sooner).

*12-months standard warranty on electrical components (pump + controller where fitted)

Warranty

Every Taylex Wastewater Treatment System is covered by a full manufacturer's warranty.

There is a 15 year warranty* on all ABS concrete & Poly systems. There is also a three year* warranty on all electrical and mechanical components, including the irrigation pump (a 12 month standard warranty and a further 24 months extended warranty is available when you purchase your 2nd and 3rd year of service calls with a Taylex Accredited Service Agent). Warranties apply from the date of commissioning or 90 days from the date of purchase (which-ever is sooner).

To ensure your warranty is valid, the following should be observed:

- **DO NOT** use system or allow wastewater to enter tanks before power services are available to the System and a Taylex Authorised specialist has been notified of pending occupancy of the property and has subsequently commissioned (activated) the system.
- **DO NOT** cover lids with soil.
- **DO NOT** position decking, concrete paths or driveways over System DO NOT allow surface water to enter the System by incorrect falls and landscaping around the system.
- **NEVER** turn the power off unless instructed to do so by your Service Agent.

This guarantee does not cover damage caused by misuse, neglect, failure to keep the unit clean and functional, accident, use of incorrect power supply, or repair or attempts to repair by unauthorised personnel. The benefits conferred by this warranty are in addition to all other rights and remedies in respect of the product which the consumer has under Australian Consumer Law.

Taylex Warranty Statement

*Terms and Conditions apply.

Taylex Service Plan

Visit **taylex.com.au/servicing** to sign up or renew your Taylex Service Plan

Nationally Accredited Technicians

Fully licensed factory-trained service technicians.

Preferential Pricing

Competitive prices on genuine parts and servicing contracts.

Prioritised Call-outs

Prioritised call-outs and after-hours emergency phone support.

Fast 24h Response Time

Technicians dedicated to your local area.

Pre-purchase Inspections

Pre property purchase service and advice.

Warranty

Three-year warranty on electrical components

Council Compliance

We ensure your system meets council regulations through scheduled servicing and report submissions.

Customer Portal Access

Access your system's data at any time including service reports, renewals and historic data.

Head Office
Taylex Australia Pty Ltd
56 Prairie Rd, Ormeau QLD 4208
ABN 43 646 051 989

Phone
1300 TAYLEX
Web
TAYLEX.COM.AU

V4.1.4 — May 2025

Taylex

Attachment 6

Site Specific Erosion Prone Area Assessment including Assessment of the applicable SDAP Code 8

Prepared by Water Technology

Report

Wonga Beach Erosion Prone Area

Robert Bird

3 October 2024

Document Status

Version	Doc type	Reviewed by	Approved by	Date issued
V01	Report	AXS	RWS	28/08/2024
V02	Report	RJD	RWS	3/10/2024
V03	Report	RJD	RWS	16/10/2024

Project Details

Project Name	Wonga Beach Erosion Prone Area
Client	Robert Bird
Client Project Manager	Gregg Klopp
Water Technology Project Manager	Richard Sharp
Water Technology Project Director	Ryan Dermek
Authors	Richard Sharp, Callym Dunleavy, Ryan Dermek
Document Number	24020356_R01_V03.docx

Level 5, 43 Peel Street
South Brisbane QLD 4101
Telephone (07) 3105 1460
Fax (07) 3846 5144
ACN 093 377 283
ABN 60 093 377 283

ACKNOWLEDGEMENT OF COUNTRY

The Board and employees of Water Technology acknowledge and respect the Aboriginal and Torres Strait Islander Peoples as the Traditional Custodians of Country throughout Australia. We specifically acknowledge the Traditional Custodians of the land on which our offices reside and where we undertake our work.

We respect the knowledge, skills and lived experiences of Aboriginal and Torres Strait Islander Peoples, who we continue to learn from and collaborate with. We also extend our respect to all First Nations Peoples, their cultures and to their Elders, past and present.

Artwork by Maurice Goolagong 2023. This piece was commissioned by Water Technology and visualises the important connections we have to water, and the cultural significance of journeys taken by traditional custodians of our land to meeting places, where communities connect with each other around waterways.

The symbolism in the artwork includes:

- *Seven circles representing each of the States and Territories in Australia where we do our work*
- *Blue dots between each circle representing the waterways that connect us*
- *The animals that rely on healthy waterways for their home*
- *Black and white dots representing all the different communities that we visit in our work*
- *Hands that are for the people we help on our journey*

CONTENTS

APPENDICES

LIST OF FIGURES

No table of figures entries found.

LIST OF TABLES

No table of figures entries found.

1 INTRODUCTION

1.1 Site Location

The site of the proposed development is located at 2-16, 18 Oasis Drive and 101 Ives Avenue, Wonga Beach Queensland described as Lot 1 and 2 on SP259953, Lot 16 on RP890710 and Lot 101 on SP204468 (the site). Three of the for lots are zoned as Low Density Residential, the linear Lot 16 on RP890710 is zoned Recreation and Open Space as shown in Figure 1-1.

The site is mapped within an Erosion Prone Area (EPA) overlay and is within the Coastal Management District (CMD) as shown in Figure 1-2 in accordance with the Queensland State Development Assessment Mapping System.

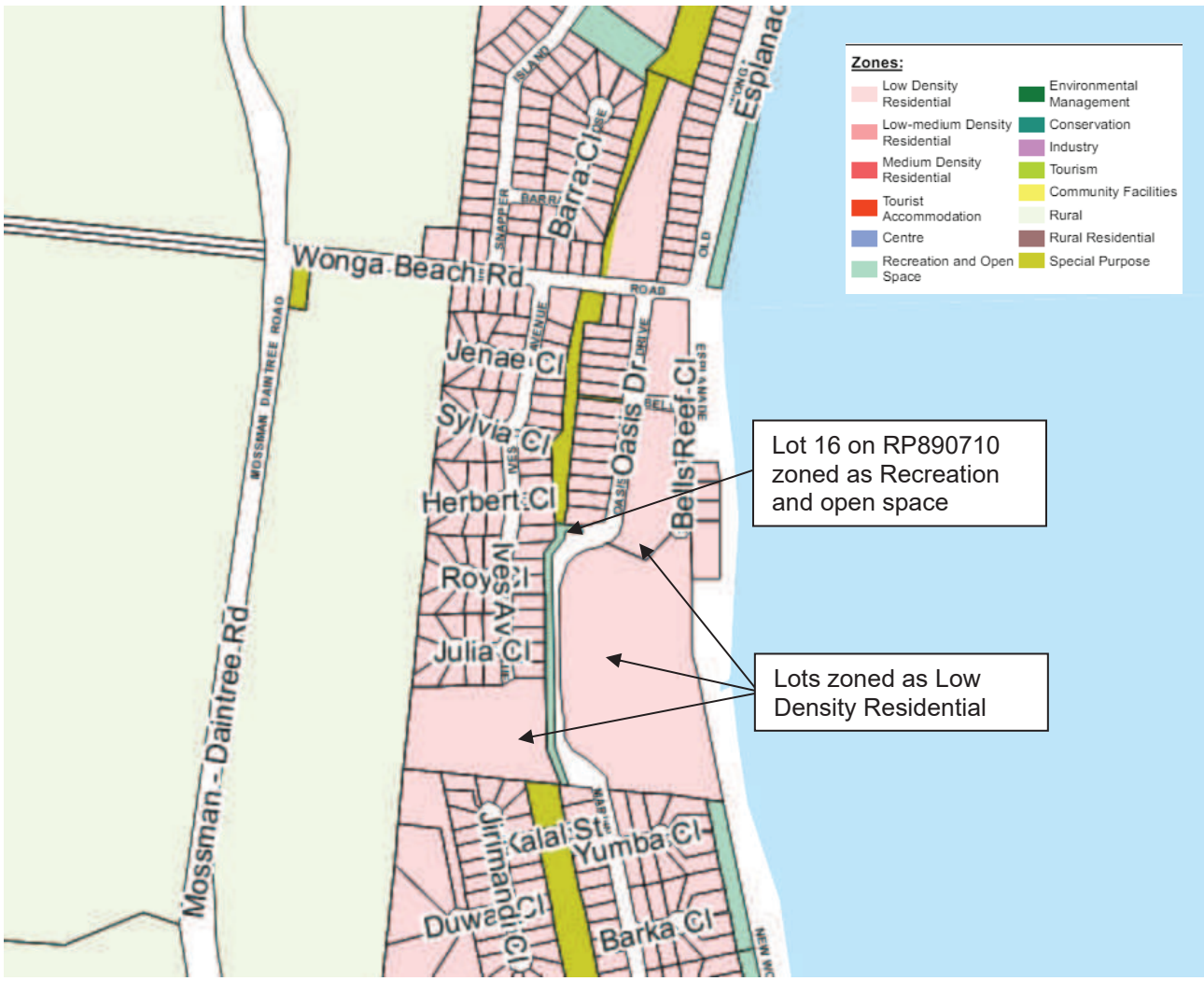


Figure 1-1 Planning Scheme Zoning Map (Source: Douglas Shire Council)

.

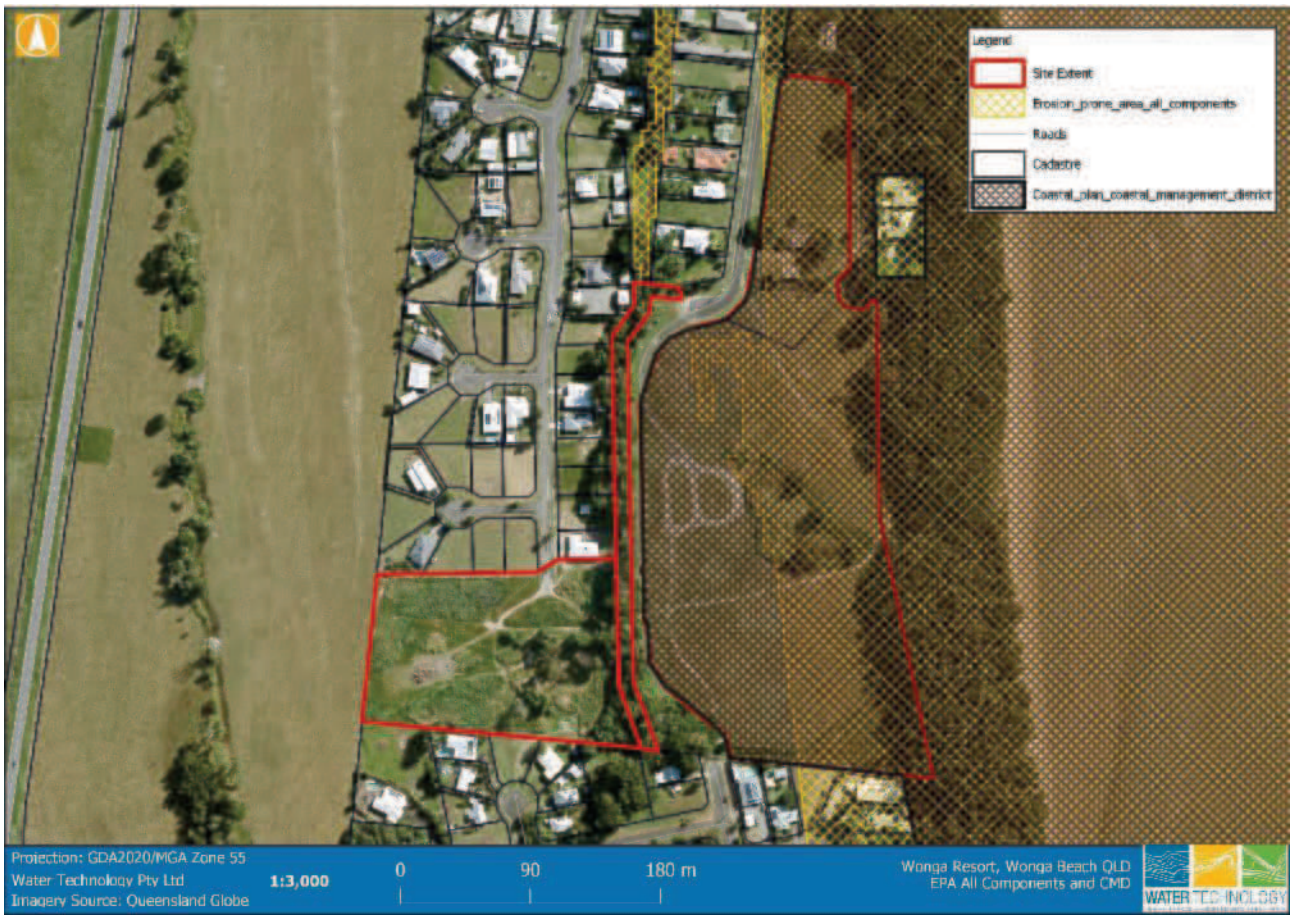


Figure 1-2 Site with EPA Area and CMD (Source: QLD Government Development Assessment Mapping System)

1.2 Proposed Development

It is understood that the applicant proposes to develop a resort on the 8.35ha site for the purposes of a Mixed-use development, including the following land uses: Resort complex, Food and drink outlet, Function facility, Multiple dwelling, Short-term accommodation and Shop and Air services (helipad). Approximately 68 apartments/villas and 18 residential lots are proposed within the total development area. Figure 1-3 shows the concept elevation of the apartments and main resort buildings.

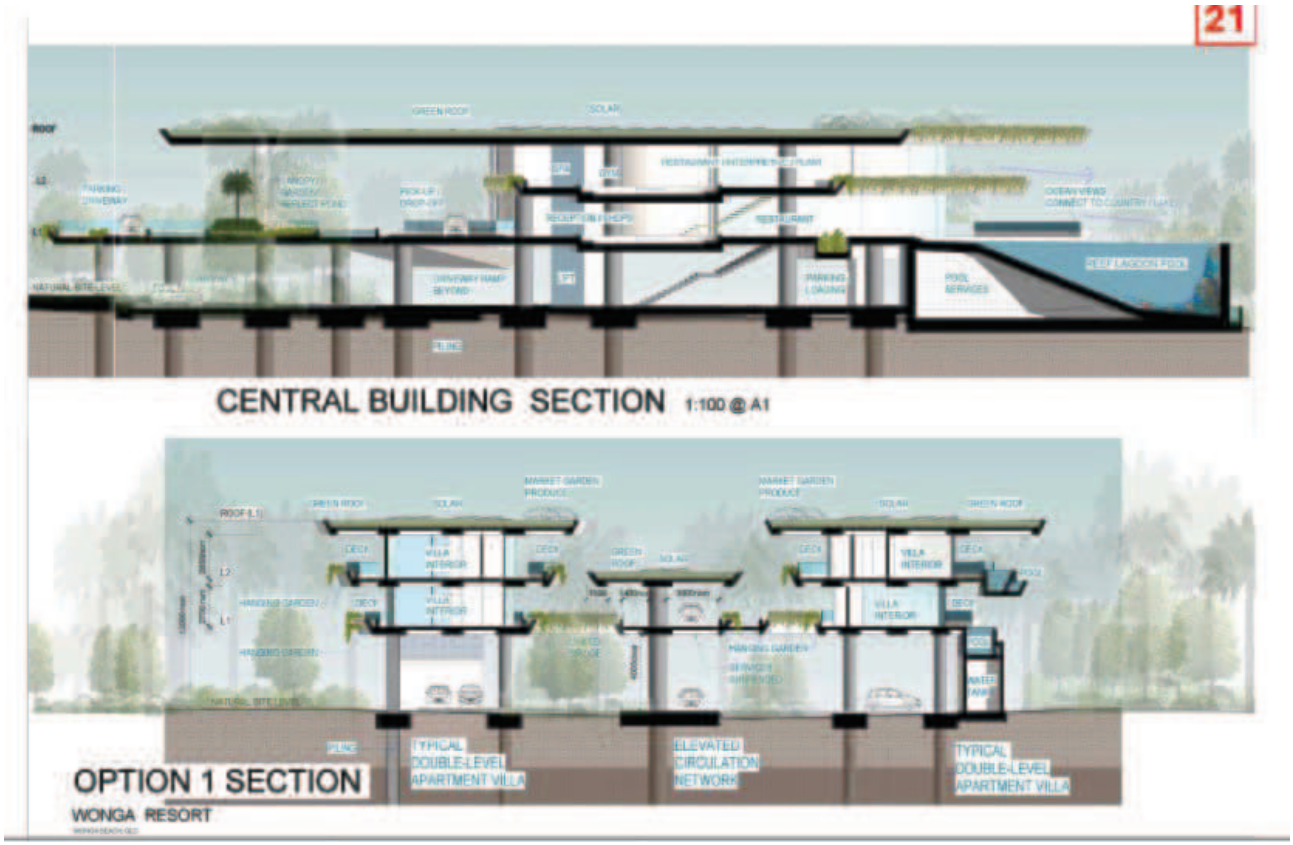


Figure 1-3 Draft Concept elevation plan (Source: Robert Bird)

1.3 SARA Pre-lodgement advice

In response to the request for advice sought by the applicant, the State Assessment and Referral Agency (SARA) issued Pre-lodgement advice (2404-39831 SPL) on 3 May 2024 which provides information on the aspects of the proposal relevant to SARA.

The Pre-lodgement advice detailed the following items that are to be addressed and discussed in this Erosion Prone Area Assessment. For clarity, this assessment does not relate to items 1 through 7 and items 12 through 14.

1.3.1 Item 8: Tidal works

Based on the information submitted with the pre-lodgement request, it is unclear whether the proposed development will involve operational work for Prescribed tidal works.

Action: *Description of the land intended to be developed and the methodology, including any operational works occurring on site and expected timeframes; staging of the development if applicable, measures employed to minimise impacts to the local receiving environment. Identify location of development and key features including riverbanks, walls, sandbanks, structures, vegetation, relevant tidal planes (e.g. Highest Astronomical Tide, Mean High Water Springs).*

1.3.2 Item 9: Works in a Coastal Management District

Based on the information and concept plans provided, the proposed development does not appear to meet the provisions for development within the erosion prone area.

Action: *In order to address the erosion prone area (calculated erosion distance component), an application to amend the erosion prone area mapping can be made.*

1.3.3 Item 10: Re-mapping of the erosion prone area

If the mapping is considered to be incorrect or requires site-specific refinement it can be reinterpreted for the site considering present day conditions.

Post meeting note: On 1/05/2024, the applicant provided a link to Douglas Shire Council's Resilient Coast Strategic Plan which was adopted by council in May 2019. This information may be submitted as part of the applicant's request for remapping of the erosion prone area to DESI's coastal support team.

Action: *To request a review of the default erosion prone area value of 40m + HAT at this site this would require preparation of a technical memorandum, prepared by a suitably qualified person, justifying the case for a reduced erosion prone area in accordance with the Department of Environment and Science's (DES) Coastal Hazard Technical Guide.*

1.3.4 Item 11: State code 8: Coastal development and tidal works

Any development application must include a response to the latest version of State Code 8 in its entirety, identifying how the proposed development meets each performance outcome.

Action: *For this application, the following performance outcomes will require a particularly detailed response: PO1 – PO5, PO13 and PO17.*

1.4 Document purpose

This report conducts a review of the default erosion prone area at the site and provides a case for a reduction in the erosion prone area width in accordance with the Coastal Hazard Technical Guide. This report also addresses the requirements of the State Code 8 benchmarks to address the risks associated with the identified coastal erosion hazard. The assessment has been prepared to accompany a future development application for the site in accordance with Item 15: Lodgement material of the SARA Pre-lodgement advice letter (2404-39831 SPL).

2 BACKGROUND

2.1 Coastal Processes

Port Douglas Shire is in Tropical North Queensland, and as per the wider North Queensland coast, the shoreline is subject to a range of coastal processes which must be considered during development applications. These coastal processes may include coastal erosion and accretion, which is a natural phenomenon of coastlines. Beaches and foreshores respond to environmental factors such as annual variations in the amount of sand washed down from rivers, changes in the geometry of river delta channels, and changes in the weather, especially prevailing winds, severe storms, and tropical cyclones. The 'active beach system', where erosion and accretion may be expected to occur, may extend significantly inland from the perceived foreshore system, within coastal wetlands and estuaries where tropical cyclones and the large North Queensland tidal range may still allow for impacts to sediment transport a significant distance from the direct foreshore connection to the ocean.

This site has been identified as within the active coastal process zone based on its location within the EPA, and as such this study aims to review the applicability of the EPA and the site's impact on coastal processes.

2.2 Site Visit

A Water Technology senior coastal engineer and Registered Professional Engineer of QLD (RPEQ) has visited the site on 19 July 2024.

A summary of the site visit notes below include:

- A relatively wide and healthy beach and dune foreshore area fronts a densely vegetated rear dune area, with abundant trees and shrubs. No evidence of historic erosion was visible.

Figure 2-1 Beach fronting site

Figure 2-2 Rear dune vegetation

- On low-tide, a wide sand bank is visible fronting the entire site.

Figure 2-3 Low-tide sand banks

- The sand composition is on the coarser side, for example coarser than the sand found nearby at Four Mile Beach, Port Douglas.

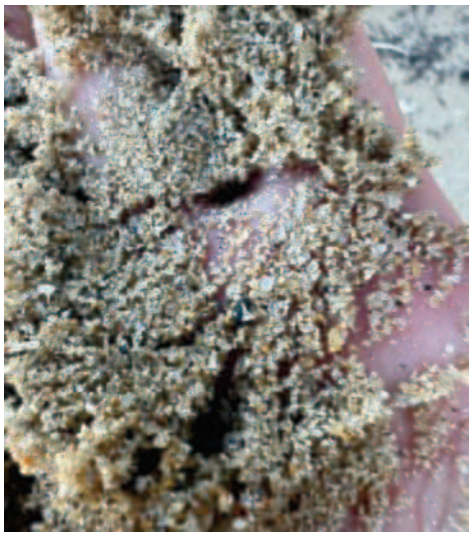


Figure 2-4 Sand sample

- The dune, site, and Wonga Beach township are generally very low-lying in comparison to the high tide line.

Figure 2-5 Site

2.3 Erosion Prone Area

The Coastal Hazard Technical Guide (DEHP, 2013) sets out the rules for determining EPAs for all of Queensland. The method for determining EPAs on open coasts with sandy beaches is well developed,

however, for other areas such as rocky foreshores and tidal waters (e.g., creeks and estuaries) it is more difficult to apply uniform technically sound methods to the whole state. Instead, a set of rules has been developed for those areas. For tidal waters the EPA for the year 2100 is determined by the maximum of:

- Component 1: a line measured 40m landward of the plan position of the present-day HAT level except where approved revetments exist in which case the line is measured 10m landward of the upper seaward edge of the revetment, irrespective of the presence of outcropping bedrock;
- Component 2: a line located by the Erosion Prone Area Width Assessment Formula and measured, unless specified otherwise, inland from:
  - The seaward toe of the frontal dune (the seaward toe of the frontal dune is normally approximated by the seaward limit of terrestrial vegetation or, where this cannot be determined, the level of present-day HAT); or
  - A straight line drawn across the mouth of a waterway between the alignment of the seaward toe of the frontal dune on either side of the mouth.
- Component 3: the plan position of the level of HAT plus 0.8m vertical elevation.

The proposed development at Oasis Drive and Ives Avenue, Wonga Beach is partially located within the State Government EPA mapping as shown in Figure 2-6. This figure shows the three layers (Component 1, 2 and 3). The calculated erosion prone distance (Component 2) is typically dominant at this site, however sea level rise (Component 3) also effects part of 18 Oasis Drive.

Note - the Erosion Prone Area mapping from the Douglas Shire Council Planning Scheme is based on the State Government EPA mapping.

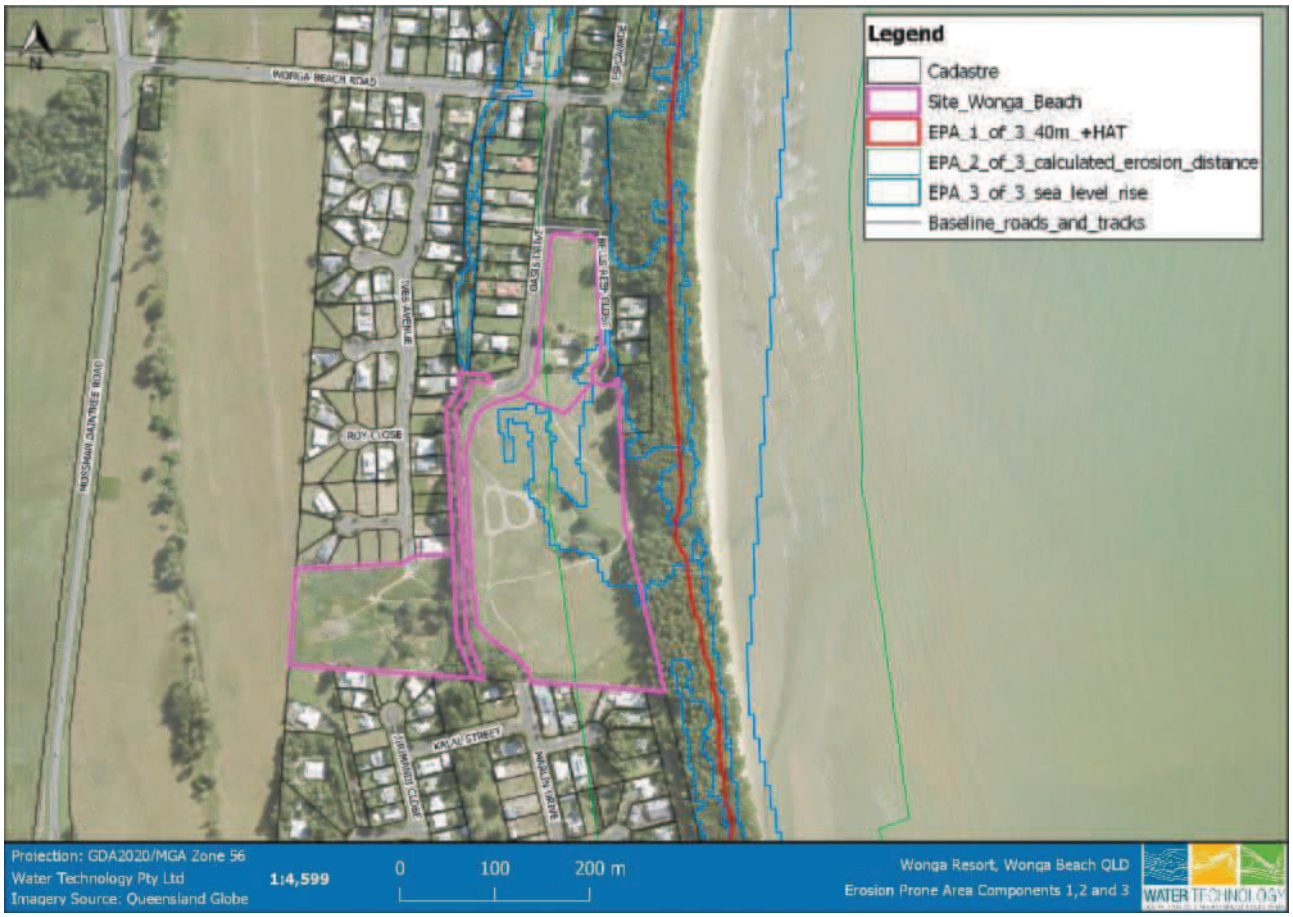


Figure 2-6 Erosion Prone Area – Components 1,2 and 3

2.4 Tidal inundation

2.4.1 Tidal Planes

Coastal inundation due to tidal processes is a critical parameter for coastal erosion. The tidal planes for Port Douglas are described in Table 2-1, with the Highest Astronomical Tide (HAT) being 3.40 m LAT. The HAT is the highest water level due to tidal actions only during average meteorological conditions.

Spring tides occur twice each month during a full and new moon, resulting in larger tidal ranges and higher inundation levels. Seven days after a spring tide, the sun and moon are perpendicular to the Earths position in the Solar System. When this happens, this produces lower tides known as neap tides. As shown in Table 2-1, the average high tide (or high water) during a neap tide is 1.88 m LAT (MHWN), whilst during a spring tide the mean high-water level is 2.54 m LAT (MHWS).

Table 2-1 Tidal planes for Port Douglas (MSQ Tide Tables, 2024)

Tidal Plane	Port Douglas (LAT)	Port Douglas (mAHD)
HAT	3.40	1.78*
MHWS	2.54	0.96
MHWN	1.88	0.30

Tidal Plane	Port Douglas (LAT)	Port Douglas (mAHD)
MSL	1.65	0.07
MLWN	1.42	-0.16
MLWS	0.75	-0.83

*Re-mapped as part of the CHAS process, so the CHAS value of 1.78m AHD adopted for this study. Port Douglas tidal plane level is 1.82m AHD.

2.4.2 Storm Tide

The Douglas Shire Coastal Hazard Adaptation Strategy (Alluvium and JBP, 2018) provides an overview of storm tide inundation levels for Douglas Shire Council localities, including Wonga Beach. Table 2-2 below shows key storm tide levels for the Wonga Beach locality for this assessment.

Table 2-2 Wonga Beach Storm Tide Levels (Alluvium and JBP, 2018)

Design Event	Climate Change Scenario	Water Level (m AHD)
Almost Certain (10 Year ARI)	Present-day	1.3
Almost Certain (10 Year ARI)	2060	2.1
Almost Certain (10 Year ARI)	2100	2.9
Unlikely (100 Year ARI)	Present-day	2.0
Unlikely (100 Year ARI)	2060	2.8
Unlikely (100 Year ARI)	2100	3.6
Rare (500 Year ARI)	Present-day	2.8
Rare (500 Year ARI)	2060	3.6
Rare (500 Year ARI)	2100	4.4

The ‘unlikely’ event (100 Year ARI) for present day (2.0m AHD) has been adopted as the design storm ide level for this study, in terms of short-term erosion.

For planning purposes, the climate change scenarios are relevant, and are expected to cause widespread inundation to the site. This is reflected in State Government storm tide mapping overlays, with the site itself partially mapped within the High storm tide inundation area and fully within the Medium storm tide inundation overlays as shown in Figure 2-7.

Figure 2-7 Coastal Hazard – High and Medium Storm tide inundation area (Source: Qld Government Development Assessment Mapping System)

2.5 Local Site Information

2.5.1 Elevation

Publicly available LiDAR (2018, accessed from Elvis online portal), shows distinctive topographic features of the site, as shown in Figure 2-8. The ground level at the site generally slopes downward from west to east, with an elevation of 3.25 m AHD on the Oasis Drive boundary to approximately 1.75 m AHD on the Wonga Beach boundary. There is also a low-lying waterway in the central part of the site, that has direct high tide connection to the ocean. There are also two stormwater drains, one at the southern end of the site, and one at the southern end of Oasis Drive, that channel stormwater through to lower-lying areas.

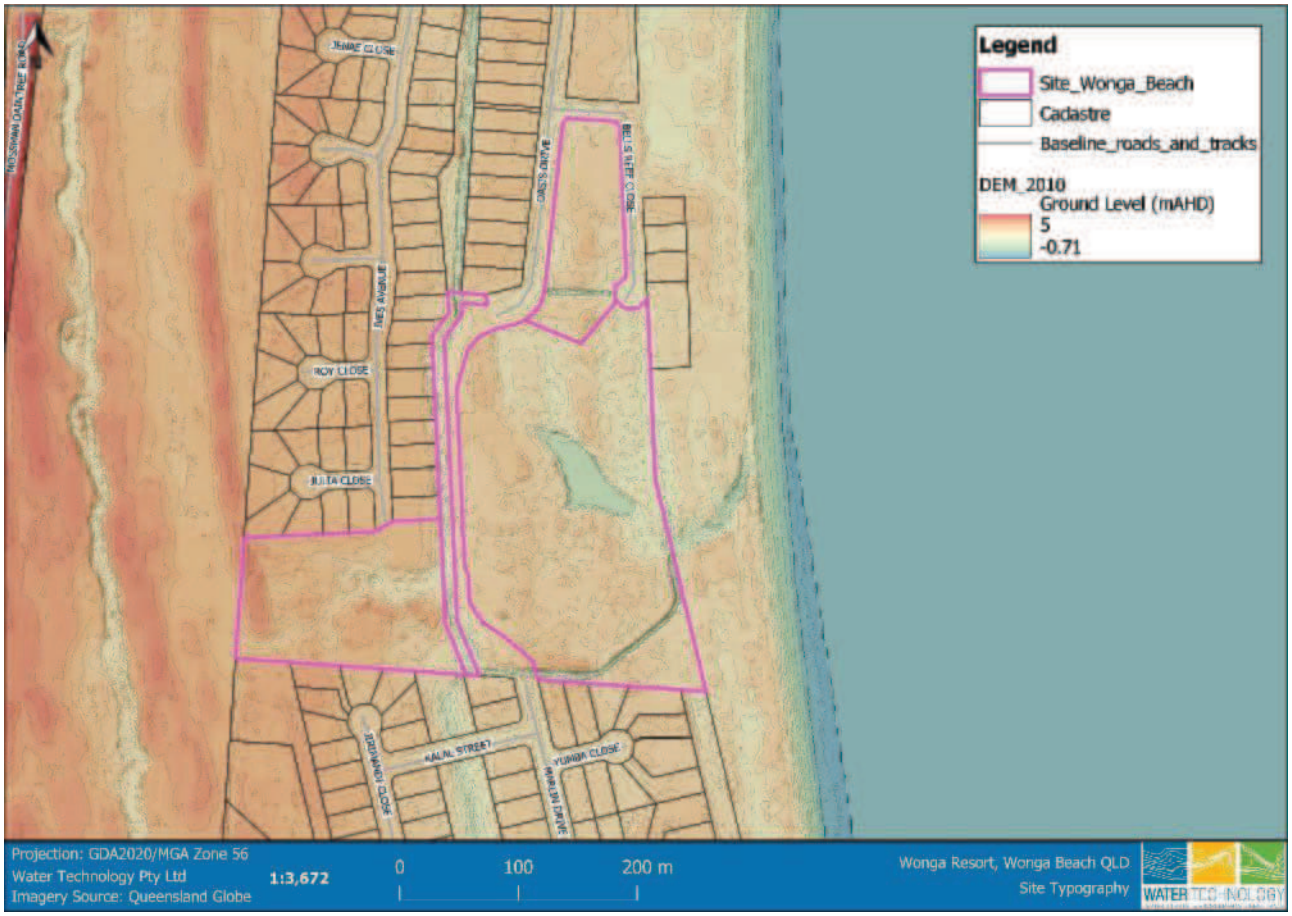


Figure 2-8 Site Topography

2.5.2 Geology

The CHAS Phase 3 Report (2018) describes the beach compartment that includes the site (referred to as DOS031) as 'erodible', consisting of a coarse, mixed sand (0.362 – 3mm), which aligns with the sand observed in 2024 on site by Water Technology.

The compartment south of the site (in beach compartment DOS030, as defined in the CHAS) is defined as erodible. However, the site is also fronted by an offshore rocky reef which limits the level of erosion in that location.

A geotechnical investigation was also conducted by Golder Associates (2008) for the site. This investigation included 12 boreholes along the site to a typical depth of up to 5.5m. While these boreholes were taken within the property boundaries, and are not necessarily representative of the offshore geology, no rocky substrate was discovered. Typically, all boreholes showed sand and silts down to 5.5m depth.

For the purposes of this study, it has been assumed that the beach and dunes fronting the site consist of an erodible, coarse sand material.

2.6 Previous Erosion Prone Area Mapping

The State Government and Douglas Shire Council has adopted erosion prone area overlays based on the approved methodology for mapping that has been conducted for all of Queensland. This mapping was previously shown in Figure 2-6.

Subsequently, the Douglas Shire CHAS reviewed this mapping in more detail and provided updated layers that have not yet been incorporated into Council's planning scheme and State Government overlays, however, are understood to be provisionally accepted by the State as the most up-to-date erosion prone area mapping.

This updated mapping is shown below, with the '2100 – Rare' event understood to be the key mapping scenario for the erosion prone area overlay.

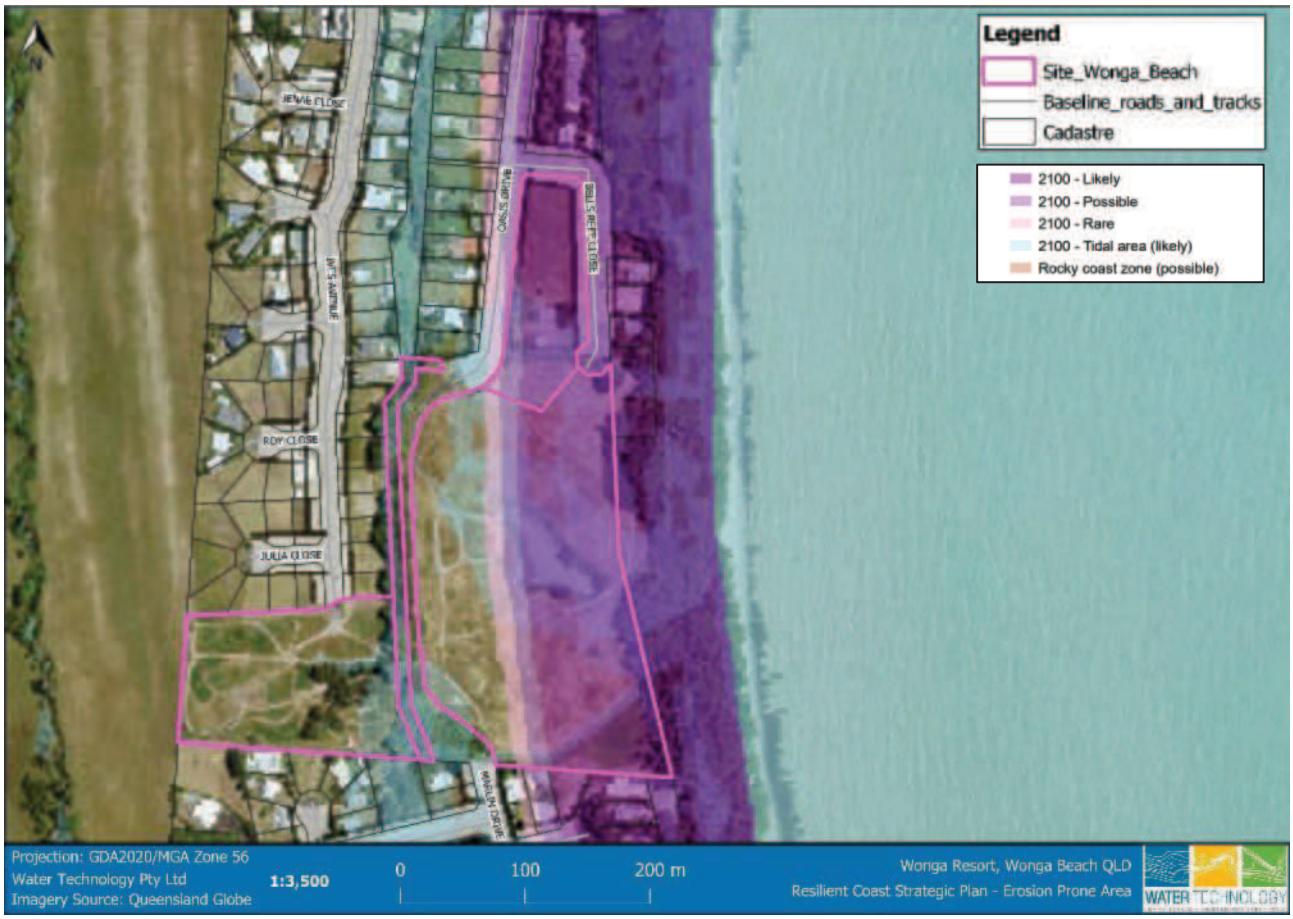


Figure 2-9 CHAS Erosion Prone Area Mapping

3 EROSION PRONE AREA ASSESSMENT

3.1 Overview

EPA delineations, as discussed in Section 2, have been applied over the whole QLD State to avoid development in areas that are expected to erode by 2100. An assessment of the applicability of the EPA calculations at this site has been undertaken below, in line with the Coastal Hazard Technical Guide – Determining Coastal Hazard Areas (DEHP, 2013).

The technical guideline provides a formula to calculate the erosion prone area:

$$E = [(N \times R) + C + S] \times (1 + F) + D$$

E = erosion prone area (metres)

N = planning period (years)

R = Long term erosion (metres per year)

C = Short term erosion (metres)

S = Erosion due to sea level rise (metres)

F = Factor of safety (0.4 has been adopted)

D = Dune scarp component (metres)

This erosion prone area calculation is typically considered more applicable to open coastline, where storm demand and typical beach response to storms is experienced.

3.2 Planning period (N)

As recommended in the Coastal Hazard Technical Guide (DEHP, 2013) a 50-year planning horizon for the site has been assumed, however with sea level rise to 2100 (0.8m).

3.3 Long-term Erosion (R)

Long term erosion rates can be assessed via analysis of aerial imagery. Previous aerial imagery assessments as part of the CHAS (2018) have suggested a stable and/or accreting beach fronting the site at +0.05m/yr.

The Queensland government maintains a database of aerial imagery on the website QImagery (QLD Government, 2020). The earliest aerial for the area is available from 1960, however, for comparison purposes the 1974 is the best imagery available. Figure 3-1 shows the line of vegetation of 1974. Figure 3-2 shows 2020 aerial with the 1974 and 2020 vegetation line overlaid. This suggests minimal change to the frontal dune vegetation location over the last 50 years, in agreeance with the CHAS. The CHAS assumed no long-term erosion.

It has therefore been assumed for this study (and as per the CHAS) that the long-term erosion rate at the site is nil.

Figure 3-1 1974 aerial with the red line representing the 1974 vegetation line.

Figure 3-2 2020 aerial with both the 2020 vegetation line (blue line) and 1974 vegetation line (red).

3.4 Short-term Erosion (C)

3.4.1 Design storm

In order to assess the short-term erosion a design storm needs to be selected. Short-term erosion typically occurs over a few days and is often due to storm activity. The QLD technical guide (DEHP, 2013) recommends the use of a 100-year average recurrence interval (ARI) storm event as an acceptable risk. It also acknowledges that the probability of a 100-year ARI wave event to occur at the same time as a 100- year water level are generally low. However, in this case, the combination has been applied to ensure a conservative estimate.

Storm tide levels and wave heights have been included in the CHAS and are presented in Table 3-1. This has been adopted in the short-term erosion assessment. In particular, for the case of short-term erosion component, the present-day scenario is used.

Table 3-1 Defined Storm Event (100yr ARI) at Wonga Beach (CHAS, 2018)

Storm Parameter	Present-day Scenario
Storm tide level in m AHD, including wave setup and excl. runup	2.0
Significant wave height (m) and wave period (sec.)	3.7 m | 7.4 sec.

For the purposes of modelling, the design storm was modelled as a 2-day scenario, where the design wave and storm tide was held at a constant level for the entire storm duration. This is an apparently conservative scenario, where a cyclone may last for multiple days, the peak surge and wave would likely only last for hours.

3.4.2 Grain size

A Water Technology coastal engineer and Registered Professional Engineer of QLD (RPEQ) visited the site in July 2024. A sediment sample was taken, confirming the coarse sand (0.362 – 3mm) defined for the compartment in the CHAS. Assessment of short-term erosion is sensitive to grain diameter. As such, a conservative estimate for mean grain diameter of 0.35mm was used for the short-term erosion assessment.

3.4.3 Pre-storm beach profile

The pre-storm beach profile has been developed based on the latest topographic LiDAR survey (2018, downloaded from ELVIS online data portal) this LiDAR captures the dune and beach down to -1.1m AHD. Below this level, GBR 30m bathymetry (Geoscience Australia, 2020) which was captured through a combination of ship-based multibeam and single-beam echosounder surveys, airborne LiDAR bathymetry surveys, and satellite derived bathymetry data. Subsequent to utilising the 30m GBR data, beach profiles at Wonga Beach were supplied from DESI's archives for a single survey in the Wonga Beach area in 1999. The 1999 profile compares favourably with the GBR bathymetry, and as such was considered validated for use in this study.

Three profiles were selected along the length of the site, as shown in Figure 3-3, in the north, central and southern sections of the site, approximately 250m apart. The Central profile was shifted to the north from the geographic centre of the site, to avoid a local creek outlet. It is thought that this outlet is not representative of the typical dune profile of the wider site.

The profile is thought to be relatively similar to that used in the CHAS, however with a key feature captured in the 2018 survey that was not apparently captured in the CHAS profile data – low tide sand bar that fronts the

site. These shoals have significant capacity to dissipate wave energy and act as a sand source that may help to re-charge the beach after an erosive event. The lack of sand bar in the CHAS data may be due to the need for the CHAS to cater for the wider Wonga Beach compartment, the sand bar is much less prominent further north of the site.

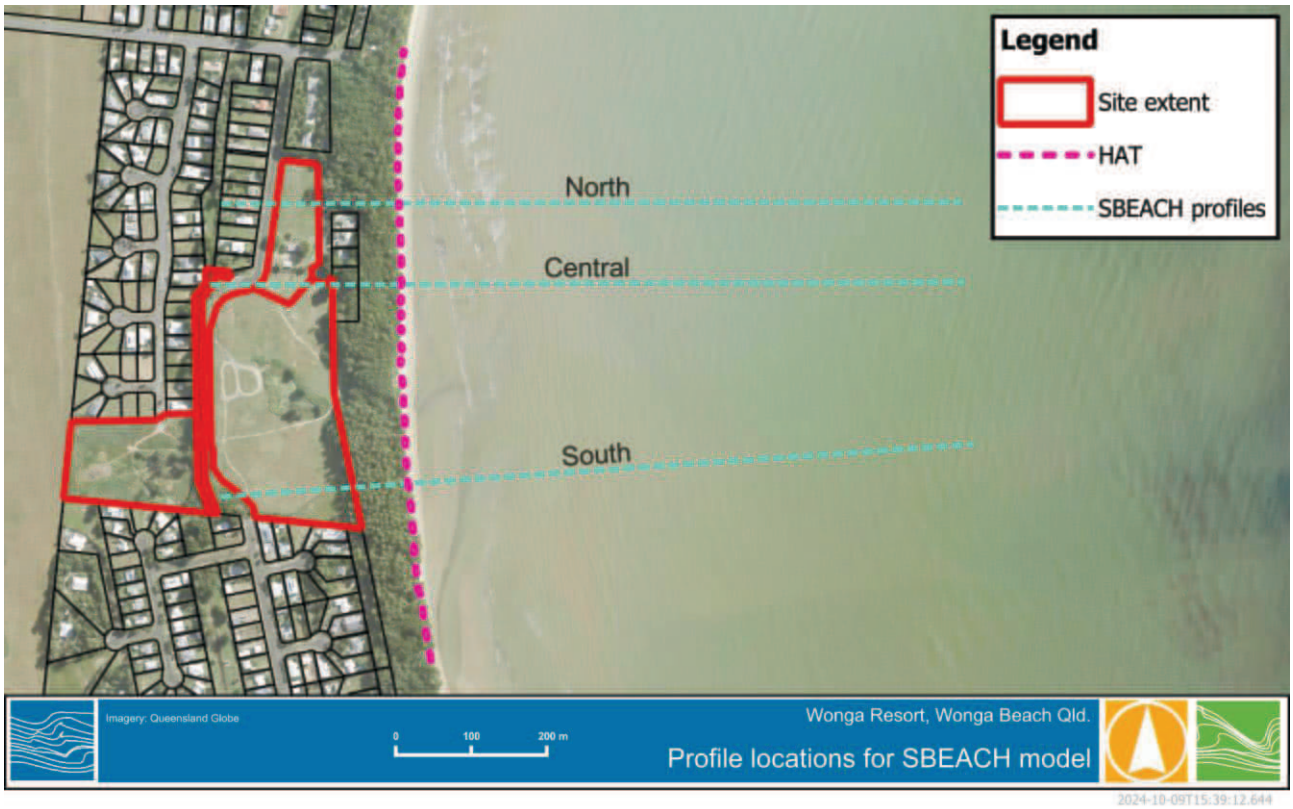


Figure 3-3 Profile Locations

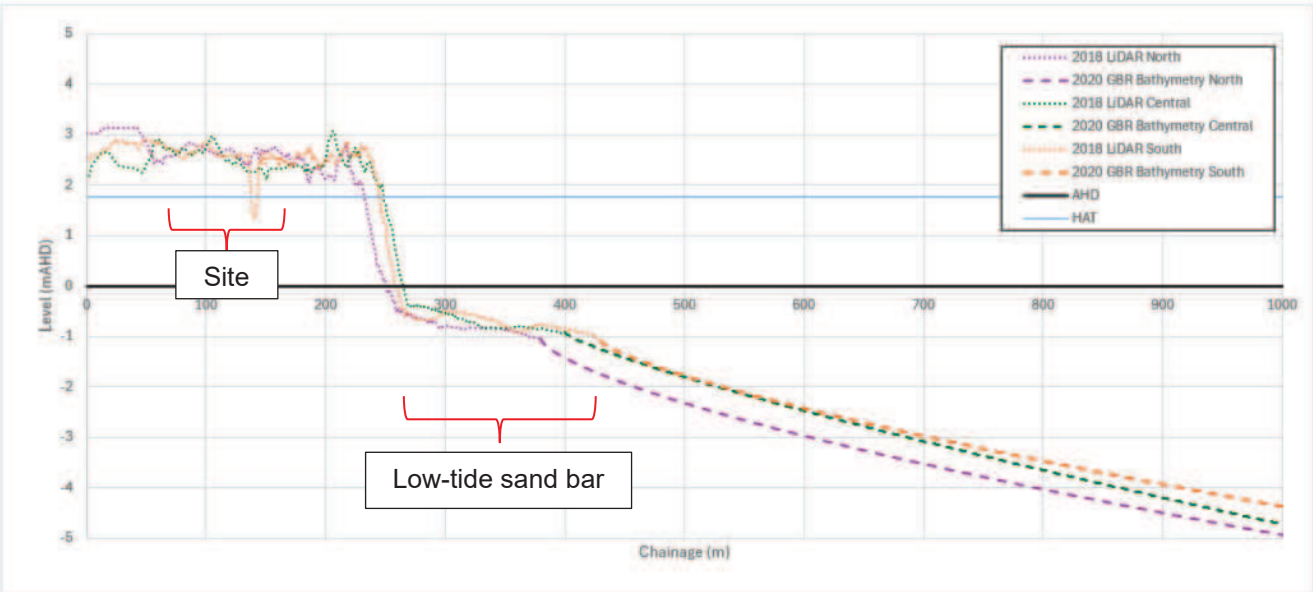


Figure 3-4 Initial beach Profiles for this study

Figure 3-5 Low-tide sand bar fronting site

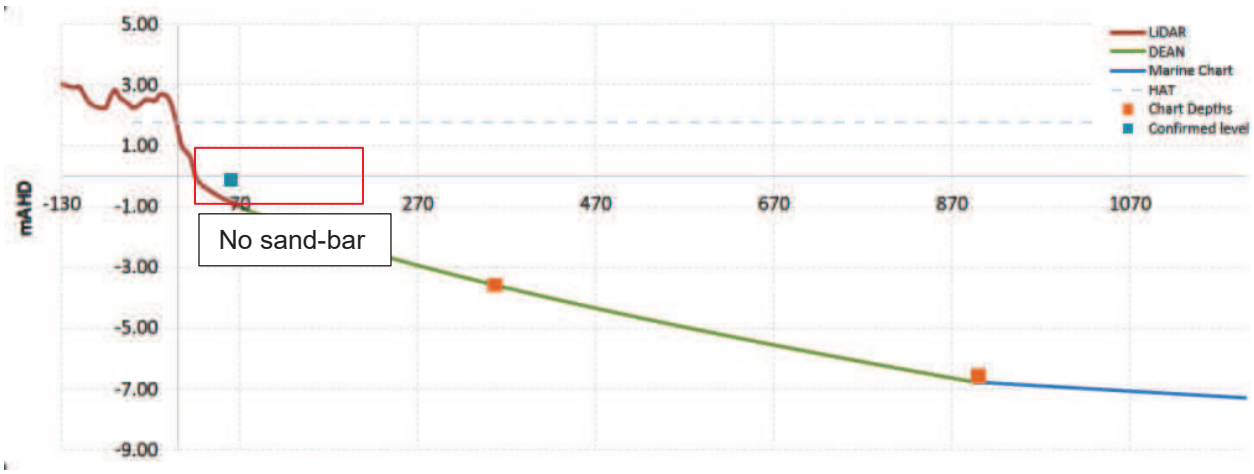


Figure 3-6 CHAS Initial Beach Profile (Alluvium & JBP, 2018), apparently lacking low-tide shoals

3.4.4 Short term erosion distance

The resulting short-term erosion distance is assessed by using a program called Storm-induced BEAch CHange (SBEACH). SBEACH is a dynamic computational model and considers the transient nature of beach profile adjustments. The model simulates the changes of the cross-shore beach, berm, and dune erosion produced by storm waves and elevated ocean water levels. It was developed by the Coastal Engineering Research Centre of the US Army Corps of Engineers to assess beach responses to storms. SBEACH is also referenced in the Coastal Hazard Technical Guide (DEHP, 2013) as an alternative to the Vellinga model (as used in the CHAS).

Given the low-lying nature of the dune and Wonga Beach site, the 100-year storm tide event impacts the dunes, but also is thought to exhibit some overwash effect. Once overwash commences, erosion of the foreshore still occurs, however instead of being carried offshore, sand in the upper beach is swept up over the slope and carried inshore. The consequences of overwash can result in less erosion, however be devastating to foreshore areas since the foreshore is not only inundated by storm surge, but destructive cyclonic waves can wash over the dunes and penetrate inland. As such, storm tides, and associated overwash, should be further considered outside of the EPA assessment.

As can be seen in the model output Figure 3-7 to Figure 3-12, sand is eroded from the upper beach area, typically from above 1.0m AHD. This sand is then deposited offshore of the toe of the beach, adjacent to the low-tide sand bank, thereby flattening the beach slope. Figure 3-7 to Figure 3-12 show a wider profile view of the model input profile and post-storm profile for each of the three modelled profiles at the site.

Measured at the HAT line, the cross-shore erosion at the sites is:

- North profile – 27m
- Central profile – 18m
- Southern profile – 35m

As such an average short-term erosion distance of the three profiles, 27m width, is incorporated into the EPA calculation.

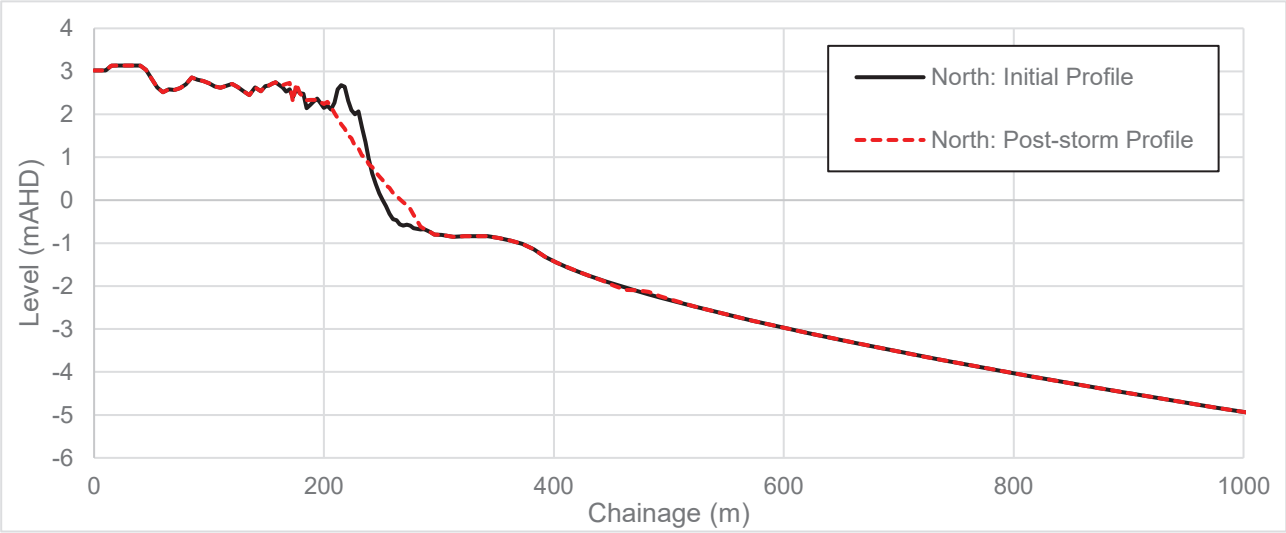


Figure 3-7 Storm Erosion Profile: North

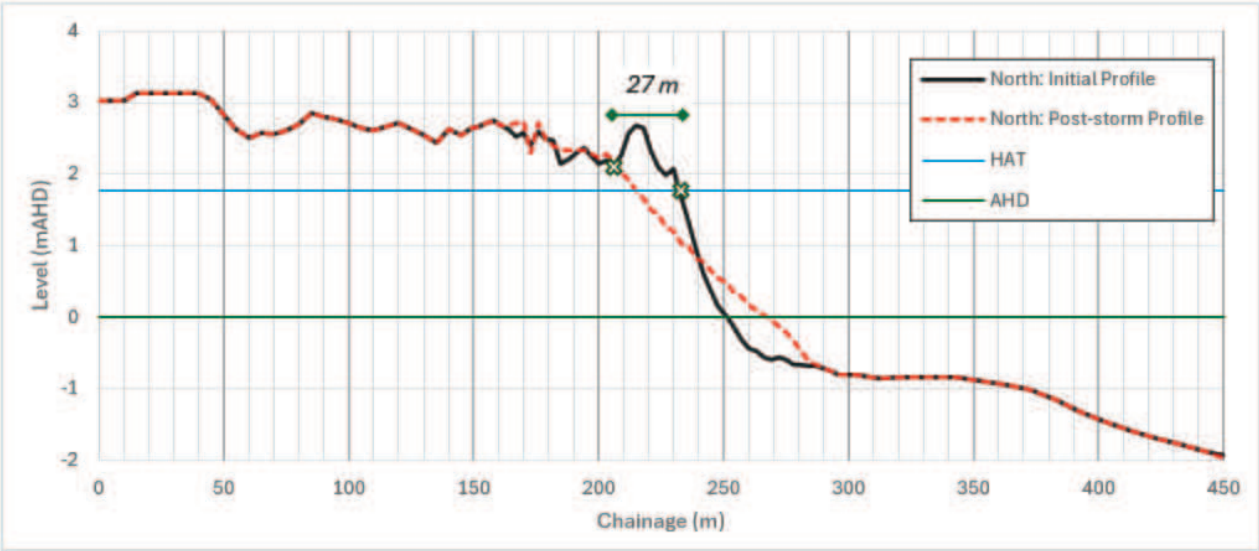


Figure 3-8 Storm Erosion Profile Detail: North

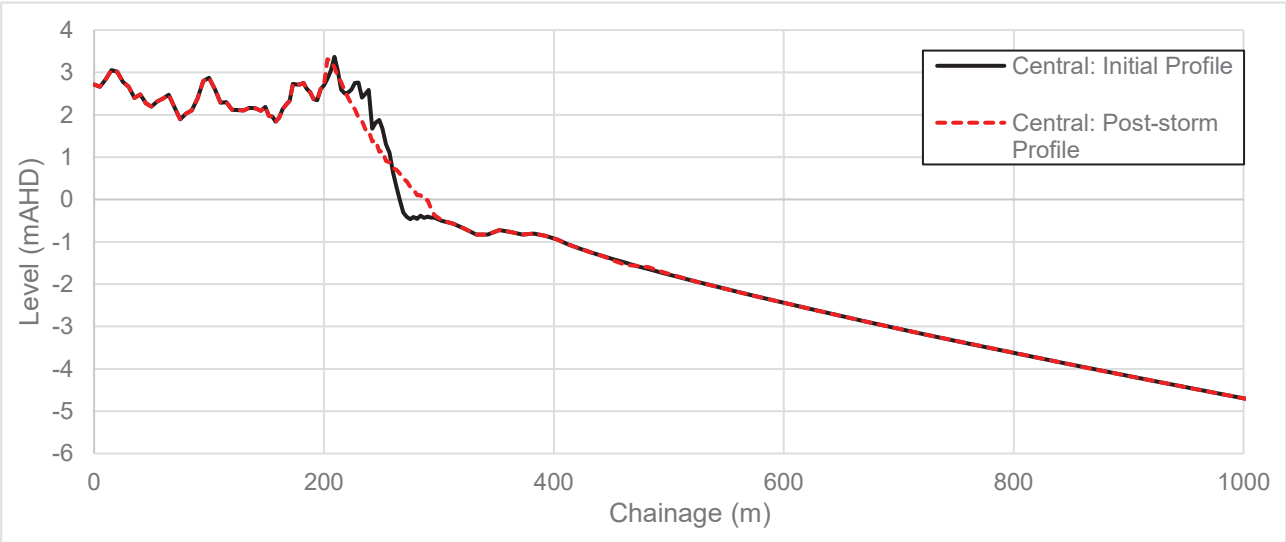


Figure 3-9 Storm Erosion Profile: Central

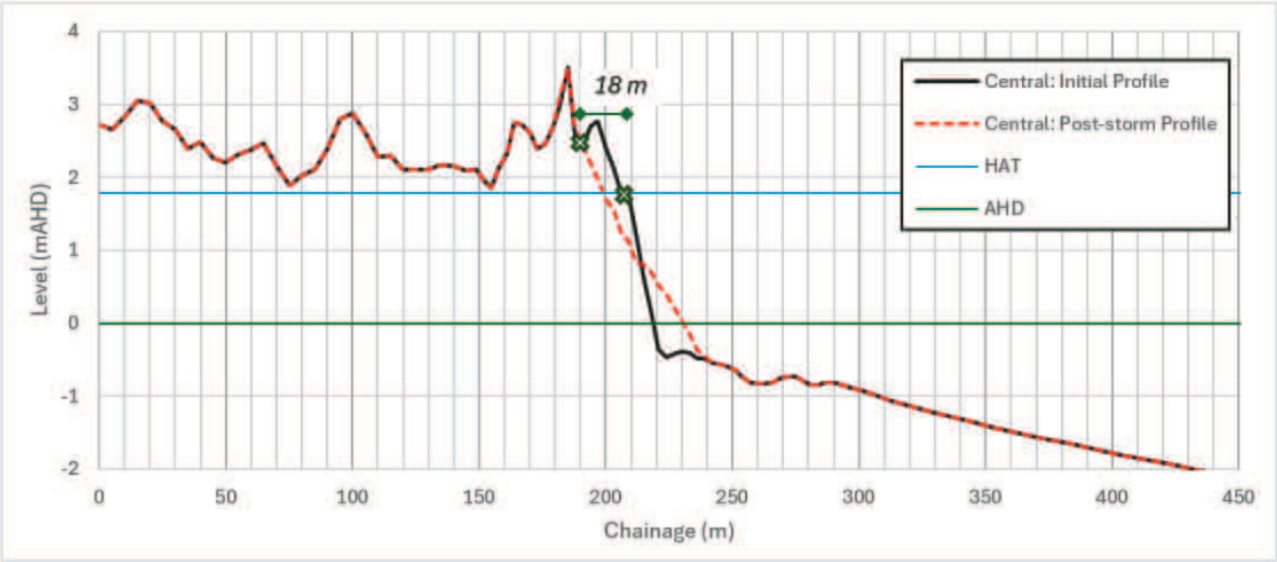


Figure 3-10 Storm Erosion Profile Detail: Central

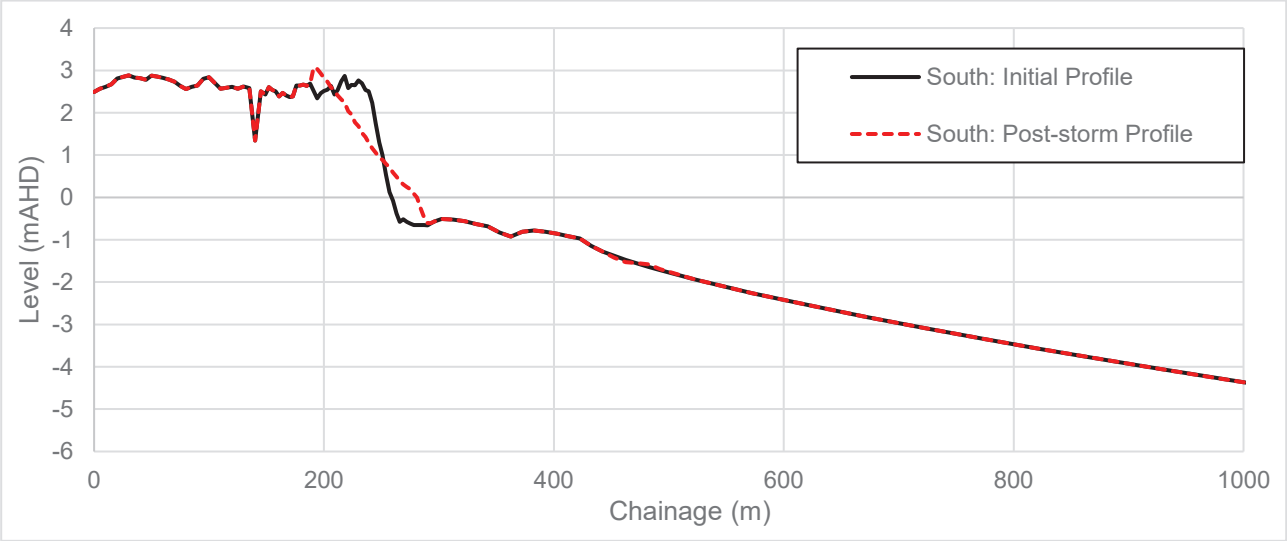


Figure 3-11 Storm Erosion Profile: South

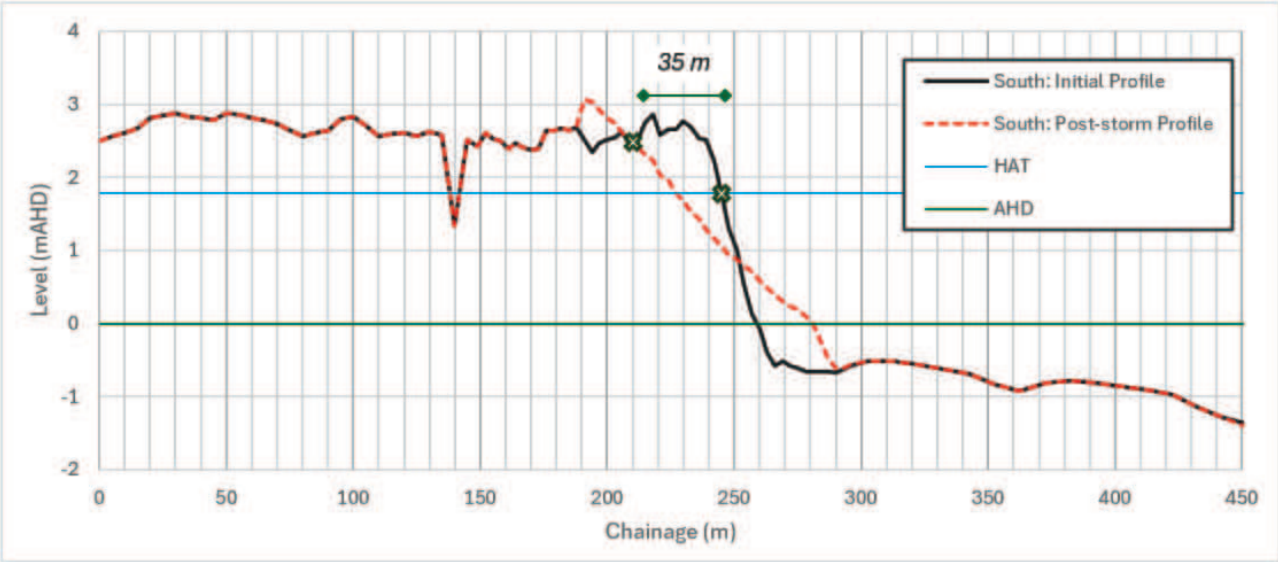


Figure 3-12 Storm Erosion Profile Detail: South

3.4.5 Dune Scarp Component (D)

After a storm event the beach is often left with a near vertical erosion scarp. Over time, this erosion scarp will adjust to a more naturally stable slope, the angle of repose of the sand. For dune sand a natural angle of repose of 34 degrees can be adopted. The dune slumping component is measured as a horizontal distance from the eroded profile to the stable dune scarp. In this instance, the SBEACH model has predicted a profile already adjusted to a stable slope. As such, no dune scarp component has been added to the short-term erosion width.

3.5 Sea Level Rise (S)

To estimate the rate of erosion from sea level rise the Bruun Rule (1962) is often applied. The Bruun Rule is based on the assumption that the equilibrium beach profile is maintained with rising sea levels, resulting in a net landward and upward movement as conceptualised in Figure 3-13. Sediment erodes at the upper beach profile and deposits in the adjacent nearshore zone.

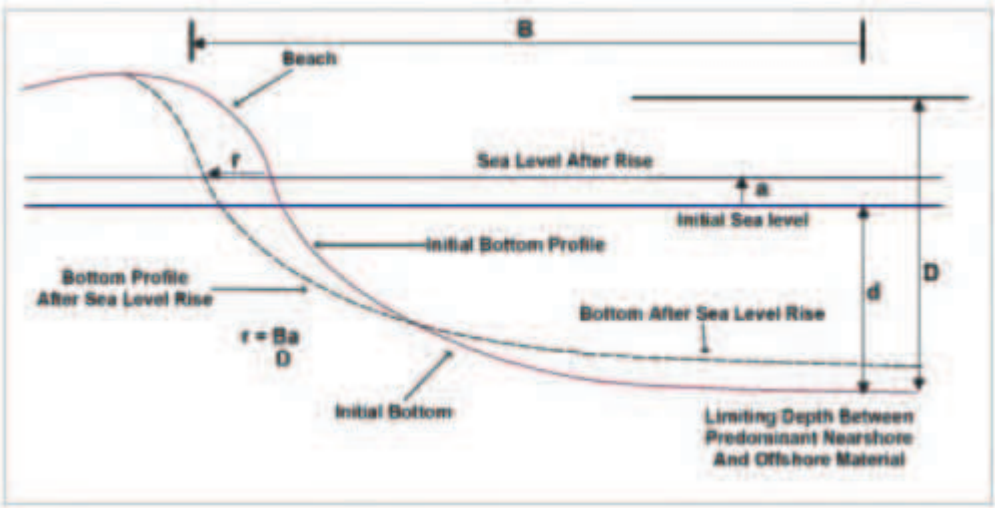


Figure 3-13 Bruun Rule (1962)

To calculate the Bruun rule certain parameters are required:

- Adopted sea level rise of 0.8m by 2100 (EHP, 2013) that has been incorporated into this study.
- Depth of closure – Birkmeier (1985) formulae, which builds on testing by Hallermeier (1981), was utilised to estimate the depth of closure. The depth of closure was estimated at -2.36m AHD.
  - This is based on the parameters:

  $H_{12h/yr}$ = 1.31m (based on statistical analysis of measured wave-buoy data at Cairns [2014 – 2023], thought to be analogous to project site)

  $T_{12h/yr}$ = 4.94s (equivalent typical wave period for the 12 hour / year wave height)
- Active Beach Width – utilising the GBR bathymetry, the -2.36m AHD contour was reviewed at the three profiles tested in the cross-shore erosion model – the average was recorded 317m from the frontal dune.
- Frontal dune berm height varies across the site from 1.9m - 2.7m to mean sea level. For conservatism a 1.9m berm height has been assumed.

A recession distance of 60m to 2100 was calculated using the Bruun rule formulae and the parameters above.

3.6 Summary of Calculated Erosion Prone Area Width – Component 2

The new calculated EPA distance of 121m by 2100 is recommended for Erosion Prone Area Component 2. The reduction was achieved by undertaking a lot specific assessment. Plotting a 121m buffer from the line of HAT from 2018 LiDAR, the new proposed calculated EPA width is plotted below.

Table 3-2 compares the EPA width to previous iterations of the current adopted EPA width and the CHAS.

Table 3-2 Revised Erosion Prone Area Distance

Parameter (unit), Shortened	EPA – Adopted (Compart. DOS031)	EPA – CHAS (2018) (Compart. DOS031)	EPA – this study (Site frontage)
Planning period (years) x Long-Term erosion (m), NxR	20	0	0
Short term erosion (m) + Dune Slumping (m), C+D	60	58	27
Sea level rise component (m), S	40	64	60
Factor of safety (-)	0.4	0.4	0.4
Erosion Prone Area (m)	165	170	121

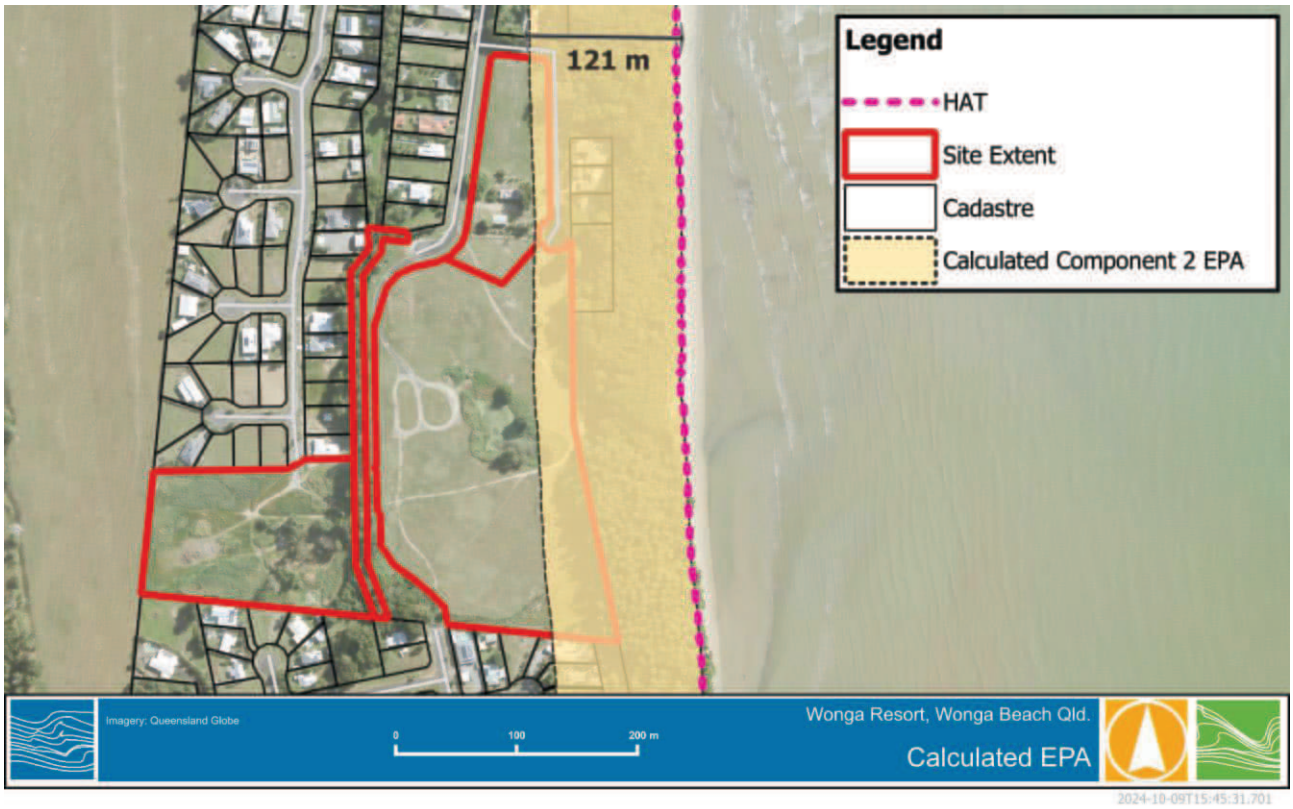


Figure 3-14 Mapped Component 2 of EPA

3.7 Summary of Component 3 – Sea Level Rise (HAT + 0.8m)

As discussed in the Coastal Hazard Technical Guide, the erosion prone area should be the maximum of a line measured 40m landward of present day HAT or a line calculated using the Erosion Prone Area Width Formula (as calculated in Section 3.1 - 3.5 above) and the plan position of the level of HAT + 0.8m. At this site, the erosion prone area width is typically governed by the Erosion Prone Area Width formula, however there are three lower-lying parts of the site that are affected by the HAT + 0.8m line.

It is understood that the intent of this component is to map the areas potentially affected by future permanent tidal inundation. In general, the site is protected from this inundation by frontal dune ridges, which would also be expected to grow in response to sea level rise as depicted in the Bruun Rule calculations (Section 3.5 above).

However, there are three waterways that allow tidal waters to penetrate to the site on high tides. The scale of these waterways is fairly minor, with their banks requiring minor earthworks to (100 – 300mm of material) over the next 80 years to reduce the possibility of wider permanent tidal inundation on the site. It is also noted that while these tidal waterways may allow for propagation of elevated water levels to the site during a storm tide event, the scale of such waterways is not sufficient for waves to propagate. A more significant consideration during a storm tide event is large scale overtopping of the dune and inundation at the site.

Nevertheless, the mapping of these waterways has been incorporated in the erosion prone area to capture the likely extent of permanent tidal inundation to 2100 (Figure 3-15).

Figure 3-15 EPA Component 3 – sea level rise

4 DISCUSSION

4.1 EPA Review

The review of the EPA concludes that based on the site-specific assessment outlined in this report, it is recommended to revise *EPA Component 2 – calculated erosion distance* at the site from 165m currently to 121m.

The final EPA should also be considerate of *EPA Component 3* which is significant where tidal waterways affect the site. The combined EPA is shown in Figure 4-1 below and provided in Appendix B.

It is recommended that:

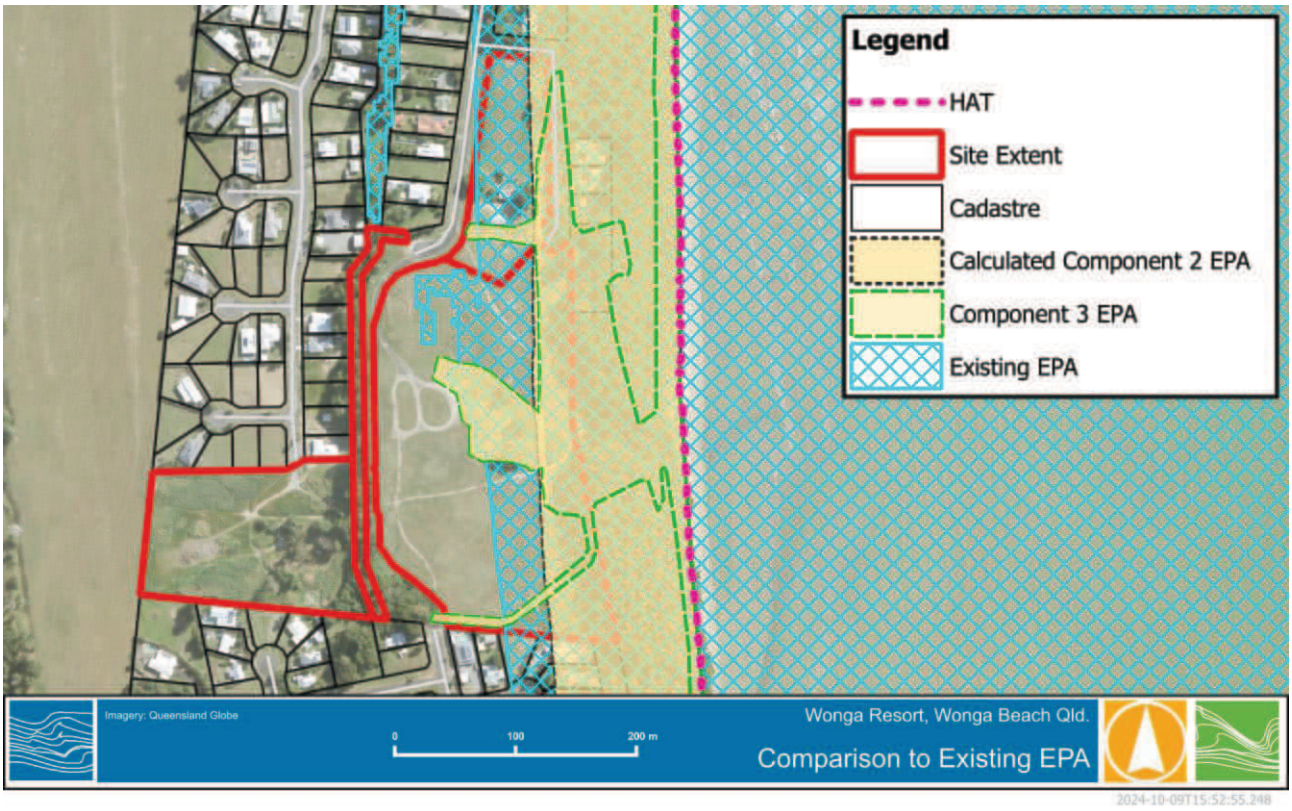
- Development on the site, including building footprint would need to be located landwards of the new EPA should this recommendation be accepted by the State and/or Council. The recommended new EPA has been provided to the developer.
- As per State Code 8 PO1, temporary, readily re-locatable works may be allowed in the EPA. The EPA footprint on the site represents a part of the site that may be suitable for soft landscaping, outdoor furniture, walking tracks and tidal waterway / wetland enhancement and re-vegetation.
- 

Figure 4-1 Recalculated EPA width.

4.2 Code Response

The site is also located inside the Coastal Management District and as such requires response to the SDAP Code 8: Coastal Development and tidal works.

The proposed development is located outside the revised EPA. Draft responses to the code are presented in Appendix A.

4.2.1 Development permitted in the Erosion Prone Area

Development in the Erosion Prone Area is limited to 'coastal dependent development'; or 'temporary, readily relocatable or able to be abandoned. Of relevance to this proposal is:

- Construction of a walkway bridge over the lake (between Lot 1 and Lot 2), with a single pier in the centre of the lake.
  - A walkway, should it form part of the proposal, is considered to be readily relocatable and a non-critical component to the overall proposal.
  - The lake is understood to be a man-made construction that does not affect coastal processes.
- Formalising access tracks to the east of the existing lake toward the beach is considered coastal-dependent development as it cannot be feasibly located elsewhere, as well as readily relocatable.

4.2.2 Reduced risk of coastal erosion to Lot 1, accessed by Bells Reef Close

Whilst development in the EPA is limited to readily relocatable and coastal dependent, there is an argument that development could be located in the EPA if the risk of coastal erosion is mitigated by protection. Of relevance to this proposal is Bells Creek Close and the three private residential lots Lot1RP738903, Lot1RP733971 and Lot5RP747733.It is possible that if those sites are impacted by erosion in the future, that the owners apply for protection (e.g. by means of seawall construction). Any protective structure would be required to be fully within the property boundary it is intending to protect and would need to be designed to not worsen erosion impacts on neighbouring properties (see requirements of SDAP Code 8, PO5).

Should protection be implemented along Bells Reef Close and the three identified residential lots, this would also provide erosion protection to Lot1SP259953.

It is therefore considered that coastal erosion risks are reduced to Lot1SP259953.

4.3 Storm Tide - Commentary

It is outside of the scope of this report to review the impact of the site to coastal flooding (storm tide) events, however some commentary may be provided based on the review of the site to date. The site sits within the mapped storm tide extents. It is understood that the resort aims to accommodate storm tide impacts on the site via resort resilient building design – for example, having the habitable floor levels of the building well above design storm tide level. This type of design can reduce risk of storm tide impacts to people and property, as discussed in the *Storm Tide Resilient Building Guidance* (Queensland Reconstruction Authority, 2019).

However, as noted in this report, the extremely low-lying nature of Wonga Beach means that a 'storm tide' at the site would not simply result in elevated water levels for a period of time. The erosion modelling suggests significant overwash would also occur during a major storm tide event – resulting in wave loading on the building piles and foundations, and any other elements directly exposed to coastal flooding. An event with significant overwash can cause devastation to building elements that are not designed to withstand wave load forcing. It is therefore recommended that any elements of the development that are planned to be within the mapped storm tide extent, be appropriately designed to withstand wave loading.

5 SUMMARY

The site located on Oasis Drive and Ives Avenue, Wonga Beach, Queensland is mapped within an Erosion Prone Area (EPA) overlay and is within the Coastal Management District (CMD).

This report conducts a review of the default EPA at the site and provides a case for a reduction in the erosion prone area width in accordance with the Coastal Hazard Technical Guide.

The review of the EPA concludes that the revised width of the *EPA Component 2 – calculated erosion distance* is to be reduced from 165m to 121m.

The revised EPA width is to be presented to the State agency Department of Environment and Science. Once approved, it is recommended that development on the site is located landwards of the new EPA.

- Non-critical infrastructure may be allowed in the EPA. The EPA footprint on the site represents a part of the site that may be suitable for soft landscaping, outdoor furniture, access tracks and tidal waterway / wetland enhancement and re-vegetation.
- Owing to the protection afforded by the developed lots adjacent to Lot1SP259953, the risk of coastal erosion to Lot1SP259953is reduced by the potential for future private coastal protection works of the existing development and road infrastructure on Bells Reef Close

It is noted that the development plans to build within a mapped storm tide area, reducing risk by using resilient building design. The assessment conducted as part of this study suggests that overwash may be significant during a major coastal flooding event, and as such, any building elements designed to be exposed to coastal flooding should be designed to withstand wave loading impacts.

6 REFERENCES

Birkemeier, W. A., 1985. Field data on seaward limit of profile change. “Journal of Waterway, Port, Coastal and Ocean Engineering 111(3), 598-602

Bruun, P., 1962. Sea level rise as a cause of shoreline erosion. ASCE Journal, Waters and Harbours Division, vol. 188, pp. 117–130.

Coastal hazard technical guide Determining coastal hazard areas, 2013. Prepared by: Environmental Planning, Department of Environment and Heritage Protection

Douglas Shire Council (2019) Resilient Coast Strategic Plan, CHAS. Prepared by Alluvium and JBP for Douglas Shire Council.

Douglas Shire Council (2018a) Douglas Shire Council Coastal Hazard Adaptation Strategy: Phase 3 summary report. Report by Alluvium and JBP for Douglas Shire Council, QLD.

Douglas Shire Council (2013) Storm Tide Inundation Methodologies Study Prepared by JBP for Douglas Shre Council.

Hallemeir, R.J., 1981 A profile zonation for seasonal sand beaches from wave climate. Coastal Eng., 4: 253-277.

QLD Government (2020) QImagery. Available at: https://qimagery.information.qld.gov

WATER TECHNOLOGY
WATER, COASTAL & ENVIRONMENTAL CONSULTANTS

APPENDIX A
CODE COMPLIANCE RESPONSES

A-1 State Code 8: Coastal Development and tidal works

This section provides code responses to the State code 8: Coastal Development and tidal works.

The proposed development site is not considered to be exposed to significant erosion risks and is considered to appropriately protect life, building and infrastructure from the impacts of coastal erosion. Furthermore, the proposed development maintains coastal processes and is therefore considered to align with the overall purpose of State Code 8.

Table 8.1: All development

Performance outcomes	Response
Development in the erosion prone area	
PO1 Development is only permitted in the **erosion prone area** where it: 1. is one of the following types of development: a. **coastal-dependent development**; or b. **temporary, readily relocatable or able to be abandoned**; or c. **essential community infrastructure**; or d. **redevelopment** of an existing permanent building or structure that cannot be relocated or abandoned; and 2. cannot feasibly be located elsewhere; or 3. is located landward of: a. a **fit for purpose revetment**; or b. a proposed revetment that is consistent with: i. an **agreement with a local government**; or ii. the alignment of adjacent lawful revetments; or 4. is on a lot less than 2000m^2 where a **coastal building line** is present.	**Complies** The EPA has been revised resulting in no development proposed to be located within the EPA. The risk of coastal erosion hazard to proposed development on Lot 1 is reduced by the potential for future private coastal protection works that may be constructed to provide protection to the existing three developed lots on Bells Reef Close.
PO2 Development (other than **coastal protection work**) in the **erosion prone area**: 1. does not adversely impact **coastal processes**; and 2. ensures that the protective function of landforms and vegetation is maintained. Note: In considering reconfiguring a lot applications, the State may require land in the **erosion prone area** to be surrendered to the State for coastal management purposes under the *Coastal Protection and Management Act 1995*. Where the planning chief executive receives a copy of a land surrender requirement or proposed land surrender notice under the *Coastal Protection and Management Act 1995*, this must be considered in assessing the application.	**Complies** The EPA has been revised resulting in no development proposed to be located within the EPA. The risk of coastal erosion hazard to proposed development on Lot 1 is reduced by the potential for future private coastal protection works that may be constructed to provide protection to the existing three developed lots on Bells Reef Close.
PO3 Development is sited, designed and constructed to limit the risk of impacts of **coastal erosion** to an acceptable level by: 1. locating development outside the **erosion prone area**; or 2. mitigating or otherwise accommodating the risks posed by **coastal erosion.**	**Complies** The EPA has been revised resulting in no development proposed to be located within the EPA.
PO4 Development in the **erosion prone area** does not significantly increase the risk or impacts to people and property from **coastal erosion**.	**Complies** The EPA has been revised resulting in no development proposed to be located within the EPA.

Performance outcomes	Response
PO5 Development (other than **coastal protection work**) in the **erosion prone area** does not directly or indirectly increase the severity of **coastal erosion** either on or off the site.	**Complies** The EPA has been revised resulting in no development proposed to be located within the EPA.
PO6 In **erosion prone areas** where a **coastal building line** is present, building work is located landward of the **coastal building line** unless **coastal protection work** has been constructed to protect the development.	**Not applicable.** Development is not located in an EPA where a coastal building line is present.
Artificial waterways	
PO7 Development of **artificial waterways**, canals and **dry-land marinas** conserves **coastal resources** by: 1. ensuring changes to water flows, water levels and sediment movement do not adversely impact the natural waterway to which it is connected; 2. demonstrating appropriate storage, treatment and disposal of **dredged material** for the life of the development.	**Not applicable.** Development is not an artificial waterway.
Coastal protection work	
PO8 Works for **beach nourishment** minimises adverse impacts on **coastal processes**.	**Not applicable.** Development is not beach nourishment.
PO9 Works for **beach nourishment** do not increase the severity of erosion on adjacent land.	**Not applicable.** Development is not beach nourishment.
PO10 Erosion control structures (excluding revetments) are only constructed where there is an **imminent threat** to **significant buildings or infrastructure**, and there is no feasible option for either: 1. **beach nourishment**; or 2. relocation or abandonment of structures.	**Not applicable.** Development does not propose erosion control structures
PO11 Erosion control structures (revetments only) are only constructed where: 1. there is an **imminent threat** to **significant buildings or infrastructure**, and there is no feasible option for either: a. **beach nourishment**; or b. relocation or abandonment of structures; or 2. the development: a. is in a consistent alignment with adjacent lawful revetments; or	**Not applicable.** Development does not propose erosion control structures

Performance outcomes	Response
b. is consistent with an **agreement with a local government** that a revetment is appropriate in the proposed location.	
PO12 Erosion control structures minimise interference with **coastal processes** and reduce the severity of erosion on adjacent land.	**Not applicable.** Development does not propose erosion control structures
Water quality	
PO13 Development: 1. maintains or enhances **environmental values** of receiving waters; 2. achieves the **water quality objectives** of Queensland waters; 3. avoids the release of **prescribed water contaminants** to **tidal waters**.	
Public use of and access to State coastal land	
PO14 Development maintains or enhances public use of and access to and along **State coastal land** (except where this is contrary to the protection of **coastal resources** or public safety).	**Complies.** The development is set back from the beach and the beach remains accessible to the public.
PO15 Private marine development does not reduce public use of and access to **State coastal land** and ensures that works: 1. are used for **marine access purposes** only; 2. minimise the use of **State coastal land**; 3. are designed to accommodate the berthing of one vessel only per waterfront residence; 4. do not interfere with access between **navigable waterways** and adjacent properties.	**Not applicable.** The development does not include private marine facilities.
PO16 Development does not reduce public use of and access to **State coastal land** and ensures that **erosion control structures**, intended to protect a freehold or leasehold (not State land) premises, are wholly located within the lot: 1. except where impeded by **significant buildings or infrastructure** that cannot be removed or relocated; or 2. for revetments the development is: a. in a consistent alignment with adjacent lawful revetments; or b. consistent with an **agreement with a local government** that a revetment is appropriate in the proposed location.	**Complies** Development dose not reduce public use of and access to State coastal land and does not propose erosion control structures.
Matters of state environmental significance	
PO17 Development is designed and sited to: 1. avoid impacts on **matters of state environmental significance**; or	

Performance outcomes	Response
2. minimise and mitigate impacts on **matters of state environmental significance** after demonstrating avoidance is not reasonably possible; and 3. provide an **offset** if, after demonstrating all reasonable avoidance, minimisation and mitigation measures are undertaken, the development results in an acceptable **significant residual impact** on a **matter of state environmental significance**. Statutory note: For Brisbane core port land, an offset may only be applied to development on land identified as E1 Conservation/Buffer, E2 Open Space or Buffer/Investigation in the Brisbane Port LUP precinct plan.	

Table 8.2: All operational work

Performance outcomes	Response
Private marine development	
PO18 Private marine development is designed and constructed to maintain existing waterway banks in their natural state and not require: 1. **coastal protection work**; 2. shoreline or riverbank hardening; 3. **dredging** for **marine access purposes**.	**Not applicable.** Proposed development does not include a private marine development.
Disposal of solid waste or dredged material from artificial waterways	
PO19 Solid waste from land and **dredged material** from **artificial waterways** is not disposed of in **tidal water** unless it is for **beneficial reuse**.	**Not applicable.** Proposed development does not include artificial waterways.
Disposal of dredged material other than from artificial waterways	
PO20 Dredged material is returned to **tidal water** where the material is needed to maintain **coastal processes** and sediment volume.	**Not applicable.** Proposed development does not include dredging.
PO21 Where the **dredged material** is not needed to maintain **coastal processes** and sediment volume, the quantity of **dredged material** disposed to **tidal water** is minimised through **beneficial reuse** or disposal on land.	**Not applicable.** Proposed development does not include dredging.
All dredging and any disposal of dredged material in tidal water	
PO22 Dredging or disposal of **dredged material** in tidal waters does not adversely impact on **coastal processes** and **coastal resources**.	**Not applicable.** Proposed development does not include dredging.

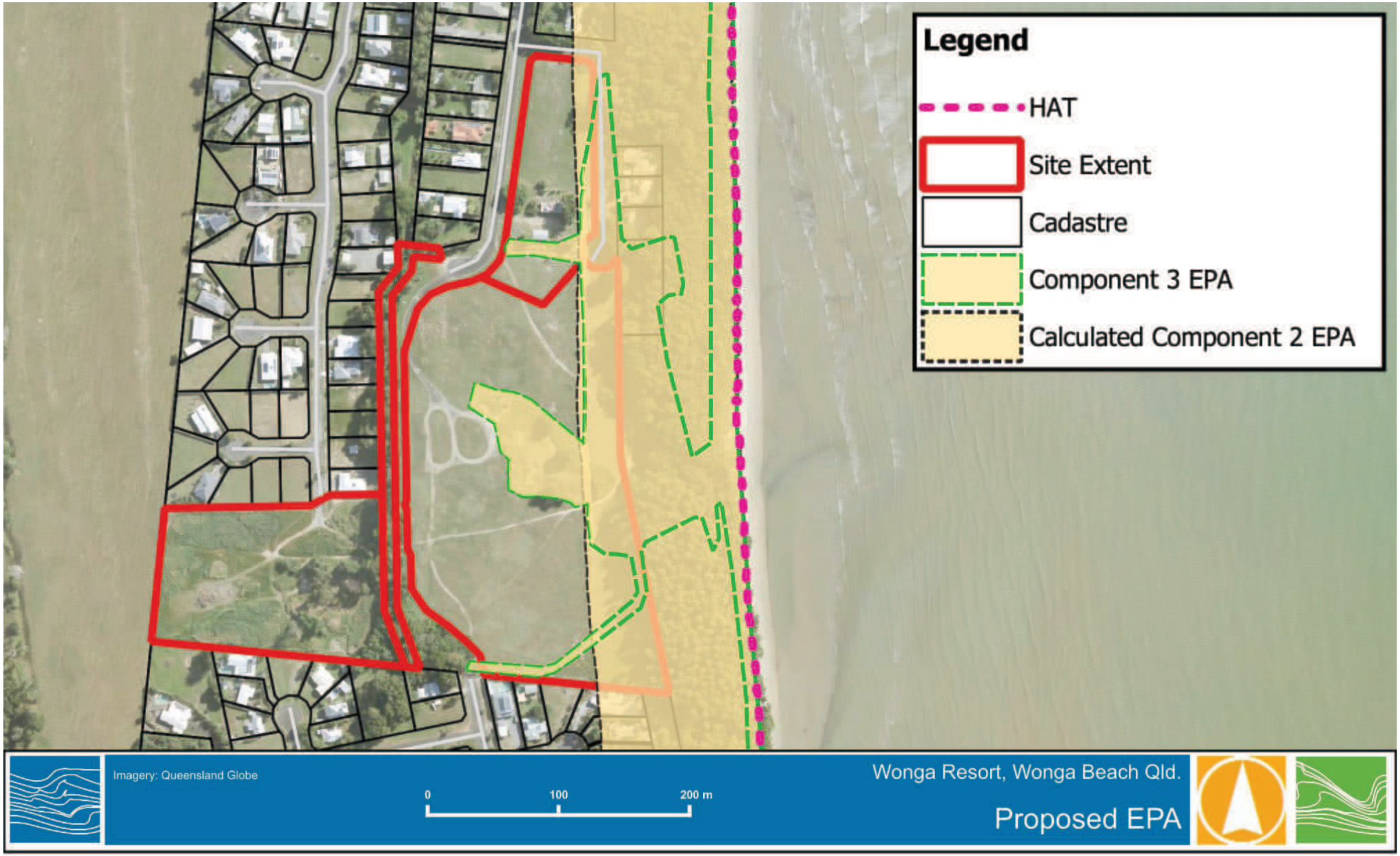
Performance outcomes	Response
Reclamation	
PO23 Development does not involve **reclamation** of land below **tidal water**, other than for the purposes of: 1. **coastal-dependent development**, **public marine development** or **essential community infrastructure**; or 2. strategic ports, priority ports, boat harbours or strategic airports and aviation facilities, in accordance with a statutory land use plan or master plan; or 3. **coastal protection work** or work necessary to protect **coastal resources** or **coastal processes**.	**Not applicable** Proposed development does not include reclamation.

Table 8.3: Operational work for tidal works which is not assessed by local government

Performance outcomes	Acceptable outcomes	Response
PO24 Tidal works are sited and designed to operate safely during and following a **defined storm tide event**.	**AO24.1** Tidal work is designed and located in accordance with the Guideline: Building and engineering standards for tidal works, Department of Environment and Heritage Protection, 2017.	

WATER TECHNOLOGY
WATER, COASTAL & ENVIRONMENTAL CONSULTANTS

APPENDIX B
RECALCULATED EROSION PRONE AREA



2024-10-09T15:49:47.701

Melbourne

15 Business Park Drive
Notting Hill VIC 3168
Telephone (03) 8526 0800

Sydney

Suite 3, Level 1, 20 Wentworth Street
Parramatta NSW 2150
Telephone (02) 9354 0300

Brisbane

Level 5, 43 Peel Street
South Brisbane QLD 4101
Telephone (07) 3105 1460

Adelaide

1/198 Greenhill Road
Eastwood SA 5063
Telephone (08) 8378 8000

Perth

Level 1, 21 Adelaide Street
Fremantle WA 6160
Telephone (08) 6555 0105

New Zealand

7/3 Empire Street
Cambridge New Zealand 3434
Telephone +64 27 777 0989

Wangaratta

First Floor, 40 Rowan Street
Wangaratta VIC 3677
Telephone (03) 5721 2650

Geelong

51 Little Fyans Street
Geelong VIC 3220
Telephone (03) 8526 0800

Wimmera

597 Joel South Road
Stawell VIC 3380
Telephone 0438 510 240

Gold Coast

Suite 37, Level 4, 194 Varsity Parade
Varsity Lakes QLD 4227
Telephone (07) 5676 7602

watertech.com.au

Attachment 7

Department of Environment, Science and Innovation

Agreement to the Revised Erosion Prone Area

From: Richard Sharp
To: Charles Wright; Hardy Town Planning and Consulting; steve@hardyplanning.com.au; Gregg KLOPP
Cc: Ryan Dermek
Subject: FW: Wonga Beach EPA Re-mapping
Date: Friday, 18 October 2024 2:30:32 PM
Attachments: image003.png
image010.png
image011.png
image012.png
image013.png
image014.png
image015.png
image001.png
linkedin_32x32_c3b7637b-cde7-4808-9152-1f7997b1ac1d.png
24020356_R01_V03.pdf
comb_3_121_DXF.dxf

Hi Charles, Greg and team,

See below, at 2:18pm this afternoon DESI (Sel) has accepted the proposed remapping erosion distance of 121m.

Attached is the final report and the accepted erosion distance CAD file of the EPA width for you official use for the submission of the DA at Oasis Drive.

Thank you for the opportunity to help on this project, if you need any assistance please reach out

Kind regards

Richard Sharp
Group Lead - Climate Risk and Approvals I Principal Planner

WATER TECHNOLOGY • **+61 7 3105 1460** • **www.watertech.com.au** •

From: Sel Sultmann <Sel.Sultmann@des.qld.gov.au>
Sent: Friday, 18 October 2024 2:18 PM
To: Ryan Dermek <Ryan.Dermek@watertech.com.au>; Richard Sharp <Richard.Sharp@watertech.com.au>
Cc: Dan Garnett <Dan.Garnett@des.qld.gov.au>
Subject: RE: Wonga Beach EPA Re-mapping

Caution: External Email.

OFFICIAL

Hi Ryan

I refer to your email below and the attached report from Water Technology titled 'Wonga Beach Erosion Prone Area' dated 3 October 2024, which provides a reassessment of the erosion vulnerability of the properties at 2-16, 18 Oasis Drive and 101 Ives Avenue, Wonga Beach Queensland, described as Lot 1 and 2 on SP259953, Lot 16 on RP890710 and Lot 101 on SP204468 (the site). A review of this report by the Department of Environment, Science and Innovation (DESI) has been requested to confirm the width of land at this site which is considered vulnerable to sea erosion. It is noted that this reassessment is intended to support a development application at the site as the proposed development extends into the declared Erosion Prone Area (EPA). I note that in the declared EPA Plan, an EPA calculation has previously been made for this site (component 2 of the total EPA) and inundation from sea level rise to 2100 also applies to this site (component 3)

I have completed the review of the report as detailed below.

Water Technology have calculated the actual erosion vulnerability of the site from coastal processes and determined an erosion distance of 121m landward of the toe of the dune/ the line of the Highest Astronomical Tide level at this site. I have reviewed the erosion vulnerability assessment and conclude that it meets the requirement of the department's Coastal Hazard Technical Guide. Accordingly, the area at the site shown as 121m inland from the line of HAT is accepted by DESI as the exposure of the land to coastal erosion. The report also identifies the area of the site subject to tidal inundation due to a projected sea level rise of 0.8m by 2100.

Water Technology have indicated the location of the area considered vulnerable to erosion, from both sea level rise and the calculated erosion distance, in Figure 4.1 of the report which is copied below.

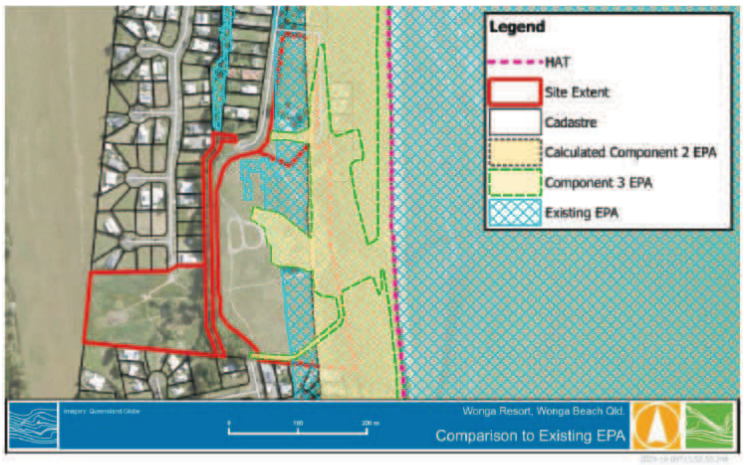


Figure 4-1 Recalculated EPA width.

This assessment can be provided to SARA as confirmation that the Department of Environment, Science and Innovation agrees to the revised EPA width at the site and to the EPA footprint map provided by Water Technology. The declared EPA Plan and footprint mapping at this location will be formally amended at a future time based on this assessment.

Sel Sultmann
Principal Coastal Scientist
Environment and Heritage Policy and Programs
Department of Environment, Science and Innovation

Ph: (07) 33305768
Level 27, 400 George Street, BRISBANE QLD 4000
GPO Box 2454, BRISBANE QLD 4001
E-mail: sel.sultmann@des.qld.gov.au

www.des.qld.gov.au.

From: Ryan Dermek <Ryan.Dermek@watertech.com.au>
Sent: Thursday, October 17, 2024 2:21 PM
To: Sel Sultmann; Richard Sharp
Cc: Dan Garnett
Subject: RE: Wonga Beach EPA Re-mapping

OFFICIAL

Hi Sel,

Please see attached for updated report.

Note that we shifted the central profile to the north to avoid the creek mouth as it was an unrepresentative section.

Regards

Ryan Dermek
Group Lead - Coasts and Marine I Senior Engineer

WATER TECHNOLOGY • **+61 7 3105 1460** • **www.watertech.com.au** •

From: Sel Sultmann <Sel.Sultmann@des.qld.gov.au>
Sent: Monday, 14 October 2024 4:00 PM
To: Ryan Dermek <Ryan.Dermek@watertech.com.au>; Richard Sharp <Richard.Sharp@watertech.com.au>
Cc: Dan Garnett <Dan.Garnett@des.qld.gov.au>
Subject: RE: Wonga Beach EPA Re-mapping

Caution: External Email.

OFFICIAL

Hi Ryan
Yes the width of the pink line interval. The full width of erosion of land.

Sel Sultmann
Principal Coastal Scientist
Environment and Heritage Policy and Programs
Department of Environment, Science and Innovation

Ph: (07) 33305768
Level 27, 400 George Street, BRISBANE QLD 4000
GPO Box 2454, BRISBANE QLD 4001
E-mail: sel.sultmann@des.qld.gov.au

www.des.qld.gov.au.

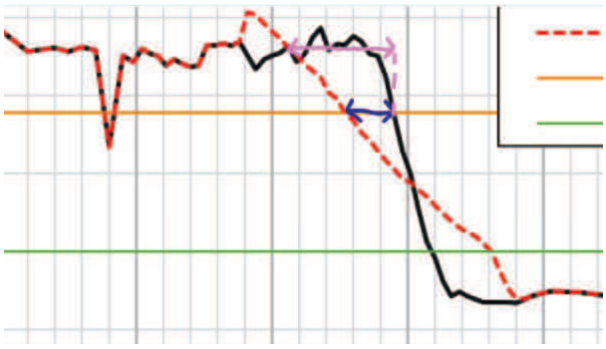
From: Ryan Dermek <Ryan.Dermek@watertech.com.au>
Sent: Wednesday, October 9, 2024 11:32 AM
To: Sel Sultmann; Richard Sharp
Cc: Dan Garnett
Subject: RE: Wonga Beach EPA Re-mapping

OFFICIAL

Hi Sel

I may have misinterpreted your previous feedback, and thought the calculated erosion distance was at initial HAT to eroded HAT as per purple line sketched below.

Our first iteration of reporting used as per the pink line arrow sketched below – initial HAT to eroded line intersect with initial profile – confirming that should be re-instated?
If so we will re-issue report and mapping.



Cheers

Ryan Dermek
Group Lead - Coasts and Marine I Senior Engineer

WATER TECHNOLOGY • **+61 7 3105 1460 | 0427 169 967** • **www.watertech.com.au** •

From: Sel Sultmann <Sel.Sultmann@des.qld.gov.au>
Sent: Tuesday, 8 October 2024 2:45 PM
To: Richard Sharp <Richard.Sharp@watertech.com.au>
Cc: Ryan Dermek <Ryan.Dermek@watertech.com.au>; Dan Garnett <Dan.Garnett@des.qld.gov.au>
Subject: RE: Wonga Beach EPA Re-mapping

Caution: External Email.

OFFICIAL

Hi Richard
Im just responding to yourself and Ryan as there are still some technical issues to work through. I have a concern about the calculation of the short-term erosion distance. Thanks for providing the zoomed in view of the profile change. My concern is I can't replicate your short-term erosion cut distance calculation provided on page 24. For example, for the southern profile you have determined the erosion cut as 23 m including the dune slumping component. When I calculate it from your figure, I get 35m. That is, the distance from where the pre storm profile intersects the HAT level which is adopted as the toe of dune (245m) to the extent of inland erosion (210m). The short-term erosion cut must include the inland extent of any erosion (land level decrease) by the sea. This most landward extent is usually captured by the dune scarp component, and I have copied the relevant section from the DESI coastal Hazard Technical Guide below. Can you describe how you got 23m please.

We may need to discuss this as the SBEACH profile does not show the typical post storm erosion profile of a near vertical scarp for the short-term calculation, to which the dune scarp component is later determined. So determination of erosion cut is difficult especially where the dune crest is moved landward with landward accretion. Also, it would be helpful to show this distance on the profile so the start and stop points can be identified for third party checks. For example, in Figure 3.10 (copied below) the profile crosses HAT multiple times so it would be helpful to know which HAT intersect was used. This is also helpful as the HAT line from which the overall erosion distance is measured in Figure 4.1 should be the same HAT line, and we may need to validate this on the DEM. This issue, where different HAT intersects are used has caused significant errors by others in the past.

Other than this matter, the report looks OK.

Dune scarp component (D)

The short-term erosion calculation permits the assessment of shoreline recession as far as the limit of wave run-up for those cases where the frontal beach ridge is not overtopped. To allow for slumping of the frontal dune beyond this design run-up level, and the possible undermining and collapse of structures founded on the dune, a dune scarp component should be included in the erosion prone area width.

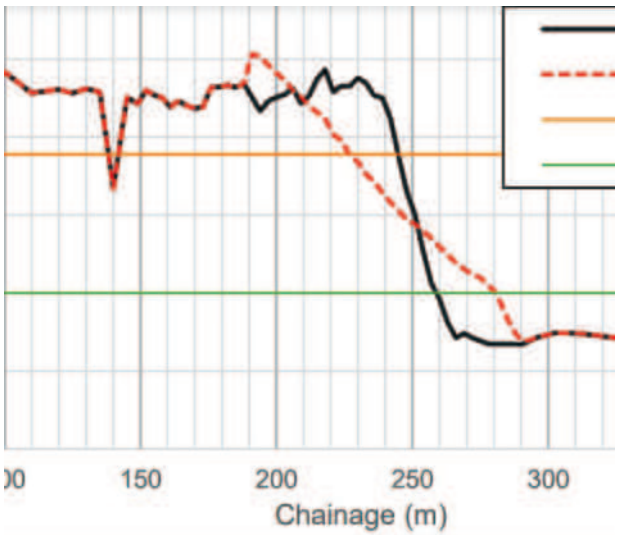


Figure 3-12 Storm Erosion Profile Detail: South

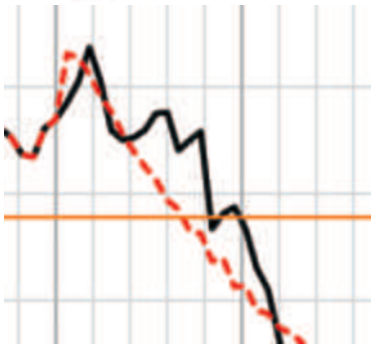


Figure 3.10 extract

Sel Sultmann
Principal Coastal Scientist
Environment and Heritage Policy and Programs
Department of Environment, Science and Innovation

Ph: (07) 33305768
Level 27, 400 George Street, BRISBANE QLD 4000
GPO Box 2454, BRISBANE QLD 4001
E-mail: sel.sultmann@des.qld.gov.au

www.des.qld.gov.au.

Queensland Government

From: Richard Sharp <Richard.Sharp@watertech.com.au>
Sent: Thursday, October 3, 2024 3:52 PM
To: Sel Sultmann; Charles Wright
Cc: Ryan Dermek; coastal support; Hardy Town Planning and Consulting; steve@hardyplanning.com.au; Gregg KLOPP
Subject: RE: Wonga Beach EPA Re-mapping

OFFICIAL

Hi Sel,
Thank you for your comments and advice on the Wonga Beach EPA report.
Please see attached version R01_V02a which addresses the below feedback including remodelling beach profiles and revised mapping.
Also attached, as requested, is the paper by Birkemeier (1985) referenced in our report for your information.
Please advise if the amendments and revised EPA are accepted, the team will then proceed to lodgement of the development application on Oasis Drive and Ives Avenue.
@Charles Wright – Please see revised EPA line for CAD purposes here CAD
Kind regards
Richard

Richard Sharp
Group Lead - Climate Risk and Approvals I Principal Planner

WATER TECHNOLOGY • **+61 7 3105 1460** • **www.watertech.com.au** •

From: Sel Sultmann <Sel.Sultmann@des.qld.gov.au>
Sent: Tuesday, 24 September 2024 4:39 PM
To: Richard Sharp <Richard.Sharp@watertech.com.au>
Cc: Ryan Dermek <Ryan.Dermek@watertech.com.au>; coastal support <coastal.support@des.qld.gov.au>
Subject: RE: Wonga Beach EPA Re-mapping

Caution: External Email.

OFFICIAL

Hi Richard and Ryan

I have provided my comments on the report below. The report needs to address these comments.

Short term erosion cut
3.4.1 Design storm
The present day defined storm event (wave and water level conditions) should be used in the short-term erosion cut calculation not the 2100 event. Changes due to sea level rise are accounted for in the SLR component. The 2100 erosion cut is expected to be similar to the present day as the dune are expected adjust upwards with sea level rise over time (Brunn Rule response).

3.4.3 Prestorm beach profile
I need certainty that the input to the calculations accurately reflects the site. I consider a single profile is insufficient to represent a 600m coastal sector given variability in dunes along the coast. For sites such as this, where there appears to be a relative uniform dune, I suggest you either run the calculations over a minimum 3 profiles (southern, central and northern) and average, or provide evidence that the chosen profile is representative of the site.

3.4.4 Short term erosion distance.
Toe of dune should be used as the common reference point for measuring the short-term erosion cut distance and as the start point for applying the final EPA distance inland. Where toe of dune is not readily determined the level of HAT can be used for these moderate energy coasts. Ideally the toe of dune line should be identified by a survey or determined from recent aerial imagery and identified on the profile in figure 3.3 and 3.6.

For figure 3.6 a close-up view of the area of change, say between 150m and 500m should be shown which will give more detail and enable third party verification of the measured distance.

3.5 Sea level rise
To enable third party checks please provide the Birkmeier formulae and identify values chosen for this calculation. If you could supply the paper that would also be useful. Confirm that the dune height used is an average of the dune crest height of the area of future change.

I note that in other areas of north Queensland the nearshore zone is not a uniform sand profile. Commonly there is an upper beach sand facies overlying a silty to sandy mud facies which is typically of a very shallow gradient. Others have set the depth of closure at the limit of sand to be consistent with the Bruun Rule. Im not sure is this is the case at this location.

3.7 Summary of component 3.
In the first sentence, the EPA is either 40m from the line of HAT **or** the calculated distance, not both. The EPA is the calculated distance **and** the area of SLR inundation (not or).

4.1 EPA review
On Figure 4.1 show the reference line (toe of dune/HAT line) on the aerial imagery base map and show the actual distance to the landward extent of the calculated distance. Also provide a distance scale in the legend. The sea level rise section shown beyond the calculated erosion width can be shown as a different colour or cross hatched to differentiate it.

Sel Sultmann
Principal Coastal Scientist

Environment and Heritage Policy and Programs
Department of Environment, Science and Innovation

Ph: (07) 33305768
Level 27, 400 George Street, BRISBANE QLD 4000
GPO Box 2454, BRISBANE QLD 4001
E-mail: sel.sultmann@des.qld.gov.au

www.des.qld.gov.au.

From: Richard Sharp <Richard.Sharp@watertech.com.au>
Sent: Thursday, August 29, 2024 9:01 PM
To: Sel Sultmann; coastal support
Cc: Charles Wright; Gregg KLOPP; Ryan Dermek; Hardy Town Planning and Consulting; steve@hardyplanning.com.au
Subject: Wonga Beach EPA Re-mapping

FAO: Sel Sultmann
Hi Sel,
Please find attached Water Technology's technical memorandum prepared by Ryan Dermek, RPEQ with assistance from coastal planners at Water Technology. This report seeks to amend the designated erosion prone area width at Wonga Beach following the pre-lodgement advice (2404-39831SPL) received on 3 May 2024 and prior to lodgement of the development application on Oasis Drive and Ives Avenue.
We understand that you are unavailable from the 6th September and so if you could have a cursory look over the document prior the commencement of your leave to identify any major showstoppers in the approach or results presented, that would be greatly appreciated. Noting that I am also on leave from 2 Sept to 6th September, if you have any queries about the document content, please contact Ryan Dermek (Water Technology).
Thanks
Richard

Richard Sharp
Group Lead - Climate Risk and Approvals I Principal Planner
Level 5, 43 Peel Street,
South Brisbane QLD Australia 4101
+61 7 3105 1460
WATER TECHNOLOGY www.watertech.com.au

Attachment 8

Wonga Marine Plant Survey Report

Prepared by NRA

ATTACHED SEPARATELY

Attachment 9

Assessment against the applicable development codes

Douglas Shire Planning Scheme 2018 v1.0

Prepared by Kelly Reaston Development and Property Services

6.2.14 Tourist accommodation zone code

6.2.14.1 Application

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

6.2.14.2 Purpose

(1) The purpose of the Tourist accommodation zone code is to provide for short-term accommodation supported by community uses and small-scale services and facilities in locations where there are tourist attractions.

(2) The local government purpose of the code is to:
- (a) implement the policy direction set in the Strategic Framework, in particular:
  - (i) Theme 4 : Strong communities and identity, Element 3.7.4 – Sense of place, community and identity.
  - (ii) Theme 5 – Economy. Element 3.8.2 – Economic growth and diversification, Element 3.8.2 – Tourism.
- (b) provide for tourist accommodation development to establish in areas close to commercial and recreational services and facilities.

(3) The purpose of the code will be achieved through the following overall outcomes:
- (a) A range of accommodation activities, with an emphasis on short-term accommodation is established at a scale and density to service tourist needs.
- (b) Tourist development is of an appropriate scale and achieves an attractive built form which incorporates the character and natural attributes of the site and the surrounding area as integral features of the theme and design of the development.
- (c) Development facilitates opportunities for establishing tourist facilities and services within, or adjacent to, tourist accommodation to complement the tourist accommodation and enhance the attractiveness of tourist areas.
- (d) Development is designed to take into account the tropical climate by incorporating appropriate architectural elements and design features.
- (e) Landscaping of tourist development is of a high quality and contributes to the visual dominance of tropical vegetation and the local streetscape.
- (f) Community facilities, open space and recreational areas and appropriate infrastructure to support the needs of the local community are provided.

6.2.14.3 Criteria for assessment

Table 6.2.14.3.a – Tourist accommodation zone code – assessable development

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		

PO1 The height of all buildings and structures must be in keeping with the residential character of the area.	**AO1** Buildings and structures are not more than 13.5 metres and 3 storeys in height. Note – Height is inclusive of roof height.	**Complies with AO1.** **The proposed Resort Complex is 12 metres in height.**
Setbacks (other than for a dwelling house)		
PO1 Buildings are setback to: (a) maintain the character and amenity of the area; (b) achieve separation from neighbouring buildings and from road frontages.	**AO1** Buildings are setback: (a) a minimum of 6 metres from the main street frontage; (b) a minimum of 4 metres from any secondary street frontage; (c) 4.5 metres from a rear boundary; (d) 2 metres from a side or an average of half of the height of the building at the side setback, whichever is the greater.	**Complies with PO1.** **A detailed setback plan is provided in the Architectural Plans.** • **Northern Boundary: A minimum setback of approximately 2.389 metres to the elevated circulation network, 2.388 metres to the villa roof, and 4.862 metres to the villa wall.** • **Eastern Boundary: A minimum setback of approximately 30.989 metres to the villa roof and 32.991 metres to the villa wall, providing a substantial landscaped buffer to adjoining esplanade.** • **Southern Boundary: A minimum setback of approximately 8.95 metres to the villa roof and 10.235 metres to the villa wall.** • **Western Boundary: Setbacks vary considerably along this boundary due to the site configuration and building layout; however, the minimum setback to the villa roof is approximately 2.92 metres, with greater separation provided in many locations.** **Overall, the setbacks shown on Plan A014 demonstrate that appropriate separation is maintained from all boundaries. This approach assists in mitigating visual bulk, preserving privacy, retaining vegetation**

		buffers and achieving a low-intensity, resort-style outcome consistent with the site context.
Site coverage (other than for a dwelling house)		
PO2 The site coverage of all buildings does not result in a built form that is bulky or visually obtrusive.	**AO2** The site coverage of any building is limited to 50%	**Complies with AO2.** **The overall site coverage is limited to 37.4%.**
Building proportions and scale (other than for a dwelling house)		
PO3 The proportions and scale of any development are in character with the area and local streetscape.	**AO3.1** The overall length of a building does not exceed 30 metres and the overall length of any continuous wall does not exceed 15 metres. **AO3.2** Balconies, patios and similar spaces are not enclosed or capable of being enclosed and used as a habitable room. **AO3.3** Balconies, patios and similar spaces are designed to be open and light weight in appearance with a maximum of 20% of the façade being fully enclosed. **AO3.4** Roof forms, materials and colours of buildings enhance the amenity of the street and locality, including: (a) the roofs of buildings are light coloured and non-reflecting; (b) white and shining metallic finishes are avoided on external surfaces in prominent view. Note – The building incorporates building design features and architectural elements detailed in Planning scheme policy SC 6.2 – Building design and architectural elements.	**Complies with PO3.** **Rather than presenting as long or monolithic buildings, the development is deliberately broken into a series of small, discrete villa nodes and a central facility, each articulated through setbacks, curved design, changes in materials, recesses and landscaping. While elements of the development are connected by an elevated circulation network, this is visually permeable with integrated landscaping. No single component presents as a continuous building mass that would be perceived as exceeding the acceptable length thresholds. Continuous wall lengths are visually segmented and softened, ensuring the built form reads as a collection of pavilions set within a landscaped environment rather than a single elongated structure. This approach is consistent with coastal resort design principles, where buildings are dispersed to reduce visual bulk and integrate with the landscape.** **Balconies, patios and similar spaces are designed as genuine outdoor living areas that remain open and unenclosed, and are not**

		capable of being adapted for use as habitable rooms. These elements are lightweight in appearance, incorporating open balustrades, screens and shading devices that promote natural ventilation and coastal airflow. The buildings remain visually permeable and responsive to the tropical coastal climate. Roof forms, materials and colours further reinforce the coastal appropriateness of the development. Flat roof forms are utilised to minimise visual prominence and avoid bulky or dominant roof profiles when viewed from public areas, the beach or adjoining properties. Roof finishes are light coloured and non-reflective, reducing heat gain and glare, while highly reflective, white or metallic finishes are avoided on external surfaces in prominent view. Extensive rooftop landscaping softens the built form, contributes to visual integration with the surrounding tree canopy and enhances environmental performance through improved insulation and stormwater management.
Landscaping (other than for a dwelling house)		

PO4 Landscape planting is provided for the recreational amenity of residents/guests and incorporates dominant tropical vegetation which enhances the streetscape and the amenity of the area.	**AO4.1** A minimum of 35% of the site is provided as open space and recreation area with a minimum of 30% of this total; area provided for landscape planting. **AO4.2** Within the frontage setback area, a minimum width of 2 metres of landscape area includes a minimum 75% dense planting. **AO4.3** Within the side and rear setback areas, a minimum width of 1.5 metres of landscape area includes 75% dense planting.	**Complies with PO4** **Over 44% of the site consists of garden areas, parkland, or water bodies which form part of the landscaping.** **The landscaping concept is illustrated within the Architectural Plans with the landscaping layout subject to further detailed design.**

Performance outcomes	Acceptable outcomes	Applicant response
For assessable development		
PO5 The establishment of uses is consistent with the outcomes sought for the Tourist accommodation zone and protects the zone from the intrusion of inconsistent uses.	**AO5** Inconsistent uses as identified in Table 6.2.14.3.b are not established in the Tourist accommodation zone.	**Complies with AO5.** **All proposed uses are consistent with the zone.**
PO6 Development is located, designed, operated and managed to respond to the characteristics, features and constraints of the site and surrounds. Note – Planning scheme policy – Site assessments provides guidance on identifying the characteristics, features and constraints of a site and its surrounds.	**AO6** No acceptable outcomes are prescribed.	**Complies with PO6.** **The proposed development is located, designed, operated and managed to respond directly to the characteristics, features and constraints of the site and its surrounds. The layout and built form are informed by coastal hazards, existing vegetation, drainage patterns and surrounding residential character, resulting in a low-rise, elevated and landscape-integrated development that minimises environmental impact. Operational and management measures further ensure that amenity, infrastructure capacity and community expectations are respected, achieving a context-responsive and resilient outcome.**
PO7 Development does not adversely affect the tropical, tourist and residential character and amenity of the area in terms of traffic, noise, dust, odour, lighting or other physical or environmental impacts.	**AO7** No acceptable outcomes are prescribed.	**Complies with PO7.** **The proposed development will not adversely affect the tropical, tourist or residential character and amenity of the area. Traffic generation is modest and within the capacity of the existing road network, with all parking and servicing accommodated on site. The scale and layout of the resort, together with separation distances and landscaped buffers, ensure that noise, lighting and activity levels remain consistent with a low-intensity coastal tourism environment. Construction and operational impacts relating to dust, odour and lighting will be managed through**

		standard mitigation measures and conditions, ensuring that amenity impacts on surrounding properties are minimised and that the development integrates sensitively with the surrounding residential and tourist context.
PO8 Any loading/unloading areas, servicing areas and outdoor storage areas are screened from public view or adjacent sensitive uses.	**AO8** Outdoor loading/unloading, servicing and storage areas are sited or screened so they are: (a) not visible from any off-site public place; (b) not located adjacent to premises used for sensitive uses.	**Complies with AO8.** **Loading and unloading is provided for within the site, servicing from Oasis Drive.**
PO9 Tourist developments include recreational and ancillary services and facilities for the enjoyment of guests.	**AO9.1** Development which includes accommodation for tourists incorporates a mix of the following recreational and ancillary services and facilities: (a) swimming pools; (b) tennis courts; (c) barbecue areas; (d) outdoor lounging / recreation areas; (e) restaurants / bars; (f) tourist-focussed shopping; (g) tour booking office; (h) spa / health clubs. **AO9.2** Any commercial services or facilities incorporated into a tourist development are small scale and predominantly service in-house guests only. **AO9.3** Where a commercial service or facility offers services to persons over and above in-house guests, the commercial component provides on- site car parking for 50% of the floor area available for use in accordance with the relevant requirements of the Parking and access code.	**Complies with AO 9.1** **The development provides the following services exclusively for visitors-** **(a) swimming pools** **(b) Outdoor lounging/recreation areas** **(c) Restaurants** **(d) Spa/gym/wellness services.** **Complies with AO9.2** **The only commercial service that is available to external patrons is the restaurants, bar and spa/gym/wellness services. They are of an appropriate scale considering the size of the Hotel and will be used predominantly by visitors.** **Complies with AO 9.3.** **A detailed carparking analysis is provide in the Access, Parking, and Servicing code compliance.**

PO10 New lots contain a minimum area of 1000m^2.	**AO10** No acceptable outcomes are prescribed.	**Not Applicable.**
PO11 New lots have a minimum road frontage of 20 metres.	**AO11** No acceptable outcomes are prescribed.	**Not Applicable.**
PO12 New lots contain a 25 metre x 20 metre rectangle.	**AO12** No acceptable outcomes are prescribed.	**Not Applicable.**

Table 6.2.14.3.b — Inconsistent uses within the Tourist accommodation zone

Inconsistent uses		
• Adult store • Agricultural supplies store • Air services • Animal husbandry • Animal keeping • Aquaculture • Brothel • Bulk landscape supplies • Cropping • Detention facility • Extractive industry • Funeral parlour • Garden centre • Hardware and trade supplies • Health care services • High impact industry • Indoor sport and recreation • Intensive animal industry	• Intensive horticulture • Landing • Low impact industry • Major electricity infrastructure • Major sport, recreation and entertainment facility • Marine industry • Market • Medium impact industry • Motor sport facility • Nightclub entertainment facility • Office • Outdoor sales • Outdoor sport and recreation • Outstation • Park • Parking station	• Permanent plantation • Port services • Renewable energy facility • Roadside stall • Rural industry • Rural workers accommodation • Service station • Shopping centre • Showroom • Special industry • Substation • Theatre • Transport depot • Veterinary services • Warehouse • Wholesale nursery • Winery

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

7.2.2 Coastal communities local plan code

7.2.2.1 Application

(1) This code applies to assessing development within the Coastal communities local plan area covering Wonga Beach, Newell and Cooya Beach as identified on the Coastal communities local plan maps contained in Schedule 2.

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

7.2.2.2 Context and setting

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

The Coastal communities consist of the three residential communities of Wonga Beach, Newell and Cooya Beach: each located 13 km to the north-north-east, 5 km to the north-east and 4 km to the east of the Mossman town centre, respectively.

All are located on the flat coastal plain along the Coral Sea. Each community is located on the coastal sandy swales of the foreshore and are therefore low-lying and vulnerable to coastal erosion and storm tide hazards.

Wonga Beach is the largest community and currently consists of two sections, each with separate access to the Mossman-Daintree Road. The northern part of Wonga Beach has access to the Mossman-Daintree Road via Wonga Beach Road and consists predominantly of detached housing, the Wonga Beach primary school in Snapper Island Drive, a small caravan park on the Esplanade and other low key tourist accommodation, mainly in the form of bed and breakfast facilities.

The southern part of Wonga Beach has access to the Mossman-Daintree Road via Oleander Drive and Marlin Drive. Detached housing is the predominant form of development and a small service station and local centre and a community hall are located on Oleander Drive on, and close, to the Mossman-Daintree Road intersection. Wonga Beach Park is located at the southern end of Wonga Beach and contains a skate park and barbecue facilities.

The northern and southern parts of Wonga Beach are not connected by a beach side road however they are linked by a pedestrian and bicycle path known as the 'Wonga Community Link'.

Newell consists predominantly of older-stock detached residential housing. A caravan park and small convenience store is located at Marine Parade – Pacific Street and a boat ramp is provided in the south giving access to the northern bank of the Mossman River.

Cooya Beach consists of residential development and caters for a significant amount of newer residential growth in the coastal communities, particularly along Cooya Beach Road. Cooya Beach also has a neighbourhood centre, a child care centre and has a boat ramp at its northern end providing access to the southern bank of the Mossman River.

A particular characteristic of each of the coastal communities is the distinct demarcation between urban and rural settings, with either sugar cultivation or cattle grazing directly abutting the urban edge.

All communities have a ready supply of vacant lots, with a limited capacity for further residential expansion. Of the three communities, only the new residential estate on the western side of Cooya Beach is connected to reticulated sewerage network.

7.2.2.3 Purpose

(1) The purpose of the Coastal communities local plan code is to provide for attractive residential areas in the Shire as an alternative to Mossman and Port Douglas.

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

- (a) maintain development in coastal communities as primarily low density residential development;
- (b) protect residential communities from incursion by tourist accommodation and facilities;
- (c) facilitate the development of local commercial and community services and facilities, including active and passive open space at a level adequate to service the resident population;
- (d) ensure new residential development is limited in extent and is designed to integrate with existing communities;
- (e) ensure Good Quality Agricultural Land is protected from the impacts of residential development or residential expansion;
- (f) protect environmentally sensitive coastal areas and coastal processes from the detrimental impacts associated with urban development;
- (g) protect parts of the Local Plan Area used for the cultivation of sugar cane from incompatible development, where such land is zoned for continued Rural use.

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

- (a) Precinct 1 – Wonga Beach rural precinct;
- (b) Precinct 2 – Wonga Beach low density residential precinct;
- (c) Precinct 3 – Wonga Beach local centre precinct;
- (d) Precinct 4 – Wonga Beach rural residential precinct;
- (e) Precinct 5 – Wonga Beach Lifu Close precinct;
- (f) Precinct 6 – Newell low density residential precinct;

(g) Precinct 7 – Newell local centre precinct.

Precinct 1 – Wonga Beach rural precinct

(4) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure that:

(a) the open rural character and amenity of the precinct is maintained;

(b) clear visual separation is maintained between the residential areas of Wonga Beach and the Mossman-Daintree Road;

(c) development reliant on exposure to the Mossman-Daintree Road, including tourist facilities and attractions, does not occur.

Precinct 2 – Wonga Beach low density residential precinct

(5) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure that:

(a) development consists of low density residential housing and open space. Other uses are not facilitated within the precinct;

(b) a road connection between Oasis Drive and Marlin Drive is not provided. However a pedestrian and cycling link is maintained along the western boundary of the precinct, and any development provides adequate visibility to this link to ensure the personal safety and security for the users of the link;

(c) development is setback from the established foreshore vegetation and good highly visible public access is provided along the edge of the foreshore vegetation that permits safe access to the beach;

(d) development incorporates adequate water-sensitive urban design techniques to cater for any storm water flows required to be conveyed across the site.

Precinct 3 – Wonga Beach local centre precinct

(6) In addition to the overall outcomes, the following outcomes are achieved in the precinct:

(a) local shopping and community facilities are consolidated within the precinct on the corner of Oleander Drive and Mossman-Daintree Road. No other shopping facilities are considered to be necessary in Wonga Beach;

(b) retailing activities, including the service station are not intended to exceed 400m^2 in gross floor area;

(c) pedestrian connections between uses within the precinct are maintained and enhanced;

(d) access and car parking is coordinated between uses;

(e) supplementary landscape planting is provided to enhance the appearance of the precinct and to provide for shade trees.

Precinct 4 – Wonga Beach rural residential precinct

(7) In addition to the overall outcomes, the following outcomes are achieved in the precinct:

(a) any further lot reconfiguration within this precinct ensures that large lots are maintained to provide for housing diversity and for the protection of the existing rural residential character.

Precinct 5 – Wonga Beach Lifu Close precinct

(8) In addition to the overall outcomes, the following outcomes are achieved in the precinct:

(a) further lot reconfiguration is discouraged within this precinct, unless adequate road access and frontages can be provided to each new lot. This may require consolidation of existing lots to achieve appropriate design solutions;

(b) multiple rear lots are not established.

Precinct 6 – Newell low density residential precinct

(9) In addition to the overall outcomes, the following outcomes are achieved in the precinct:

(a) a limited size low density residential extension of the existing street pattern is facilitated, subject to an engineering analysis demonstrating that there are no significant constraints preventing such an extension.

Precinct 7 – Newell local centre precinct

10) In addition to the overall outcomes, the following outcomes are achieved in the precinct:

(a) Any redevelopment of the local shopping facility is contained within the local centre precinct and is limited to 150m^2 for all centre uses.

Criteria for assessment

Table 7.2.2.4 a – Coastal communities local plan – assessable development

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		
Development in the Coastal communities local plan area generally		
PO1 Buildings and structures complement the height of surrounding development and buildings are limited to two storeys.	**AO1** Buildings and structures are not more than 8.5 metres in height. Note – Height is inclusive of roof height.	**Alternative Solution.** **The proposed development seeks approval for building heights exceeding the nominal 8.5-metre height and two-storey benchmarks that typically apply to low-density residential contexts. The maximum building height proposed is approximately 12 metres. This variation is deliberate, site-responsive and integral to achieving an environmentally responsible and visually recessive development outcome.** **The Villas and Central Building are supported on piers elevating the built form approximately 4 metres above existing ground level. This design response is driven by environmental considerations rather than development yield. Elevation of the structures allows natural ground levels, drainage patterns and overland flow paths to be generally retained across the site, minimises earthworks and filling, and provides resilience to flooding and storm tide events consistent with the site's coastal context. This approach enables the development to "sit lightly" on the land and respond appropriately to coastal hazards without extensive ground disturbance.**

Performance outcomes	Acceptable outcomes	Applicant response
		While the overall building height reaches up to 12 metres, the perceived visual height and bulk of the development is significantly reduced by a combination of siting, landscape integration and architectural design. Importantly, the proposed buildings will not extend above the established tree canopy line when viewed from the eastern Esplanade frontage or from the west across the drainage corridor. Existing mature vegetation along the Esplanade to the east and along the drainage reserve to the west provides a substantial natural screen, within which the buildings are deliberately nestled. As a result, the built form will remain visually subordinate to the surrounding landscape and will not present as a dominant or intrusive element when viewed from public vantage points, the beachfront or adjoining residential areas. **The building design adopts flat roof forms rather than pitched or articulated roof structures that would increase apparent height and visual prominence. These flat roofs are not visually stark or utilitarian in nature; rather, they incorporate extensive rooftop landscaping, including green roofs and planted areas. This treatment softens the built form when viewed from above or at oblique angles, reduces heat gain, improves stormwater performance and further integrates the buildings into the**

Performance outcomes	Acceptable outcomes	Applicant response
		surrounding coastal environment. The landscaped roofs contribute to the continuity of the tree canopy and ensure that the uppermost portions of the buildings visually merge with the surrounding vegetation rather than protruding above it. **The proposed height also enables improved architectural outcomes, including generous floor-to-ceiling heights that facilitate natural ventilation, climate-responsive design and shaded circulation spaces. These features are essential to delivering a high-quality resort outcome suited to tropical conditions and reduce reliance on mechanical cooling, consistent with the environmental performance objectives of the Planning Scheme.** **From a streetscape and coastal character perspective, the development will continue to read as a low-rise, resort-style environment rather than a conventional multi-storey building. The height variation does not introduce additional storeys that would be visually perceived as bulk or density, nor does it alter the established settlement pattern or skyline of Wonga Beach. Instead, the elevated and landscaped form allows the development to remain recessive within the landscape while achieving necessary environmental resilience and design quality.**

Performance outcomes	Acceptable outcomes	Applicant response
		In this context, the proposed building height represents a performance-based response that achieves superior outcomes when compared to strict compliance with prescriptive height limits. The development protects environmental values, maintains scenic amenity, avoids skyline intrusion, and responds appropriately to coastal hazards, while remaining consistent with the intent of the Planning Scheme to promote development that is well designed, environmentally responsive and sensitive to local character.
For assessable development		
Development in the Coastal communities local plan area generally		
PO2 Development retains and enhances key landscape elements including character trees and areas of significant vegetation contributing to the character and quality of the local plan area and significant views and vistas and other landmarks important to the Coastal communities' context (as identified on the Coastal Communities Townscape Plan map contained in Schedule 2).	**AO2.1** Development provides for the retention and enhancement of existing mature trees and character vegetation that contribute to the character of the coastal communities, including: (a) the coconut fringed vegetation along the foreshore and esplanade areas; (b) low-lying melaleuca swamp lands and the mangrove communities along river banks and creeks. **AO2.2** Development protects and does not intrude into important views and vistas as identified on the Coastal Communities Townscape Plan map contained in Schedule 2).	**Complies with AO2.1** **The proposal is positioned within an existing cleared footprint. Two individual and isolated trees only will be required to facilitate the proposal.** **Complies with AO2.2.** **The roofline of the development sits below the surrounding tree canopy height and is not expected to impact upon views.**

Performance outcomes	Acceptable outcomes	Applicant response
PO3 Development contributes to the protection, reinforcement and where necessary enhancement of gateways and key intersections identified on the Coastal Communities Townscape Plan map contained in Schedule 2	**PO3** Development adjacent to the gateways and key intersections as identified on the Coastal Townscape Plan maps contained in Schedule 2 and where permitted under the planning scheme, incorporates architectural features and landscaping treatments and design elements that enhances the sense of arrival and way finding within each coastal suburb.	**Not Applicable.**
PO4 Landscaping of development sites complements the desirable qualities of the existing character of the coastal communities.	**AO4** Landscaping incorporates the requirements of Planning scheme policy SC6.7 - Landscaping.	**Will comply and may be further conditioned. The landscaping layout is subject to further detailed design.**
Additional requirements for Precinct 2 – Wonga Beach low density residential precinct		
PO5 Development takes into account, the opportunities and constraints with particular attention paid to storm-tide hazards, water-sensitive urban design management of storm water flow paths, and retention of foreshore vegetation.	**AO5** No acceptable outcomes are prescribed.	**Complies with PO5.** **The proposed development has been deliberately designed to respond to the site's opportunities and constraints, with particular attention to storm tide hazards, water-sensitive urban design and the retention of foreshore vegetation.** **Storm tide and coastal hazard considerations have been fundamental to the site layout and built form strategy. All habitable buildings are elevated on piers above existing ground levels, ensuring resilience to storm tide inundation and wave action while avoiding the need for extensive filling or ground modification. This approach allows natural overland flow paths to be maintained and ensures that development does not exacerbate flood or storm tide impacts on adjoining land. The**

Performance outcomes	Acceptable outcomes	Applicant response
		building locations and finished floor levels have been informed by detailed coastal hazard and erosion prone area assessments, demonstrating that risks can be managed to an acceptable level. Stormwater management has been addressed through an integrated water-sensitive urban design (WSUD) framework that treats, detains and reuses stormwater on site. The development incorporates green roofs, rainwater harvesting, bioretention systems and detention within the existing lake to replicate pre-development hydrological conditions. Overland flow paths are retained and enhanced, and stormwater is treated prior to discharge, ensuring no increase in runoff volumes or pollutant loads to downstream coastal environments. This approach improves water quality outcomes while maintaining the natural drainage characteristics of the site. Foreshore vegetation has been retained and protected as a key design outcome. Development is set back from the coastal edge and avoids disturbance to established dune systems and coastal vegetation. Existing vegetation buffers are maintained and reinforced through additional planting, preserving ecological values, coastal stability and scenic amenity. The built form is visually recessive and contained within the existing

Performance outcomes	Acceptable outcomes	Applicant response
		tree canopy line, ensuring that the development does not visually dominate the foreshore or compromise the natural character of the coastline. **Through these measures, the proposed development demonstrates a considered and integrated response to the site's environmental constraints while leveraging its coastal setting to deliver a resilient, environmentally responsible and contextually appropriate tourism outcome.**
PO6 Development avoids a road connection between Oasis Drive and Marlin Drive that would exacerbate traffic volumes or unduly increase traffic hazards, particularly along Marlin Drive and Oleander Drive. Proposals for a road extension into Precinct 2 should be from the north and not from Marlin Drive. A turning circle immediately at the end of Marlin Drive may be acceptable.	**AO6** A road connection between Oasis Drive and Marlin Drive is not provided. Proposals for a road extension into Precinct 2 should be from the north and not from Marlin Drive. A turning circle immediately at the end of Marlin Drive may be acceptable.	**Complies with AO6.** **The design proposes access via Oasis Drive only and does not facilitate connection with Marlin Drive.**

Performance outcomes	Acceptable outcomes	Applicant response
PO7 Development maintains a pedestrian and bicycle link along the western boundary of the precinct and establishes adequate opportunities for surveillance along and across to the link.	**AO7** A pedestrian and bicycle link is retained along the western boundary of the precinct which is clearly visible from adjoining streets and / or public open space areas (i.e. – is not obscured at the rear of residential lots).	**Complies with AO7.** **The design maintains pedestrian and bicycle links between Oasis Drive and Marlin Drive.**
PO8 The line of foreshore vegetation along the eastern side of the precinct, including the foreshore coconut palms, is retained and development is setback to avoid damage to the vegetation.	**AO8** No acceptable outcomes are prescribed.	**Complies with PO7.** **The design incorporates substantial setbacks to foreshore to the east and is confined to the existing cleared footprint, with the removal of only two isolated trees. The development will include substantial landscaping.**
PO9 Highly visible public access is provided along the eastern side of the precinct to the foreshore.	**AO9** A constructed public esplanade road (taking into account the requirements of AO6) is provided along the eastern side of the precinct clear of the foreshore vegetation, including the foreshore coconut palms.	**Does not comply.** **The nature of the development does not require a new esplanade road. The development seeks to retain this area in a natural state.**
PO10 Storm-water flows are conveyed across the site incorporating water-sensitive urban design principles.	**AO10** No acceptable outcomes are prescribed.	**Complies with PO10.** **Refer to the attached Engineering Assessment Report.**
Additional requirements for Precinct 3 – Wonga Beach local centre precinct		
PO11 Retailing activities, including the service station do not exceed 400m2 across each of the three allotments contained within the Centre zone. No retailing activities occur within the Community Facilities zone within the precinct.	**AO11** No acceptable outcomes are prescribed.	**Not Applicable.**
PO12	**AO12**	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
Pedestrian connections, vehicular access, car parking areas and landscaping are integrated across each of the three sites so as to function as an integrated local centre.	No acceptable outcomes are prescribed.	
PO13 Supplementary landscaping is provided to enhance the appearance of the precinct, including the provision of shade trees.	**AO13** No acceptable outcomes are prescribed.	**Not Applicable.**
Additional requirements for Precinct 4 – Wonga Beach rural residential precinct		
PO14 New lots contain a minimum area of 2000m2.	**AO14** No acceptable outcomes are prescribed.	**Not Applicable.**
PO15 New lots contain a 40 metre x 25 metre rectangle.	**AO15** No acceptable outcomes are prescribed.	**Not Applicable.**
Additional requirements for Precinct 5 – Wonga Beach Lifu Close precinct		
PO16 Lot reconfiguration is permitted only where adequate dedicated road access can be provided to each lot. Note - The provision of multiple rear lots off the top of the Lifu Close cul-de-sac does not represent an acceptable performance outcome due to the inadequate shape and servicing needs (in particular refuse collection) associated with the existing configuration of the lots.	**AO16** Further lot reconfiguration in the form of additional lots does not occur.	**Not Applicable.**
Additional requirements for Precinct 6 – Newell low density residential precinct		
PO17 Development consists of low density residential lots off a new road extension that connects Pacific Street to Coulthard Close.	**AO17** No acceptable outcomes are prescribed.	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
PO18 Any further lot reconfiguration within the precinct is contingent upon an engineering analysis that demonstrates that there are no constraints that would prevent the development of land for low density residential lots.	**AO18** No acceptable outcomes are prescribed.	**Not Applicable.**
Additional requirements for Precinct 6 – Newell low density residential precinct		
PO19 Any redevelopment of the local shopping facility is confined to a maximum of 150m^2 for all centre uses.	**AO19** No acceptable outcomes are prescribed.	**Not Applicable.**

8.2.1 Acid sulfate soils overlay code

8.2.1.1 Application

(1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Acid sulfate soils overlay, if:

(a) self-assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;

(b) impact assessable development.

(2) Land in the Acid sulphate soils overlay is identified on the Acid sulfate soils overlay map in Schedule 2 and includes the following sub-categories:

(a) Land at or below the 5m AHD sub-category;

(b) Land above the 5m AHD and below the 20m AHD sub-category.

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

8.2.1.2 Purpose

(1) The purpose of the acid sulfate soils overlay code is to:

(a) implement the policy direction in the Strategic Framework, in particular:

(i) Theme 2: Environment and landscape values, Element 3.5.4 Coastal zones.

(ii) Theme 3: Natural resource management, Element 3.6.2 land and catchment management, Element 3.6.3 Primary production, forestry and fisheries.

(2) enable an assessment of whether development is suitable on land within the Acid sulfate soils overlay sub-categories.

(3) 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.

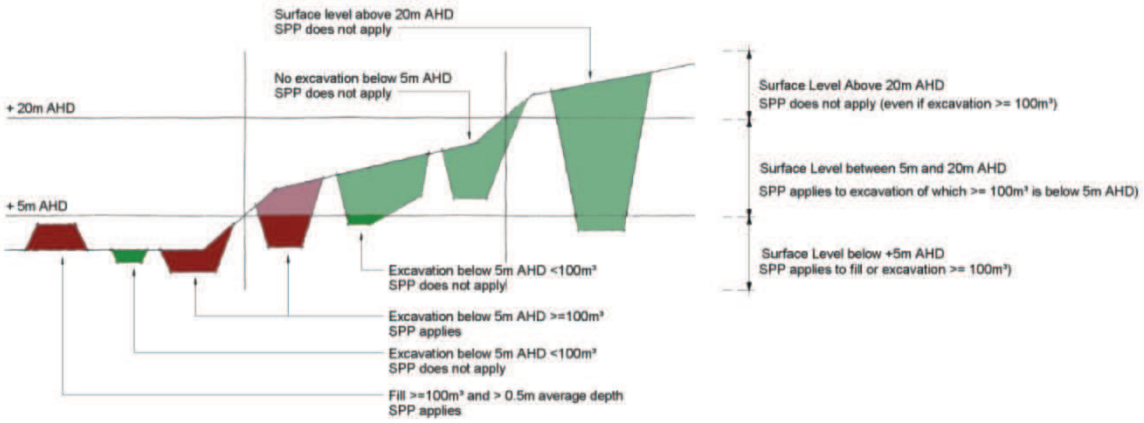
Criteria for assessment

Table 8.2.1.3.a – Acid sulfate soils overlay code – assessable development

Performance outcomes	Acceptable outcomes	Applicant response
For assessable development		
PO1 The extent and location of potential or actual acid sulfate soils is accurately identified.	**AO1.1** No excavation or filling occurs on the site. or **AO1.2** 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.	**The Development can be conditioned to comply with PO1 during construction and is capable of complying with this requirement.**
PO2 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.	**AO2.1** 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: (i) actual acid sulfate soils being moved below the water table; (ii) previously saturated acid sulfate soils being aerated. or	**The Development can be conditioned to comply with PO2 during construction and is capable of complying with this requirement.**

Performance outcomes	Acceptable outcomes	Applicant response
	AO2.2 The disturbance of potential acid sulfate soils or actual acid sulfate soils is undertaken in accordance with an acid sulfate soils management plan and avoids the release of metal contaminants by: (a) neutralising existing acidity and preventing the generation of acid and metal contaminants; (b) preventing the release of surface or groundwater flows containing acid and metal contaminants into the environment; (c) preventing the in situ oxidisation of potential acid sulfate soils and actual acid sulfate soils through ground water level management; (d) appropriately treating acid sulfate soils before disposal occurs on or off site; (e) documenting strategies and reporting requirements in an acid sulfate soils environmental management plan. Note - Planning scheme policy SC 6.12 – Acid sulfate soils provides guidance on preparing an acid sulfate soils management plan.	
PO3 No environmental harm is caused as a result of exposure to potential acid sulfate soils or actual acid sulfate soils.	**AO3** No acceptable outcomes are prescribed.	**The Development will comply with PO3 and can be conditioned to ensure compliance with PO3.**

Figure 8.2.1.3.a – Acid sulfate soils (SPP triggers)



8.2.2 Bushfire hazard overlay code

Note - Land shown on the bushfire hazard overlay map is designated as the bushfire prone area for the purposes of section 12 of the Building Regulations 2006. The bushfire hazard area (bushfire prone area) includes land covered by the high and medium hazard areas as well as the buffer area category on the overlay map.

8.2.2.1 Application

(1) This code applies to assessing a material change of use, reconfiguring a lot, operational works or building work in the Bushfire hazard overlay, if:

(a) self-assessable or assessable where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;

(b) impact assessable development.

(2) Land in the Bushfire hazard overlay is identified on the Bushfire hazard overlay map in Schedule 2 and includes the following sub-categories:

(a) Medium bushfire risk sub-category;

(b) High bushfire risk sub-category;

(c) Very high bushfire risk sub-category;

(d) Potential impact buffer sub-category.

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

8.2.2.2 Purpose

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

(a) implement the policy direction in the Strategic Framework, in particular:

(i) Theme 1 Settlement pattern: Element 3.4.7 Mitigation of hazards;

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

(b) enable an assessment of whether development is suitable on land within the Bushfire risk overlay sub-categories.

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

(a) development avoids the establishment or intensification of vulnerable activities within or near areas that are subject to bushfire hazard;

(b) development is designed and located to minimise risks to people and property from bushfires;

(c) bushfire risk mitigation treatments are accommodated in a manner that avoids or minimises impacts on the natural environment and ecological processes;

(d) development involving the manufacture or storage of hazardous materials does not increase the risk to public safety or the environment in a bushfire event;

(e) development contributes to effective and efficient disaster management response and recovery capabilities.

Note - A site based assessment may ground-truth the extent of hazardous vegetation and extent and nature of the bushfire hazard area (bushfire prone area). Such assessments should be undertaken using the methodology set out in Planning scheme policy SC6.9 - Natural Hazards.

Criteria for assessment

Table 8.2.2.3.a – Bushfire hazard overlay code –assessable development

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		
Compatible development		
PO1 A vulnerable use is not established or materially intensified within a bushfire hazard area (bushfire prone area) unless there is an overriding need or other exceptional circumstances. Note - See the end of this code for examples of vulnerable uses.	**AO1** Vulnerable uses are not established or expanded. Note – Where, following site inspection and consultation with Council, it is clear that the mapping is in error in identifying a premises as being subject to a medium, high, very high bushfire hazard or potential impact buffer sub-category, Council may supply a letter exempting the need for a Bushfire Management Plan. Note – Where the assessment manager has not previously approved a Bushfire Management Plan (either by condition of a previous development approval), the development proponent will be expected to prepare such a plan. Note – Planning scheme policy SC6.9 - Natural hazards, provides a guide to the preparation of a Bushfire Management Plan.	**Not Applicable.** **The proposal does not involve a vulnerable use.**
PO2 Emergency services and uses providing community support services are able to function effectively during and immediately after a bushfire hazard event.	**AO2** Emergency Services and uses providing community support services are not located in a bushfire hazard sub-category and have direct access to low hazard evacuation routes.	**Not Applicable.** **The proposal is not an Emergency Service or use providing community support services.**
PO3 Development involving hazardous materials manufactured or stored in bulk is not located in bushfire hazard sub-category.	**AO3** The manufacture or storage of hazardous material in bulk does not occur within bushfire hazard sub-category.	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
		The proposal does not involve the manufacture or storage of hazardous material.
Development design and separation from bushfire hazard – reconfiguration of lots		
PO4.1 Where reconfiguration is undertaken in an urban area or is for urban purposes or smaller scale rural residential purposes, a separation distance from hazardous vegetation is provided to achieve a radiant heat flux level of 29kW/m^2 at the edge of the proposed lot(s). Note - "Urban purposes" and "urban area" are defined in the *Sustainable Planning Regulations 2009*. Reconfiguration will be taken to be for rural residential purposes where proposed lots are between 2000m^2 and 2ha in area. "Smaller scale" rural residential purposes will be taken to be where the average proposed lot size is 6000m2 or less. Note - The radiant heat levels and separation distances are to be established in accordance with method 2 set out in AS3959-2009. **PO4.2** Where reconfiguration is undertaken for other purposes, a building envelope of reasonable dimensions is provided on each lot which achieves radiant heat flux level of 29kW/m^2 at any point.	**AO4.1** No new lots are created within a bushfire hazard sub-category. or **AO4.2** Lots are separated from hazardous vegetation by a distance that: (a) achieves radiant heat flux level of 29kW/m^2 at all boundaries; and (b) is contained wholly within the development site. Note - Where a separation distance is proposed to be achieved by utilising existing cleared developed areas external to the site, certainty must be established (through tenure or other means) that the land will remain cleared of hazardous vegetation. For staged developments, temporary separation distances, perimeter roads or fire trails may be absorbed as part of subsequent stages. Note - The achievement of a cleared separation distance may not be achievable where other provisions within the planning scheme require protection of certain ecological, slope, visual or character features or functions.	**Not Applicable.** **The proposal is not for reconfiguration of a lot.**
PO5 Where reconfiguration is undertaken in an urban area or is for urban purposes, a constructed perimeter road with reticulated water supply is established between the lots and the hazardous vegetation and is readily accessible at all times for urban fire fighting vehicles.	**AO5.1** Lot boundaries are separated from hazardous vegetation by a public road which: (a) has a two lane sealed carriageway; (b) contains a reticulated water supply; (c) is connected to other public roads at both ends and at intervals of no more than 500m;	**Not Applicable.** **The proposal is not for reconfiguration of a lot.**

Performance outcomes	Acceptable outcomes	Applicant response
The access is available for both fire fighting and maintenance/defensive works.	(d) accommodates geometry and turning radii in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; (e) has a minimum of 4.8m vertical clearance above the road; (f) is designed to ensure hydrants and water access points are not located within parking bay allocations; and (g) incorporates roll-over kerbing. **AO5.2** Fire hydrants are designed and installed in accordance with AS2419.1 2005, unless otherwise specified by the relevant water entity. Note - Applicants should have regard to the relevant standards set out in the reconfiguration of a lot code and works codes in this planning scheme.	
PO6 Where reconfiguration is undertaken for smaller scale rural residential purposes, either a constructed perimeter road or a formed, all weather fire trail is established between the lots and the hazardous vegetation and is readily accessible at all times for the type of fire fighting vehicles servicing the area. The access is available for both fire fighting and maintenance/hazard reduction works.	**AO6** Lot boundaries are separated from hazardous vegetation by a public road or fire trail which has: (a) a reserve or easement width of at least 20m; (b) a minimum trafficable (cleared and formed) width of 4m capable of accommodating a 15 tonne vehicle and which is at least 6m clear of vegetation; (c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path; (d) a minimum of 4.8m vertical clearance; (e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; (f) a maximum gradient of 12.5%;	**Not Applicable.** **The proposal is not for reconfiguration of a lot.**

Performance outcomes	Acceptable outcomes	Applicant response
	(g) a cross fall of no greater than 10 degrees; (h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy; (i) vehicular access at each end which is connected to the public road network at intervals of no more than 500m; (j) designated fire trail signage; (k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and (l) if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services.	
PO7 Where reconfiguration is undertaken for other purposes, a formed, all weather fire trail is provided between the hazardous vegetation and either the lot boundary or building envelope, and is readily accessible at all times for the type of fire fighting vehicles servicing the area. However, a fire trail will not be required where it would not serve a practical fire management purpose.	**AO7** Lot boundaries are separated from hazardous vegetation by a public road or fire trail which has: (a) a reserve or easement width of at least 20m; (b) a minimum trafficable (cleared and formed) width of 4m capable of accommodating a 15 tonne vehicle and which is at least 6m clear of vegetation; (c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path; (d) a minimum of 4.8m vertical clearance; (e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; (f) a maximum gradient of 12.5%; (g) a cross fall of no greater than 10 degrees; (h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy;	**Not Applicable.** **The proposal is not for reconfiguration of a lot.**

Performance outcomes	Acceptable outcomes	Applicant response
	(i) vehicular access at each end which is connected to the public road network; (j) designated fire trail signage; (k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and (l) if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services.	
PO8 The development design responds to the potential threat of bushfire and establishes clear evacuation routes which demonstrate an acceptable or tolerable risk to people.	**AO8** The lot layout: (a) minimises the length of the development perimeter exposed to, or adjoining hazardous vegetation; (b) avoids the creation of potential bottle-neck points in the movement network; (c) establishes direct access to a safe assembly /evacuation area in the event of an approaching bushfire; and (d) ensures roads likely to be used in the event of a fire are designed to minimise traffic congestion. Note - For example, developments should avoid finger-like or hour-glass subdivision patterns or substantive vegetated corridors between lots. In order to demonstrate compliance with the performance outcome, a bushfire management plan prepared by a suitably qualified person may be required. The bushfire management plan should be developed in accordance with the Public Safety Business Agency (PSBA) guideline entitled "Undertaking a Bushfire Protection Plan. Advice from the Queensland Fire and Emergency Services (QFES) should be sought as appropriate	**Not Applicable.** **The proposal is not for reconfiguration of a lot.**
PO9 Critical infrastructure does not increase the potential bushfire hazard.	**AO9** Critical or potentially hazardous infrastructure such as water supply, electricity, gas and telecommunications are placed underground.	**Not Applicable.** **The proposal is not for reconfiguration of a lot.**

Performance outcomes	Acceptable outcomes	Applicant response
Development design and separation from bushfire hazard – material change of use		
PO10 Development is located and designed to ensure proposed buildings or building envelopes achieve a radiant heat flux level at any point on the building or envelope respectively, of: (a) 10kW/m^2 where involving a vulnerable use; or (b) 29kW/m^2 otherwise. The radiant heat flux level is achieved by separation unless this is not practically achievable. Note - The radiant heat levels and separation distances are to be established in accordance with method 2 set out in AS3959-2009.	**AO10** Buildings or building envelopes are separated from hazardous vegetation by a distance that: (a) achieves a radiant heat flux level of at any point on the building or envelope respectively, of 10kW/m^2 for a vulnerable use or 29kW/m^2 otherwise; and (b) is contained wholly within the development site. Note - Where a separation distance is proposed to be achieved by utilising existing cleared developed areas external to the site, certainty must be established (through tenure or other means) that the land will remain cleared of hazardous vegetation. For staged developments, temporary separation distances, perimeter roads or fire trails may be absorbed as part of subsequent stages. Note - The achievement of a cleared separation distance may not be achievable where other provisions within the planning scheme require protection of certain ecological, slope, visual or character features or functions.	**Will comply with AO10.** **This is a matter for detailed design, however at this stage may be conditioned by Council.**
PO11 A formed, all weather fire trail is provided between the hazardous vegetation and the site boundary or building envelope, and is readily accessible at all times for the type of fire fighting vehicles servicing the area. However, a fire trail will not be required where it would not serve a practical fire management purpose.	**AO11** Development sites are separated from hazardous vegetation by a public road or fire trail which has: (a) a reserve or easement width of at least 20m; (b) a minimum trafficable (cleared and formed) width of 4m capable of accommodating a 15 tonne vehicle and which is at least 6m clear of vegetation; (c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path; (d) a minimum of 4.8m vertical clearance;	**Complies with AO11.** **In the location where the site is mapped as including Bushfire Hazard, the proposed buildings are setback a approximately between 36m – 50m from the eastern boundary. The site will be accessible by emergency vehicles.**

Performance outcomes	Acceptable outcomes	Applicant response
Note - Fire trails are unlikely to be required where a development site involves less than 2.5ha	(e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; (f) a maximum gradient of 12.5%; (g) a cross fall of no greater than 10 degrees; (h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy; (i) vehicular access at each end which is connected to the public road network which is connected to the public road network at intervals of no more than 500m; (j) designated fire trail signage; (k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and (l) if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services.	
All development		
PO12 All premises are provided with vehicular access that enables safe evacuation for occupants and easy access by fire fighting appliances.	**AO12** Private driveways: (a) do not exceed a length of 60m from the street to the building; (b) do not exceed a gradient of 12.5%; (c) have a minimum width of 3.5m; (d) have a minimum of 4.8m vertical clearance; (e) accommodate turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; and (f) serve no more than 3 dwellings or buildings.	**Complies with PO12.** **Whilst the internal driveway exceeds 60m, the site design provides for safe and efficient access by emergency vehicles.**

Performance outcomes	Acceptable outcomes	Applicant response
PO13 Development outside reticulated water supply areas includes a dedicated static supply that is available solely for fire fighting purposes and can be accessed by fire fighting appliances.	**AO13** A water tank is provided within 10m of each building (other than a class 10 building) which: (a) is either below ground level or of non-flammable construction; (b) has a take off connection at a level that allows the following dedicated, static water supply to be left available for access by fire fighters: (i) 10,000l for residential buildings Note – A minimum of 7,500l is required in a tank and the extra 2,500l may be in the form of accessible swimming pools or dams. (ii) 45,000l for industrial buildings; and (iii) 20,000l for other buildings; (c) includes shielding of tanks and pumps in accordance with the relevant standards; (d) includes a hardstand area allowing medium rigid vehicle (15 tonne fire appliance) access within 6m of the tank; (e) is provided with fire brigade tank fittings – 50mm ball valve and male camlock coupling and, if underground, an access hole of 200mm (minimum) to accommodate suction lines; and (f) is clearly identified by directional signage provided at the street frontage.	**Complies with PO13.** **The Architectural Plans illustrate the location of water storage tanks at the base of each of the Villa nodes and Central Building. Any specific requirements to facilitate fire fighting may be conditioned by Council.**
PO14 Landscaping does not increase the potential bushfire risk.	**AO14** Landscaping uses species that are less likely to exacerbate a bushfire event, and does not increase fuel loads within separation areas.	**Will comply and may be further conditioned. The landscaping layout is subject to further detailed design.**

Performance outcomes	Acceptable outcomes	Applicant response
PO15 The risk of bushfire and the need to mitigate that risk is balanced against other factors (such as but not limited to, biodiversity or scenic amenity).	**AO15** Bushfire risk mitigation treatments do not have a significant impact on the natural environment or landscape character of the locality where this has value.	**Complies with AO15.** **The proposal does not rely on clearing of vegetation or other visual and environmental impacts in order mitigate bushfire risk.**

Note – 'Vulnerable activities' are those involving:

(1) the accommodation or congregation of vulnerable sectors of the community such as child care centres, community care centre, educational establishments, detention facilities, hospitals, rooming accommodation, retirement facilities or residential care facilities; or

(2) the provision of essential services including community uses, emergency services, utility installation, telecommunications facility, substations and major electricity infrastructure.

8.2.3 Coastal environment overlay code

8.2.3.1 Application

(1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Coastal environment 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 Coastal hazard overlay is identified on the Coastal environment overlay map in Schedule 2 and includes the following sub-categories:

(a) Coastal management district sub-category;

(b) Erosion prone area sub-category.

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

8.2.3.2 Purpose

(1) The purpose of the Coastal environment overlay code is to:

(a) implement the policy direction in the Strategic Framework, in particular:

(i) Theme 1 Settlement pattern: Element 3.4.7 Mitigation of hazards;

(ii) Theme 2 Environment and landscape values: Element 3.5.4 Coastal zones;

(iii) Theme 3 Natural resource management: Element 3.6.2 Land and catchment management.

(b) enable an assessment of whether development is suitable on land within the Coastal processes sub-categories.

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

(a) facilitate the protection of both coastal processes and coastal resources;

(b) facilitating coastal dependent development on the foreshore over other development;

(c) public access to the foreshore protects public safety;

(d) maintain the erosion prone area as a development free buffer zone (other than for coastal dependent, temporary or relocatable development);

(e) require redevelopment of existing permanent buildings or structures in an erosion prone area to avoid coastal erosion risks, manage coastal erosion risks through a strategy of planned retreat or mitigate coastal erosion risks;

(f) require development to maintain or enhance natural processes and the protective function of landforms and vegetation that can mitigate risks associated with coastal erosion;

(g) locate and design community infrastructure to maintain the required level of functionality during and immediately after a coastal hazard event.

Criteria for assessment

Table 8.2.3.3.a – Coastal environment overlay code – self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		
PO1 No works other than coastal protection works extend seaward of the coastal building line.	**AO1.1** Development (including all buildings and other permanent structures such as swimming pools and retaining walls) does not extend seaward of a coastal building line. Note – Coastal building lines are declared under the Coastal Protection and Management Act 1995 and are administered by the State Department of Environment and Heritage Protection. **AO1.2** Coastal protection works are only undertaken as a last resort where coastal erosion presents an immediate threat to public safety or existing buildings or structures and the property cannot be relocated or abandoned. **AO1.3** Coastal protection works are as far landward as practicable on the lot containing the property to the maximum extent reasonable. **AO1.4** Coastal protection work mitigates any increase in the coastal hazard.	**Complies with AO 1.1 – AO1.4** **There is no nominated coastal building line and coastal protection works are not proposed.**

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		
PO2 Where a coastal building line does not exist on a lot fronting the coast or a reserve adjoining the coast, development is setback to maintain the amenity and use of the coastal resource.	**AO2** Where a coastal building line does not exist on a lot fronting the coast or a reserve adjoining the coast, development (including all buildings and structures such as swimming pools) and retaining walls are set back not less than 6 metres from the seaward boundary of the lot.	**Complies with AO2.** **The proposed development is setback greater than 6m from the seaward lot boundary.**
For assessable development		
Erosion prone areas		
PO3 Development identifies erosion prone areas (coastal hazards).	**AO3** No acceptable outcomes are prescribed.	**Complies with PO3.** **A site-specific Erosion Prone Area (EPA) Assessment has been prepared by Water Technology to review the applicability of the State Government's default coastal hazard mapping and to assess coastal erosion and storm tide risks affecting the site at Wonga Beach. The site is mapped within the Erosion Prone Area overlay and the Coastal Management District, however, the assessment confirms that the default EPA mapping is conservative and does not fully reflect current coastal conditions, geomorphology or site-specific characteristics.** **The assessment involved detailed analysis of coastal processes, historical aerial imagery, site inspections, sediment sampling, beach profiling and numerical modelling of short-term storm erosion and long-term sea level rise. The findings**

Performance outcomes	Acceptable outcomes	Applicant response
		demonstrate that the beach frontage is generally stable, with no evidence of long-term erosion, a wide and healthy dune system, coarse sand composition, and the presence of low-tide sand bars that assist in dissipating wave energy and beach recovery following storm events. **Based on the application of the Coastal Hazard Technical Guide methodology, including modelling of a 100-year ARI storm event and sea level rise to 2100, the study recommends that EPA Component 2 (calculated erosion distance) be reduced from the currently adopted 165 metres to 121 metres. This reduction reflects the absence of long-term erosion, reduced short-term erosion distances derived from site-specific modelling, and realistic assumptions regarding future sea level rise impacts.** **The revised EPA mapping has been accepted by DESI and confirms that the proposed development footprint can be located entirely landward of the recalculated erosion prone area, with only non-critical and readily relocatable elements (such as walkways and landscape features) potentially located within the EPA where permissible. The assessment further confirms that the proposal is capable of complying with State Code 8 – Coastal Development and Tidal Works, does not adversely impact**

Performance outcomes	Acceptable outcomes	Applicant response
		coastal processes, and maintains public access to the foreshore. **While parts of the site are mapped within storm tide inundation areas, the report notes that risks can be appropriately managed through resilient building design, including elevated habitable floor levels and pile-supported structures capable of withstanding wave loading during extreme events. Overall, the assessment concludes that coastal erosion and inundation risks can be acceptably managed, and that the proposed development represents a suitable and responsive outcome within the coastal environment.**
PO4 Erosion prone areas are free from development to allow for natural coastal processes.	**AO4.1** Development is not located within the Erosion prone area, unless it can be demonstrated that the development is for: (a) community infrastructure where no suitable alternative location or site exists for this infrastructure; or (b) development that reflects the preferred development outcomes in accordance with the zoning of the site (i.e. in the Low density residential zone, a dwelling house is a preferred development outcome in accordance with the zoning of the site)	**Complies with AO4.1.** **Refer to discussion above.**
	AO4.2 Development involving existing permanent buildings and structures within an erosion prone area does not increase in intensity of its use by: (a) adding additional buildings or structures; or	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
	(b) incorporating a land use that will result in an increase in the number of people or employees occupying the site.	
Coastal management districts		
PO5 Natural processes and protective functions of landforms and vegetation are maintained.	**PO5.1** Development within the coastal management district: (a) maintains vegetation on coastal land forms where its removal or damage may: (i) destabilise the area and increase the potential for coastal erosion, or (ii) interrupt the natural sediment trapping processes or dune or land building processes; (b) maintains sediment volumes of dunes and near-shore coastal landforms, or where a reduction in sediment volumes cannot be avoided, increased risks to development from coastal erosion are mitigated by location, design and construction and operating standards; (c) minimises the need for erosion control structures or riverine hardening through location, design and construction standards; (d) maintains physical coastal processes outside the development footprint for the development, including longshore transport of sediment along the coast; (e) reduces the risk of shoreline erosion for areas adjacent to the development footprint to the maximum extent feasible in the case of erosion control structures.	**Complies with PO5.1.** **The proposed development within the coastal management district has been designed to maintain the integrity of coastal landforms and processes while appropriately managing coastal erosion risk.** **Vegetation on coastal landforms, including dune systems and foreshore buffers, is retained and protected.** **Development is set back from the active coastal zone, as far as practically possible and no clearing is proposed within areas that perform a critical role in dune stability or coastal protection.** **The proposal maintains existing sediment volumes within dunes and near-shore coastal landforms by avoiding excavation, filling or regrading within these areas. Where development occurs in proximity to coastal hazard areas, risks associated with erosion and storm tide are mitigated through building location, elevated pile-supported construction, and resilient design standards, rather than through**

Performance outcomes	Acceptable outcomes	Applicant response
		alteration of coastal landforms or sediment systems. **The layout and construction methodology minimise the need for erosion control structures or hard engineering solutions. No seawalls, revetments or shoreline hardening are proposed as part of the development. Instead, the development relies on appropriate siting, setbacks and adaptable design to manage coastal risks in a manner consistent with contemporary coastal management principles.** **Physical coastal processes outside the development footprint, including longshore sediment transport, are maintained. The development does not obstruct sediment movement along the coastline, nor does it introduce structures that would alter wave patterns or sediment dynamics.** **By avoiding hard erosion control measures and retaining vegetated buffers, the proposal reduces the risk of shoreline erosion to adjoining areas to the maximum extent feasible. The development therefore achieves a coastal-responsive outcome that protects coastal processes, maintains landform stability and avoids transferring erosion risk to adjacent land.**

Performance outcomes	Acceptable outcomes	Applicant response
	PO5.2 Where development proposes the construction of an erosion control structure: (a) it is demonstrated that it is the only feasible option for protecting permanent structures from coastal erosion; and (b) those permanent structures cannot be abandoned or relocated in the event of coastal erosion occurring	**Not Applicable.**
	PO5.3 Development involving reclamation: (a) does not alter, or otherwise minimises impacts on, the physical characteristics of a waterway or the seabed near the reclamation, including flow regimes, hydrodynamic forces, tidal water and riverbank stability; (b) is located outside active sediment transport area, or otherwise maintains sediment transport processes as close as possible to their natural state; (c) ensures activities associated with the operation of the development maintain the structure and condition of vegetation communities and avoid wind and water run-off erosion.	**Not Applicable.**
PO6 Development avoids or minimises adverse impacts on coastal resources and their values to the maximum extent reasonable.	**AO6.1** Coastal protection work that is in the form of beach nourishment uses methods of placement suitable for the location that do not interfere with the long-term use of the locality, or natural values within or neighbouring the proposed placement site. And	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
	AO6.2 Marine development is located and designed to expand on or redevelop existing marine infrastructure unless it is demonstrated that it is not practicable to co-locate the development with existing marine infrastructure; and **AO6.3** Measures are incorporated as part of siting and design of the development to maintain or enhance water quality to achieve the environmental values and water quality objectives outlined in the Environmental Protection (Water) Policy 2009. and **AO6.4** Development avoids the disturbance of acid sulfate soils, or where it is demonstrated that this is not possible, the disturbance of acid sulfate soils is carefully managed to minimise and mitigate the adverse effects of disturbance on coastal resources. and **AO6.4** Design and siting of development protects and retains identified ecological values and underlying ecosystem processes within the development site to the greatest extent practicable.	

Performance outcomes	Acceptable outcomes	Applicant response
PO7 Development is to maintain access to and along the foreshore for general public access.	**AO7.1** Development provides for regular access points for pedestrians including approved walking tracks, boardwalks and viewing platforms. and **AO7.2** Development provides for regular access points for vehicles including approved roads and tracks. or **AO7.3** Development demonstrates an alternative solution to achieve an equivalent standard of performance.	**Complies with PO7.** **The development does not restrict access to the foreshore.**
PO8 Public access to the coast is appropriately located, designed and operated.	**AO8.1** Development maintains or enhances public access to the coast. or **AO8.2** Development is located adjacent to state coastal land or tidal water and minimises and offsets any loss of access to and along the foreshore within 500 metres. or **AO8.3** Development adjacent to state coastal land or tidal water demonstrates an alternative solution to achieve an equivalent standard and quality of access	**Not Applicable.** **The development does not involve public accesses.**

Performance outcomes	Acceptable outcomes	Applicant response
PO9 Development adjacent to state coastal land or tidal water is located, designed and operated to: (a) maintain existing access to and along the foreshore; (b) minimise any loss of access to and along the foreshore, or (c) offset any loss of access to and along the foreshore by providing for enhanced alternative access in the general location.	**AO9.1** Development adjacent to state coastal land or tidal water: (a) demonstrates that restrictions to public access are necessary for: (i) the safe and secure operation of development; (ii) the maintenance of coastal landforms and coastal habitat; or (b) maintains public access (including public access infrastructure that has been approved by the local government or relevant authority) through the site to the foreshore for: (i) pedestrians via access points including approved walking tracks, boardwalks and viewing platforms; (ii) vehicles via access points including approved roads or tracks. **AO9.2** Development adjacent to state coastal land or tidal water: (a) is located and designed to: (i) allow safe unimpeded access to, over, under or around built infrastructure located on, over or along the foreshore, for example through the provision of esplanades or easement corridors to preserve future access; (ii) ensure emergency vehicles can access the area near the development. or	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
	(b) minimises and offsets any loss of access to and along the foreshore within 500m of existing access points and development is located and designed to: (i) allow safe unimpeded access to, over, under or around built infrastructure located on, over or along the foreshore, and (ii) ensure emergency vehicles can access the area near the development.	
AO10 Development that involves reconfiguring a lot for urban purposes adjacent to the coast is designed to ensure public access to the coast in consideration of public access demand from a whole-of-community basis and the maintenance of coastal landforms and coastal habitat.	**AO10.1** Development complies if consideration of public access demand from a whole-of-community basis and the maintenance of coastal landforms and coastal habitat is undertaken. or **AO10.2** Development demonstrates an alternative solution to achieve an equivalent standard and quality of access.	**Not Applicable.**
PO11 Development maintains public access to State coastal land by avoiding private marine development attaching to, or extending across, non-tidal State coastal land.	**AO11** Private marine access structures and other structures such as decks or boardwalks for private use do not attach to or extend across State coastal land that is situated above high water mark	**Not Applicable.**
PO12 Development in connection with an artificial waterway enhances public access to coastal waters.	**AO12** The artificial waterway avoids intersecting with or connection to inundated land or leased land where the passage, use or movement of vessels in water on the land could be restricted or prohibited by the registered proprietor of the inundated land or leased land.	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
Coastal landscapes, views and vistas		
PO13 Development maintains and / or enhances natural coastal landscapes, views and vistas.	**AO13** No acceptable outcomes are prescribed.	**Complies with PO13** **There are no specific views or vistas impacted by the proposed development.**
PO14 Coastal settlements are consolidated through the concentration of development within the existing urban areas through infill and conserving the natural state of the coastal area outside existing urban areas.	**AO14** No acceptable outcomes are prescribed.	**Complies with PO14** **The proposed development is consolidated within an existing urban area.**
Private marine development		
PO15 Private marine development is to avoid attaching to, or extending across, non-tidal State coastal land.	**AO15** Private marine development and other structures such as decks or boardwalks for private use do not attach to, or extend across, State coastal land that is situated above high water mark. Note – For occupation permits or allocations of State land, refer to the *Land Act 1994*.	**Not Applicable.**
PO16 The location and design of private marine development does not adversely affect the safety of members of the public access to the foreshore.	**AO16** Private marine development does not involve the erection or placement of any physical barrier preventing existing access, along a public access way to the foreshores.	**Not Applicable.**
PO17 Private marine development is of a height and scale and size compatible with the character and amenity of the location.	**AO17** Private marine development has regard to: (a) the height, scale and size of the natural features of the immediate surroundings and locality; (b) the height, scale and size of existing buildings or other structures in the immediate surroundings and the locality;	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
	(c) if the relevant planning scheme states that desired height, scale or size of buildings or other structures in the immediate surroundings or locality – the stated desired height, scale or size. Note – The prescribed tidal works code in the *Coastal Protection and Management Regulation 2003* outlines design and construction requirements that must be complied with.	
PO18 Private marine development avoids adverse impacts on coastal landforms and coastal processes.	**AO18** Private marine development does not require the construction of coastal protection works, shoreline or riverbank hardening or dredging for marine access.	**Not Applicable.**
For dry land marinas and artificial waterways		
PO19 Dry land marinas and artificial waterways: (a) avoid impacts on coastal resources; (b) do not contribute to the degradation of water quality; (c) do not increase the risk of flooding; (d) do not result in the degradation or loss of MSES; (e) do not result in an adverse change to the tidal prism of the natural waterway to which development is connected. (f) does not involve reclamation of tidal land other than for the purpose of: (i) coastal dependent development, public marine development; or (i) community infrastructure, where there is no feasible alternative; or	**AO19** No acceptable solutions are prescribed.	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
(iii) strategic ports, boat harbours or strategic airports and aviation facilities in accordance with a statutory land use plan; or (iv) coastal protection works or works necessary to protect coastal resources and processes.		

8.2.4 Flood and storm tide hazard overlay code

8.2.4.1 Application

(1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Flood and storm tide hazard overlay, if:

(a) self assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;

(b) impact assessable development.

(2) Land in the Flood and storm tide hazard overlay is identified on the Flood and storm tide hazard overlay map in Schedule 2 and includes the:

(a) Storm tide – high hazard sub-category;

(b) Storm tide – medium hazard sub-category;

(c) Flood plain assessment sub-category;

(d) 100 ARI Mossman, Port Douglas and Daintree Township Flood Studies sub-category.

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

Note - The Flood and storm tide hazards overlay maps contained in Schedule 2 identify areas (Flood and storm tide inundation areas) where flood and storm tide inundation modelling has been undertaken by the Council. Other areas not identified by the Flood and inundation hazards overlay maps contained in Schedule 2 may also be subject to the defined flood event or defined storm tide event.

8.2.4.2 Purpose

(1) The purpose of the Flood and storm tide hazard overlay code is to:

(a) implement the policy direction in the Strategic Framework, in particular:

(i) Theme 1 Settlement pattern: Element 3.4.7 Mitigation of hazards;

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

(b) enable an assessment of whether development is suitable on land within the Flood and storm tide hazard sub-categories.

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

(a) development siting, layout and access responds to the risk of the natural hazard and minimises risk to personal safety;

(b) development achieves an acceptable or tolerable risk level, based on a fit for purpose risk assessment;

(c) the development is resilient to natural hazard events by ensuring siting and design accounts for the potential risks of natural hazards to property;

(d) the development supports, and does not unduly burden disaster management response or recovery capacity and capabilities;

(e) the development directly, indirectly and cumulatively avoids an unacceptable increase in severity of the natural hazards and does not significantly increase the potential for damage on site or to other properties;

(f) the development avoids the release of hazardous materials as a result of a natural hazard event;

(g) natural processes and the protective function of landforms and/or vegetation are maintained in natural hazard areas;

(h) community infrastructure is located and designed to maintain the required level of functionality during and immediately after a hazard event.

Criteria for assessment

Table 8.2.4.3.a – Flood and storm tide hazards overlay code –assessable development

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		
PO1 Development is located and designed to: ensure the safety of all persons; minimise damage to the development and contents of buildings; provide suitable amenity; minimise disruption to residents, recovery time, and rebuilding or restoration costs after inundation events. Note – For assessable development within the flood plain assessment sub-category, a flood study by a suitably qualified professional is required to identify compliance with the intent of the acceptable outcome.	**AO1.1** Development is sited on parts of the land that is not within the Flood and Storm tide hazards overlay maps contained in Schedule 2; or For dwelling houses, **AO1.2** Development within the Flood and Storm Tide hazards overlay maps (excluding the Flood plain assessment sub-category) is designed to provide immunity to the Defined Inundation Event as outlined within Table 8.2.4.3.b plus a freeboard of 300mm. **AO1.3** New buildings are: (a) not located within the overlay area; (b) located on the highest part of the site to minimise entrance of flood waters;	**Complies with PO1** **Habitable and commercial floor areas will be located at Level 1 (L1) which is 7.85m RL (approximately 4.65m above the ground level).** **In the event of flooding, vehicles parked on the ground level undercroft area can be temporarily relocated to a safe zone parking on Level 1.** **This area is more than sufficient to provide safety for the occupants and staff remaining in the Resort. All of the tanks, waste water treatment plants, power generators etc. will be installed on concrete plinths to keep everything well above a storm surge level to ensure the resilience of the resort infrastructure, and minimise the risks of cross-contamination of water supply and waste water treatment.**

Performance outcomes	Acceptable outcomes	Applicant response
	(c) provided with clear and direct pedestrian and vehicle evacuation routes off the site. **AO1.4** In non urban areas, buildings and infrastructure are set back 50 metres from natural riparian corridors to maintain their natural function of reducing velocity of floodwaters.	
For assessable development		
PO2 The development is compatible with the level of risk associated with the natural hazard.	**AO2** The following uses are not located in land inundated by the Defined Flood Event (DFE) / Storm tide: (a) Retirement facility; (b) Community care facility; (c) Child care centre.	**Not Applicable.**
PO3 Development siting and layout responds to flooding potential and maintains personal safety	For Material change of use **AO3.1** New buildings are: (a) not located within the overlay area; (b) located on the highest part of the site to minimise entrance of flood waters; (c) provided with clear and direct pedestrian and vehicle evacuation routes off the site. or **AO3.2** The development incorporates an area on site that is at least 300mm above the highest known flood inundation level with sufficient space to accommodate the likely population of the development safely for a	**Complies with AO3.2.** **Refer to discussion above.**

Performance outcomes	Acceptable outcomes	Applicant response
	relatively short time until flash flooding subsides or people can be evacuated. or **AO3.3** Where involving an extension to an existing dwelling house that is situated below DFE /Storm tide, the maximum size of the extension does not exceed 70m^2 gross floor area. Note – If part of the site is outside the Hazard Overlay area, this is the preferred location of all buildings. For Reconfiguring a lot **AO3.4** Additional lots: (a) are not located in the hazard overlay area; or (b) are demonstrated to be above the flood level identified for the site. Note - If part of the site is outside the Hazard Overlay area, this is the preferred location for all lots (excluding park or other open space and recreation lots). Note – Buildings subsequently developed on the lots will need to comply with the relevant building assessment provisions under the *Building Act 1975*. **AO3.5** Road and/or pathway layout ensures residents are not physically isolated from adjacent flood free urban areas and provides a safe and clear evacuation route path:	

Performance outcomes	Acceptable outcomes	Applicant response
	(a) by locating entry points into the reconfiguration above the flood level and avoiding culs-de-sac or other non-permeable layouts; and (b) by direct and simple routes to main carriageways. **AO3.6** Signage is provided on site (regardless of whether the land is in public or private ownership) indicating the position and path of all safe evacuation routes off the site and if the site contains, or is within 100m of a floodable waterway, hazard warning signage and depth indicators are also provided at key hazard points, such as at floodway crossings or entrances to low-lying reserves. or **AO3.7** There is no intensification of residential uses within the flood affected areas on land situated below the DFE/Storm tide.	

Performance outcomes	Acceptable outcomes	Applicant response
	For Material change of use (Residential uses) **AO3.8** The design and layout of buildings used for residential purposes minimise risk from flooding by providing: (a) parking and other low intensive, non-habitable uses at ground level; Note - The high-set 'Queenslander' style house is a resilient low-density housing solution in floodplain areas. Higher density residential development should ensure only non-habitable rooms (e.g. garages, laundries) are located on the ground floor.	
PO4 Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding.	For Material change of use (Non-residential uses) **AO4.2** Non residential buildings and structures allow for the flow through of flood waters on the ground floor. Note - Businesses should ensure that they have the necessary contingency plans in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to transfer stock to the upstairs level of a building or off site). Note - The relevant building assessment provisions under the *Building Act 1975* apply to all building work within the Hazard Area and need to take into account the flood potential within the area. **AO4.3** Materials are stored on-site: (a) are those that are readily able to be moved in a flood event; (b) where capable of creating a safety hazard by being shifted by flood waters, are contained in order to minimise movement in times of flood. Notes - (a) Businesses should ensure that they have the necessary contingency plans in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to transfer stock to the upstairs level of a building or off site).	**Complies with PO4.** **See discussion above. The design of the building is on elevated piers.**

Performance outcomes	Acceptable outcomes	Applicant response
	(b) Queensland Government Fact Sheet 'Repairing your House after a Flood' provides information about water resilient products and building techniques.	
PO5 Development directly, indirectly and cumulatively avoids any increase in water flow velocity or flood level and does not increase the potential flood damage either on site or on other properties. Note – Berms and mounds are considered to be an undesirable built form outcome and are not supported.	For Operational works **AO5.1** Works in urban areas associated with the proposed development do not involve: (a) any physical alteration to a watercourse or floodway including vegetation clearing; or (b) a net increase in filling (including berms and mounds). **AO5.2** Works (including buildings and earthworks) in non urban areas either: (a) do not involve a net increase in filling greater than $50m^3$; or (b) do not result in any reductions of on-site flood storage capacity and contain within the subject site any changes to depth/duration/velocity of flood waters; or (c) do not change flood characteristics outside the subject site in ways that result in: (i) loss of flood storage; (ii) loss of/changes to flow paths; (iii) acceleration or retardation of flows or any reduction in flood warning times elsewhere on the flood plain.	**Not applicable. This is not an application for Operational Works.**

Performance outcomes	Acceptable outcomes	Applicant response
	For Material change of use **AO5.3** Where development is located in an area affected by DFE/Storm tide, a hydraulic and hydrology report, prepared by a suitably qualified professional, demonstrates that the development maintains the flood storage capacity on the subject site; and (a) does not increase the volume, velocity, concentration of flow path alignment of stormwater flow across sites upstream, downstream or in the general vicinity of the subject site; and (b) does not increase ponding on sites upstream, downstream or in the general vicinity of the subject site. For Material change of use and Reconfiguring a lot **AO5.4** In non urban areas, buildings and infrastructure are set back 50 metres from natural riparian corridors to maintain their natural function of reducing velocity of floodwaters. Note – Fences and irrigation infrastructure (e.g. irrigation tape) in rural areas should be managed to minimise adverse the impacts that they may have on downstream properties in the event of a flood.	
PO6 Development avoids the release of hazardous materials into floodwaters.	For Material change of use **AO6.1** Materials manufactured or stored on site are not hazardous or noxious, or comprise materials that may cause a detrimental effect on the environment if discharged in a flood event;	**Complies with AO6.1** **There is no hazardous or noxious material use proposed as part of the development.**

Performance outcomes	Acceptable outcomes	Applicant response
	or **AO6.2** If a DFE level is adopted, structures used for the manufacture or storage of hazardous materials are: (a) located above the DFE level; or (b) designed to prevent the intrusion of floodwaters. **AO6.3** Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by the DFE. **AO6.4** If a flood level is not adopted, hazardous materials and their manufacturing equipment are located on the highest part of the site to enhance flood immunity and designed to prevent the intrusion of floodwaters. Note – Refer to *Work Health and Safety Act 2011* and associated Regulation and Guidelines, the *Environmental Protection Act 1994* and the relevant building assessment provisions under the *Building Act 1975* for requirements related to the manufacture and storage of hazardous materials.	
PO7 The development supports, and does not unduly burden, disaster management response or recovery capacity and capabilities.	**AO7** Development does not: (a) increase the number of people calculated to be at risk of flooding; (b) increase the number of people likely to need evacuation; (c) shorten flood warning times; and	**Complies with PO7.** **The proposed development is not expected to burden disaster management response or recovery.**

Performance outcomes	Acceptable outcomes	Applicant response
	(d) impact on the ability of traffic to use evacuation routes, or unreasonably increase traffic volumes on evacuation routes.	
PO8 Development involving community infrastructure: (a) remains functional to serve community need during and immediately after a flood event; is designed, sited and operated to avoid adverse impacts on the community or environment due to impacts of flooding on infrastructure, facilities or access and egress routes; retains essential site access during a flood event; is able to remain functional even when other infrastructure or services may be compromised in a flood event.	**AO8.1** The following uses are not located on land inundated during a DFE/Storm tide: (a) community residence; and (b) emergency services; and (c) residential care facility; and (d) utility installations involving water and sewerage treatment plants; and (e) storage of valuable records or items of historic or cultural significance (e.g. archives, museums, galleries, libraries). or **AO8.2** The following uses are not located on land inundated during a 1% AEP flood event: (a) community and cultural facilities, including facilities where an education and care service under the Education and care Services National law (Queensland) is operated or child care service under the *Child Care Act 2002* is conducted, (b) community centres; (c) meeting halls; (d) galleries; (e) libraries.	**Not Applicable.** **There are no uses listed in AO8.1 or AO8.2 or AO8.3 are proposed.**

Performance outcomes	Acceptable outcomes	Applicant response
	The following uses are not located on land inundated during a 0.5% AEP flood event. (a) emergency shelters; (b) police facilities; (c) sub stations; (d) water treatment plant The following uses are not located on land inundated during a 0.2% AEP flood event: (a) correctional facilities; (b) emergency services; (c) power stations; (d) major switch yards. and/or **AO8.3** The following uses have direct access to low hazard evacuation routes as defined in Table 8.2.4.3.c : (a) community residence; and (b) emergency services; and (c) hospitals; and (d) residential care facility; and (e) sub stations; and (f) utility installations involving water and sewerage treatment plants. **AO8.4** Any components of infrastructure that are likely to fail to function or may result in contamination when inundated by flood, such as electrical switch gear and	

Performance outcomes	Acceptable outcomes	Applicant response
	motors, telecommunications connections, or water supply pipeline air valves are: (a) located above DFE/Storm tide or the highest known flood level for the site; (b) designed and constructed to exclude floodwater intrusion / infiltration. **AO8.5** Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by a flood.	

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

Minimum immunity to be achieved (floor levels)	Uses and elements of activities acceptable in the event
20% AEP level	• Parks and open space.
5% AEP level	• Car parking facilities (including car parking associated with use of land).
1% AEP level	• All development (where not otherwise requiring an alternative level of minimum immunity).
0.5% AEP level	• Emergency services (if for a police station); • Industry activities (if including components which store, treat or use hazardous materials); • Substation; • Utility installation.
0.2% AEP level	• Emergency services; • Hospital; • Major electricity infrastructure; • Special industry.

Table 8.2.4.3.c - Degree of flood

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

Note: The evacuation times for various facilities or areas would (but not necessarily) be included in the Counter Disaster Plan.
Generally safe wading conditions assume even walking surfaces and no obstructions, steps, soft underfoot etc.

8.2.6 Landscape values overlay code

8.2.6.1 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.

8.2.6.2 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 8.2.6.3.z – Landscape values overlay code – assessable development

Performance outcomes	Acceptable outcomes	Applicant response
For assessable development		
Development in a High landscape value area		
PO1 Development within High landscape value areas identified on the Landscape values overlay maps contained in Schedule 2: (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; (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;	**AO1.1** Buildings and structures are not more than 8.5 metres and two storeys in height. Note - Height is inclusive of roof height. **AO1.2** Buildings and structures are setback not less than 50 metres from ridgelines or peaks. **AO1.3** Development is screened from view from roads or other public places by an existing natural landform or an existing native vegetation buffer.	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
(c) retains existing vegetation and incorporates new landscaping to enhance existing vegetation and visually soften built form elements; (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; (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, extent and alignment of earthworks, roads, driveways, retaining walls and other on-ground or in-ground infrastructure; (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; (g) extractive industry operations are avoided. Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes.	**AO1.4** Where development on land steeper than 1 in 6 (16.6%) cannot be avoided: (a) development follows the natural; contours of the site; buildings are split level or suspended floor construction, or a combination of the two; lightweight materials are used to areas with suspended floors. 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. **AO1.5** The external features, walls and roofs of buildings and structures have a subdued and non-reflective palette. Note - Examples of suitable colours include shades of green, olive green, blue green, grey green, green blue, indigo, brown, blue grey, and green yellow. **AO1.6** No clearing of native vegetation occurs on land with a slope greater than 1 in 6 (16.5%). **AO1.7** 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. Note - A visual impact assessment undertaken in accordance with Planning scheme policy SC6.6 – Landscape values may be required.	

Performance outcomes	Acceptable outcomes	Applicant response
	AO1.8 Advertising devices do not occur.	
Development within the Medium landscape value area		
PO2 Development within Medium landscape value areas identified on the Landscape values overlay maps contained in Schedule 2: (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; (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; (c) retains existing vegetation and incorporates new landscaping to enhance existing vegetation and visually soften built form elements; (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; (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;	**AO2.1** Buildings and structures are not more than 8.5 metres and two storeys in height. Note - Height is inclusive of the roof height. **AO2.2** Development is screened from view from roads or other public places by an existing natural landform or an existing native vegetation buffer. **AO2.3** Where development on land steeper than 1 in 6 (16.6%) cannot be avoided: (a) development follows the natural; contours of the site; (b) buildings are split level or suspended floor construction, or a combination of the two; (c) lightweight materials are used to areas with suspended floors. 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. **AO2.4** The external features, walls and roofs of buildings and structures have a subdued and non-reflective palette. Note - Examples of suitable colours include shades of green, olive green, blue green, grey green, green blue, indigo, brown, blue grey, and green yellow.	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
(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; (g) extractive industry operations are avoided, or where they cannot be avoided, are screened from view. Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes.	**AO2.5** No clearing of native vegetation occurs on land with a slope greater than 1 in 6 (16.6%). **AO2.6** Advertising devices do not occur.	
Development within a Scenic route buffer / view corridor area		
PO3 Development within a Scenic route buffer / view corridor area as identified on the Landscape values overlay maps contained in Schedule 2: (a) retains visual access to views of the surrounding landscape, the sea and other water bodies; (b) retains existing vegetation and incorporates landscaping to visually screen and soften built form elements whilst not impeding distant views or view corridors; (c) incorporates building materials and external finishes that are compatible with the visual amenity and the landscape character; (d) minimises visual impacts on the setting and views in terms of: (e) the scale, height and setback of buildings; (f) the extent of earthworks and impacts on the landform including the location and configuration of access roads and driveways;	**AO3.1** 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. **AO3.2** No clearing of native vegetation is undertaken within a Scenic route buffer area. **AO3.3** 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. **AO3.4** Development does not result in the replacement of, or creation of new, additional, or enlarged advertising devices.	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
(g) the scale, extent and visual prominence of advertising devices. Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes.		
Development within the Coastal scenery area		
PO4 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. Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes.	**AO4.1** The dominance of the natural character of the coast is maintained or enhanced when viewed from the foreshore. **AO4.2** Where located adjacent to the foreshore buildings and structures are setback: (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 (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. **AO4.3** 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:	**Complies with AO4.1 – AO4.3.** **The development does not result in the removal of existing foreshore vegetation, is setback greater than 50m from the coastal highwater mark and is setback greater than 6m from the coastward property boundary line.**

Performance outcomes	Acceptable outcomes	Applicant response
	(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 (b) where there is adjoining development, setbacks will be consistent with that of adjoining buildings and structures. The setback area is landscaped in accordance with the requirements of the Landscaping code.	
PO5 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. Note – A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in satisfaction of a performance outcome.	**AO5** 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	**Complies with PO5.** **Two trees are required to be removed to facilitate the development, however on balance, the proposed landscaping concept clearly demonstrates a net gain in vegetation cover across the site.**

8.2.7 Natural areas overlay code

8.2.7.1 Application

(1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Natural areas 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 Natural areas overlay is identified on the Natural areas overlay map in Schedule 2 and includes the following sub-categories:

(a) MSES – Protected area;

(b) MSES – Marine park;

(c) MSES – Wildlife habitat;

(d) MSES – Regulated vegetation;

(e) MSES – Regulated vegetation (intersecting a Watercourse);

(f) MSES – High ecological significance wetlands;

(g) MSES – High ecological value waters (wetlands);

(h) MSES – High ecological value waters (watercourse);

(i) MSES – Legally secured off set area.

Note – MSES = Matters of State Environmental Significance.

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

8.2.7.2 Purpose

(1) The purpose of the Natural areas overlay code is to:

(a) implement the policy direction in the Strategic Framework, in particular:

(i) Theme 2: Environment and landscape values, Element 3.5.3 Biodiversity, 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.

(b) enable an assessment of whether development is suitable on land within the Biodiversity area overlay sub-categories.

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

(a) development is avoided within:

(i) areas containing matters of state environmental significance (MSES);

(ii) other natural areas;

(iii) wetlands and wetland buffers;

(iv) waterways and waterway corridors.

(b) where development cannot be avoided, development:

(i) protects and enhances areas containing matters of state environmental significance;

(ii) provides appropriate buffers;

(iii) protects the known populations and supporting habitat of rare and threatened flora and fauna species, as listed in the relevant State and Commonwealth legislation;

(iv) ensures that adverse direct or indirect impacts on areas of environmental significance are minimised through design, siting, operation, management and mitigation measures;

(v) does not cause adverse impacts on the integrity and quality of water in upstream or downstream catchments, including the Great Barrier Reef World Heritage Area;

(vi) protects and maintains ecological and hydrological functions of wetlands, waterways and waterway corridors;

(vii) enhances connectivity across barriers for aquatic species and habitats;

(viii) rehabilitates degraded areas to provide improved habitat condition, connectivity, function and extent;

(ix) protects areas of environmental significance from weeds, pests and invasive species.

(c) strategic rehabilitation is directed to areas on or off site, where it is possible to achieve expanded habitats and increased connectivity.

Criteria for assessment

Table 8.2.7.3.a - Natural areas overlay code – assessable development

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		
Protection of matters of environmental significance		
PO1 Development protects matters of environmental significance.	**AO1.1** Development avoids significant impact on the relevant environmental values. or **AO1.2** A report is prepared by an appropriately qualified person demonstrating to the satisfaction of the assessment manager, that the development site does not contain any matters of state and local environmental significance. or **AO1.3** Development is located, designed and operated to mitigate significant impacts on environmental values. For example, a report certified by an appropriately qualified person demonstrating to the satisfaction of the assessment manager, how the proposed development mitigates impacts, including on water quality, hydrology and biological processes.	**Complies with AO1.1.** **The development layout is setback from mapped MSES Regulated Vegetation.**

Performance outcomes	Acceptable outcomes	Applicant response
Management of impacts on matters of environmental significance		
PO2 Development is located, designed and constructed to avoid significant impacts on matters of environmental significance.	**AO2** The design and layout of development minimises adverse impacts on ecologically important areas by: (a) focusing development in cleared areas to protect existing habitat; (b) utilising design to consolidate density and preserve existing habitat and native vegetation; (c) aligning new property boundaries to maintain ecologically important areas; (d) ensuring that alterations to natural landforms, hydrology and drainage patterns on the development site do not negatively affect ecologically important areas; (e) ensuring that significant fauna habitats are protected in their environmental context; and (f) incorporating measures that allow for the safe movement of fauna through the site.	**Complies with AO2.** **The design and layout of the proposed development minimise adverse impacts on ecologically important areas by concentrating built form within previously cleared and disturbed portions of the site, thereby avoiding unnecessary vegetation removal and protecting existing habitat values. Development is consolidated into discrete villa clusters and a central facility, reducing site fragmentation and preserving large, contiguous areas of native vegetation and foreshore buffers.** **Existing ecologically important areas and native vegetation are retained and reinforced, with development setbacks and layout designed to maintain the integrity of these areas. Natural landforms, hydrology and drainage patterns are largely retained through the use of elevated, pile-supported structures and a water-sensitive urban design approach, ensuring that overland flow paths and drainage do not adversely affect habitat areas.** **Significant fauna habitat is protected within its broader environmental context, and landscape design incorporates vegetated corridors and ground-level permeability to facilitate the safe movement of fauna through and around the site. Collectively, these measures ensure that ecological**

Performance outcomes	Acceptable outcomes	Applicant response
		values are maintained while enabling a low-impact, sensitively designed development outcome.
PO3 An adequate buffer to areas of state environmental significance is provided and maintained.	**AO3.1** A buffer for an area of state environmental significance (Wetland protection area) has a minimum width of: (a) 100 metres where the area is located outside Urban areas; or (b) 50 metres where the area is located within a Urban areas. or **AO3.2** A buffer for an area of state environmental significance is applied and maintained, the width of which is supported by an evaluation of environmental values, including the function and threats to matters of environmental significance.	**Not Applicable.**
PO4 Wetland and wetland buffer areas are maintained, protected and restored. Note – Wetland buffer areas are identified in AO3.1.	**AO4.1** Native vegetation within wetlands and wetland buffer areas is retained. **AO4.2** Degraded sections of wetlands and wetland buffer areas are revegetated with endemic native plants in patterns and densities which emulate the relevant regional ecosystem.	**Complies with AO4.1 and AO4.2.** **The design retains vegetation across the site, except for the removal of two isolated trees. The site will be further landscaped, subject to further landscaping design.**
PO5 Development avoids the introduction of non-native pest species (plant or animal), that pose a risk to ecological integrity.	**AO5.1** Development avoids the introduction of non-native pest species. **AO5.2**	**Will comply and may be further conditioned.**

Performance outcomes	Acceptable outcomes	Applicant response
	The threat of existing pest species is controlled by adopting pest management practices for long-term ecological integrity.	
Ecological connectivity		
PO6 Development protects and enhances ecological connectivity and/or habitat extent.	**AO6.1** Development retains native vegetation in areas large enough to maintain ecological values, functions and processes. and **AO6.2** Development within an ecological corridor rehabilitates native vegetation. and **AO6.3** Development within a conservation corridor mitigates adverse impacts on native fauna, feeding, nesting, breeding and roosting sites and native fauna movements.	**Complies with AO6.1.** **Refer to earlier discussion above.**
PO7 Development minimises disturbance to matters of state environmental significance (including existing ecological corridors).	**AO7.1** Development avoids shading of vegetation by setting back buildings by a distance equivalent to the height of the native vegetation. and **AO7.2** Development does not encroach within 10 metres of existing riparian vegetation and watercourses.	**Complies with AO7.1 and AO7.2.** **The buildings along the western boundary are setback varying distances. The site is separated from native vegetation by an existing unnamed road reserve approximately 8m wide.**
Waterways in an urban area		
PO8	**AO8.1**	**Complies with AO8.1 and AO8.2.**

Performance outcomes	Acceptable outcomes	Applicant response
Development is set back from waterways to protect and maintain: (a) water quality; (b) hydrological functions; (c) ecological processes; (d) biodiversity values; (e) riparian and in-stream habitat values and connectivity; (f) in-stream migration	Where a waterway is contained within an easement or a reserve required for that purpose, development does not occur within the easement or reserve; or **AO8.2** Development does not occur on the part of the site affected by the waterway corridor. Note – Waterway corridors are identified within Table 8.2.7.3.b.	
Waterways in a non-urban area		
PO9 Development is set back from waterways to protect and maintain: (a) water quality; (b) hydrological functions; (c) ecological processes; (d) biodiversity values; (e) riparian and in-stream habitat values and connectivity; (f) in-stream migration.	**AO9** Development does not occur on that part of the site affected by a waterway corridor. Note – Waterway corridors are identified within Table 8.2.7.3.b.	**Not Applicable.**

Table 8.2.7.3.b — Widths of waterway corridors for waterways

Waterways classification	Waterway corridor width
Waterways in Urban areas	10 metres measured perpendicular from the top of the high bank.
Waterways in Other areas	For a dwelling house, 10 metres measured perpendicular from the top of the high bank. For all other development, 20 metres measured perpendicular from the top of the high bank.

8.2.10 Transport network overlay code

8.2.10.1 Application

(1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Transport network overlay; if:

(a) self-assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;

(b) impact assessable development.

(2) Land within the Transport network overlay is identified on the Transport network (Road Hierarchy) overlay map and the Transport network (Pedestrian and Cycle) overlay map in Schedule 2 and includes the following sub-categories:

(a) Transport network (Road Hierarchy) overlay sub-categories:

(i) State controlled road sub-category;

(ii) Sub-arterial road sub-category;

(iii) Collector road sub-category;

(iv) Access road sub-category;

(v) Industrial road sub-category;

(vi) Major rural road sub-category;

(vii) Minor rural road sub-category;

(viii) Unformed road sub-category;

(ix) Major transport corridor buffer area sub-category.

(b) Transport network (Pedestrian and Cycle) overlay sub-categories:

(i) Principal route;

(ii) Future principal route;

(iii) District route;

(iv) Neighbourhood route;

(v) Strategic investigation route.

8.2.10.2 Purpose

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

(a) implement the policy direction of the Strategic Framework, in particular:

(i) Theme 1: Settlement pattern Element 3.4.2 Urban settlement, Element 3.4.3 Activity centres;

(ii) Theme 6: Infrastructure and transport Element 3.9.4 Transport;

(b) enable an assessment of whether development is suitable on land within the Transport network overlay.

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

(a) development provides for transport infrastructure (including active transport infrastructure);

(b) development contributes to a safe and efficient transport network;

(c) development supports the existing and future role and function of the transport network;

(d) development does not compromise the safety and efficiency of major transport infrastructure and facilities.

Criteria for assessment

Table 8.2.10.3 a – Transport network overlay code – assessable development

Performance outcomes	Acceptable outcomes	Applicant response
For assessable development		
PO1 Development supports the road hierarchy for the region. Note -A Traffic impact assessment report prepared in accordance with Planning scheme policy SC6.10 - Parking and access is one way to demonstrate achievement of the Performance Outcomes.	**AO1.1** 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. **AO1.2** Development does not compromise the safety and efficiency of the transport network.	**Complies with AO 1.1 – 1.3** **A Traffic Engineering Assessment has been prepared by Clive Steele Partners Pty Ltd and is provided as an Attachment.** **The assessment concludes that the development is compatible with the intended transport network and will not compromise the safety and efficiency.** **The point of access is appropriately nominated via Oasis Drive.**

Performance outcomes	Acceptable outcomes	Applicant response
	AO1.3 Development is designed to provide access via the lowest order road, where legal and practicable access can be provided to that road.	
PO2 Transport infrastructure is provided in an integrated and timely manner. 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.	**AO2** Development provides infrastructure (including improvements to existing infrastructure) in accordance with: (a) the Transport network overlay maps contained in Schedule 2; (b) any relevant Local Plan. Note – The Translink Public Transport Infrastructure Manual provides guidance on the design of public transport facilities.	**Not Applicable. There is no additional public transport infrastructure proposed as part of the Development.**
PO3 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.	**AO3** No acceptable outcomes are prescribed. Note – Part 4.4 of the Queensland Development Code provides requirements for residential building design in a designated transport noise corridor.	**Not Applicable.**
PO4 Development does not compromise the intended role and function or safety and efficiency of major transport corridors. Note - A Traffic impact assessment report prepared in accordance with Planning scheme policy SC6.10 - Parking and access is one way to demonstrate achievement of the Performance Outcomes.	**AO4.1** Development is compatible with the role and function (including the future role and function) of major transport corridors. **AO4.2** Direct access is not provided to a major transport corridor where legal and practical access from another road is available.	**Complies with AO4.1-AO4.4.** **A Traffic Engineering Assessment has been prepared by Clive Steele Partners Pty Ltd and is provided as an Attachment. The assessment concludes that the development is compatible with the intended transport network and will not compromise the safety and efficiency.**

Performance outcomes	Acceptable outcomes	Applicant response
	AO4.3 Intersection and access points associated with major transport corridors are located in accordance with: (a) the Transport network overlay maps contained in Schedule 2; and (b) any relevant Local Plan. **AO4.4** 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.	
PO5 Development retains and enhances existing vegetation between a development and a major transport corridor, so as to provide screening to potential noise, dust, odour and visual impacts emanating from the corridor.	**AO5** No acceptable outcomes are prescribed.	**Complies with PO5.** **The development does not impact on the existing mature vegetation to the west of the site, which serves as a buffer to the Mossman Daintree Road.**
Pedestrian and cycle network		
PO6 Lot reconfiguration assists in the implementation of the pedestrian and cycle movement network to achieve safe, attractive and efficient pedestrian and cycle networks	**AO6.1** Where a lot is subject to, or adjacent to an element of the pedestrian and cycle Movement network (identified on the Transport network overlay maps contained in Schedule 2) the specific location of this element of the pedestrian and cycle network is incorporated in the design of the lot layout. **AO6.2** The element of the pedestrian and cycle network is constructed in accordance with the Design Guidelines set out in Sections D4 and D5 of the Planning scheme policy SC6.5 – FNQROC Regional Development Manual.	**Not applicable. The development is not for a lot reconfiguration.**

9.3.13 Multiple dwelling, short term accommodation and retirement facility code

9.3.13.1 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.

9.3.13.2 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.

9.3.13.3 Criteria for assessment

Table 9.3.13.3.a – Multiple dwelling, short term accommodation and retirement facility code – assessable development

Performance outcomes	Acceptable outcomes	Applicant response
For assessable development		

PO1 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; (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.	**AO1.1** The site has a minimum area of 1000m^2. **AO1.2** The site has a minimum frontage of 25 metres.	**Complies with AO1.1** **The subject site is 49.88ha.** **Complies with AO1.2** **The site considerable road frontage to Oasis Drive and also unnamed, unformed road reserve to the west.**
PO2 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	**AO2** Development on a site 5,000m^2 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.	**Complies with AO2** **The Architectural Plans illustrate the proposed site layout and integration with the wider locality.**

<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Applicant response</th></tr>
<tr><td>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.</td><td></td><td></td></tr>
<tr><td>PO3
Development ensures that the proportion of buildings to open space is:
(a) in keeping with the intended form and character of the local area and immediate streetscape;
(b) contributes to the modulation of built form;
(c) supports residential amenity including access to breezes, natural light and sunlight;
(d) supports outdoor tropical living;
(e) provides areas for deep tropical planting and / or for the retention of mature vegetation.</td><td>AO3.1
The site cover is not more than 40%.

AO3.2
The development has a gross floor area of not more than:

<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></td><td>Complies with AO3.1 and AO3.2.

The site cover is calculated at approximately 37.4% and where Council supports the Variation Application, the total GFA is well below 1.2 x the site area.</td></tr>
</table>

PO4 Development is sited so that the setback from boundaries: (a) provides for natural light, sunlight and breezes; (b) minimises the impact of the development on the amenity and privacy of neighbouring residents; (c) provides for adequate landscaping.	**AO4.1** Buildings and structures are set back not less than 6 metres from a road frontage. **AO4.2** Buildings and structures are setback not less than 4 metres to the rear boundary. **AO4.3** The side boundary setback for buildings and structures is: (a) for buildings up to 2 storeys not less than 2.5 metres for the entire building; (b) for buildings up to 3 storeys not less than 3.5 metres for the entire building.	**Complies with PO4.** **A detailed setback plan is provided in the Development Plans at Attachment 3.** **While elements of the development are located closer than 6 metres to the Oasis Drive frontage (with a minimum setback of approximately 2.389 metres), this encroachment is limited to the elevated internal circulation network only and does not include habitable buildings. In addition, the road reserve at this location is relatively wide, further mitigating any potential visual or amenity impacts. The adjoining dwelling house is located to the north of the site, orientated east-west, and accordingly no overshadowing impacts are anticipated.** **The development also includes reduced setbacks to the western road reserve. This road is not formed, and a densely vegetated drainage corridor separates the site from residential properties to the west. As a result of this separation and existing vegetation, the development will not result in adverse impacts on privacy, outlook or amenity for adjoining residents, nor will it create overshadowing impacts.** **Reduced side boundary setbacks are proposed along the boundary with Lot 1 on SP259953. This lot is also under the ownership of the Applicant, and the existing Dwelling House on that land is appropriately setback from the common boundary. Accordingly, the reduced setbacks do not give rise to any amenity or interface issues and are considered appropriate in the context of the overall development layout.**

PO5 Building depth and form must be articulated to (a) ensure that the bulk of the development is in keeping with the form and character intent of the area; (b) provide adequate amenity for residents in terms of natural light and ventilation. Note – Planning scheme policy SC6.1 – Building design and architectural elements provides guidance on reducing building bulk.	**AO5.1** (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; **AO5.2** The length of any continuous eave line does not exceed 18 metres.	**Complies with PO5.** **While portions of the proposed development include elevations that extend beyond 30 metres, this outcome arises from a deliberate resort-style master-planning approach rather than the creation of long, uninterrupted building façades. The design achieves the intent of the building length control by ensuring that no elevation is perceived as a single, dominant or monolithic structure.** **The development is arranged into a series of distinct villa nodes, each separated by landscaped breaks, changes in plane, recessed elements and an elevated circulation network. These villa nodes function as individual building components and are intentionally articulated to read as a collection of smaller pavilions set within a landscaped environment, rather than a continuous building mass. As a result, the apparent scale and visual bulk of any elevation is substantially reduced when viewed from public areas or adjoining properties.** **In addition, the buildings incorporate a curved and non-linear design, which further mitigates the perception of length. The curvature of the built form prevents long, straight sightlines along façades and ensures that no elevation is read in its entirety from any single vantage point. This curved geometry is a key architectural response to the coastal setting, reflecting natural landforms and shoreline patterns while softening building edges and reducing visual dominance.** **Elevations exceeding 30 metres are further**

		moderated through recessive design techniques, including variations in wall alignment, articulated balconies, deep roof overhangs, changes in materials and extensive use of planting. These elements break down horizontal massing and ensure that façades remain visually segmented and human-scaled, consistent with the expectations of a low-rise coastal resort environment. Landscaping plays a central role in mitigating perceived building length. Dense tropical planting is integrated along building edges, between villa nodes and within setback areas, providing substantial visual screening and reinforcing the development's integration with the surrounding coastal environment. Over time, this landscaping will mature to further obscure and soften the built form, ensuring that buildings remain visually subordinate to the landscape. Importantly, the buildings are elevated on piers, allowing visual permeability through and beneath the structures and maintaining openness at ground level. This reduces the perception of continuous wall length and reinforces a light-touch development outcome appropriate to the sensitive coastal context of Wonga Beach. Collectively, the use of articulated villa nodes, curved building forms, recessive architectural detailing, extensive landscaping and elevated structures ensures that, notwithstanding numerical exceedances in elevation length, the proposal delivers a superior performance outcome that avoids bulky or visually dominant façades and is consistent with the scale, character and environmental setting of the

		locality.
PO6 Development reduces the appearance of building bulk, ensures a human-scale, demonstrates variations in horizontal and vertical profile and	**AO6.1** Development incorporates a number of the following design elements: (a) balconies;	**Complies with AO 6.1 & AO 6.2** **Balconies and patios are spacious and in open in keeping with the tropical design of the built form.** **The Facades of the buildings and structures are finished with natural tones and materials and are non-reflective. Additionally, the built form is screened by extensive landscaping both on the building façade and surrounding the built form.**

Performance outcomes	Acceptable outcomes	Applicant response
supports streetscape character.	(b) verandahs; (c) terraces; (d) recesses. **AO6.2** 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.	
PO7 Development provides a building that must define the street to facilitate casual surveillance and enhance the amenity of the street through: (a) orientation to the street; (b) front boundary setback; (c) balconies and windows to provide overlooking and casual surveillance; (d) building entrances.	**AO7.1** Development provides a building that is not set back further than 2m beyond the minimum required street front setback. **AO7.2** Development provides balconies and windows from the primary living area that face and overlook the street or public space.	**Complies with PO7.** **The development defines the street and surrounding public interfaces in a manner appropriate to its resort context. Casual surveillance of Oasis Drive is provided primarily from the elevated circulation network and clearly identifiable main entrance, which overlook the arrival and access areas. Villa units are oriented toward the unnamed road reserve to the west, where balconies and windows provide effective casual surveillance of the road reserve and adjoining pedestrian movement areas. This arrangement achieves passive surveillance and amenity outcomes while respecting guest privacy and the low-key coastal character of the locality.**

PO8 Buildings exhibit tropical design elements to support Douglas Shire's tropical climate, character and lifestyle.	**AO8.1** Development has floor to ceiling heights of 2.7 metres; **AO8.2** Buildings include weather protection and sun shading to all windows to all external doors and windows of habitable rooms. **AO8.3** Development incorporates deep recesses, eaves and sun-shading devices **AO8.4** Western orientated facades are shaded using building and landscape elements, such as adjustable screens, awnings or pergolas or dense tropical planting. **AO8.5** Individual dwelling units are not located on both sides of an enclosed central corridor (i.e. not double banked).	**Complies with AO8.1-AO8.5.** **The proposed development achieves a climate-responsive design suited to the tropical coastal environment of Wonga Beach. Habitable rooms are designed with generous floor-to-ceiling heights of approximately 2.7 metres (L1) and 2.85 metres (L2), promoting natural ventilation, daylight penetration and thermal comfort.** **All habitable room windows and external doors incorporate weather protection and sun-shading measures, including deep recesses, eaves, overhangs and integrated shading devices.** **The villa layout avoids double-banked configurations, with individual dwelling units arranged to maximise cross-ventilation and outlook. No dwelling units are located on both sides of an enclosed central corridor, ensuring open, naturally ventilated circulation consistent with best-practice tropical resort design.**
PO9 Development minimises direct overlooking between buildings through appropriate building layout, location and the design of windows and balconies or screening devices. Note—Siting and building separation is used to minimise	**AO9.1** 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:	**Complies with PO9** **The villa notes are oriented to maximise privacy from private open space / balcony areas.**

Performance outcomes	Acceptable outcomes	Applicant response
privacy screening requirements.	(a) an offset from the habitable room or private open space of the existing dwelling to limit direct outlook; or (b) sill heights a minimum of 1.5m above floor level; or (c) fixed obscure glazing in any part of the window below 1.5m above floor level; or (d) fixed external screens; or (e) in the case of screening for a ground floor level unit, fencing to a minimum 1.8m above the ground storey floor level. **AO9.2** 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. **AO9.3** 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 dimension of 50mm, and that are permanent and durable. Note—The screening device is offset a minimum of 0.3m from the wall around any window. Note—Screening devices are hinged or otherwise attached to facilitate emergency egress	
PO10 Development provides accessible and functional landscaping and recreation area for the benefit of residents/guests.	**AO10** A minimum of 35% of the site is allocated as landscaping and recreation area.	**Complies with AO10.** **The design provides for 44% landscaping area. Landscaping is a key feature in the design.**

PO11 Landscaping must contribute positively to the amenity of the area, streetscape and public spaces.	**AO11** Development provides landscaping as follows: (a) A dense landscape planting strip of at least 2 metres width suitable for deep planting is provided and maintained along all street frontages; (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.	
PO12 The landscaping and recreation area provides for functional communal open space for all developments exceeding five dwellings on one site.	**AO12.1** Communal open space is provided at: (a) a minimum of 5% of site area of $50m^2$ whichever is the greater; and (b) a minimum dimension of 5 metres. **AO12.2** Development provides communal open space that: (a) is consolidated into one useable space; (b) where communal open space exceeds $100m^2$, the communal open space may be	**Complies with PO12.** **Over 44% of the site consists of garden areas, parkland, or water bodies which form part of the communal open space. The central building includes a lagoon pool, restaurant, spa and gym facilities.**

Performance outcomes	Acceptable outcomes	Applicant response
	split into two, and so forth incrementally. **AO12.3** Communal open space: (a) is a minimum of 50% open to the sky; (b) achieves 25% shading by trees in 5 years; (c) does not include vehicle driveways and manoeuvring; (d) does not contain surface structures such as rainwater tanks, fire hydrants, transformers or water boosters. **AO12.4** Communal open space is designed to provide for a range of facilities, typically including some, or all, of the following elements: (a) seating; (b) barbecue; (c) play equipment; (d) swimming pool; (e) communal clothes drying; (f) vegetable garden. **AO12.5** 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.	

PO13 Development must provide attractive and functional private open space for residents and guests.	**AO13.1** Development provides private open space which: (a) for ground storey dwellings, comprises of a minimum area of 35m^2 with a minimum dimension of 3 metres; (b) for dwellings above ground storey, comprises of a balcony with minimum area of 12m^2 and a minimum dimension of 3 metres. **AO13.2** Development provides private open space areas that are: (a) directly accessible from internal primary living area of the dwelling (not bedrooms); (b) provided with a screened area of 2m^2 minimum dimension capable of screening air conditioning plant, private clothes drying etc… (c) provided with adjustable, moveable or operable privacy screening where appropriate. **AO13.3** 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. **AO13.4** Where secondary balconies are provided to a	**Complies with PO13.** **Each vialla is affoprded a large wrap around deck. The area variaes depending on design, however ranges between 57m^2 – 113m^2.**

Performance outcomes	Acceptable outcomes	Applicant response
	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. **AO13.5** Private open space: (a) does not include vehicle driveways and manoeuvring; (b) does not contain surface structures such as rainwater tanks, fire hydrants, transformers or water boosters.	

PO14 Development provides front fencing and retaining walls that must: (a) facilitate casual surveillance of the street and public space; (b) enable use of private open space; (c) assist in highlighting entrances to the property; (d) provide a positive interface to the streetscape.	**AO14.1** Development ensures that, where fencing is provided, the height of any new fence located on any common boundary to a street or public space is a maximum of: (a) 1.2m, where fence construction is solid or less than 50% transparent; (b) 1.5m, where fence construction is at least 50% transparent; (c) 1.8m and solid only where the site is on an arterial road or higher order road. **AO14.2** Development incorporating solid front fences or walls that front the street or other public spaces and are longer than 10m, indentations, material variation or landscaping is provided to add visual interest and soften the visual impact **AO14.3** Development for a retaining wall is: (a) stepped to minimise impact on the streetscape and pedestrian environment; (b) a maximum of 0.6m in height if directly abutting the edge of the adjoining road reserve verge	**The fencing will be further documented within the Landscape Plan, which is proposed to be undertaken at the detailed design phase.**
PO15 Development minimises light nuisances.	**AO15** Outdoor lighting is in accordance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting.	**Will comply with AO15 and may be further conditioned.**

PO16 Waste and recyclable material storage areas are: (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.	**AO16** Waste and recyclable material storage areas: (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.	**Complies with AO16.** **The waste and recycling storage is located within the ground floor of the central building.**

Performance outcomes	Acceptable outcomes	Applicant response
	Note - The Environmental performance code contains requirements for waste and recyclable material storage.	
PO17 Development provides a secure storage area for each dwelling.	**AO17** 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^2 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.	**Complies with PO17.** **Dedicated additional storage is not provided within the ground floor parking areas. It is submitted that the Villas have sufficient storage space incorporated into the design given the intended purpose of use.**
Additional requirements for a Retirement facility		
PO18 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.	**AO18** Retirement facilities are conveniently located in established areas close to public transport, shopping facilities and health care services.	**Not Applicable.**

PO19 Retirement facilities are designed to provide for the amenity and security of residents.	**AO19.1** 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. **AO19.2** Internal pathways have firm, well drained and non-slip surfaces. **AO19.2** Security screens are provided to all dwelling units or residential rooms to ensure the safety and security of residents. **AO19.3** An illuminated sign and site map of the layout of the development is located near the main entrance to the facility.	**Not Applicable.**
PO20 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.	**AO20.1** 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. **AO20.2** The site of a Retirement facility is not prone to inundation. **AO20.3** The location of the Retirement facility is readily accessible to emergency vehicles.	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
PO21 The development is designed for the needs of the age group, and to allow 'aging in place' to occur.	**AO21.1** Development applies adaptable housing principles. **AO21.2** A range of housing designs and sizes are provided in the development to cater for different individual and household needs.	**Not Applicable.**

9.4.1 Access, parking and servicing code

9.4.1.1 Application

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

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

9.4.1.2 Purpose

(1) The purpose of the Access, parking and servicing code is to assess the suitability of access, parking and associated servicing aspects of a development.

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

9.4.1.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		

PO1 Sufficient on-site car parking is provided to cater for the amount and type of vehicle traffic expected to be generated by the use or uses of the site, having particular regard to: (a) the desired character of the area; (b) the nature of the particular use and its specific characteristics and scale; (c) the number of employees and the likely number of visitors to the site; (d) the level of local accessibility; (e) the nature and frequency of any public transport serving the area; (f) whether or not the use involves the retention	**AO1.1** The minimum number of on-site vehicle parking spaces is not less than the number prescribed in Table 9.4.1.3.b for that particular use or uses. 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. **AO1.2** 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.	**Complies with PO1** **The Access, Parking and Servicing Code requires parking demand for a *Resort Complex* to be calculated by applying the relevant parking standard to each individual component of the development. Accordingly, the Short-Term Accommodation standard has been applied to the accommodation component, and the Food and Drink Outlet and Office standards have been applied to the central building components.** **For Food and Drink Outlet and Office uses, the standard parking rate is 1 space per 25 m² of gross floor area. A reduced rate of 1 space per 50 m² applies where development is located within Precinct 1 (Port Douglas / Craiglie Local Plan) or Precinct 5 (Town Centre Precinct) under the Mossman Local Plan. Notwithstanding the site's location outside those precincts, it is considered reasonable to adopt a rate of 1 space per 50 m² for the central building due to the high degree of cross-utilisation between the resort accommodation, restaurants, conference facilities and ancillary uses, and the managed, destination-based nature of the development.** **Based on a central building gross floor area of 2,345 m², the parking demand equates to 46.9 spaces (rounded to 47 spaces). A total of 55 parking spaces are provided for the central building, exceeding the calculated demand.** **Parking demand for the short-term accommodation component has been calculated in accordance with the applicable rate for developments comprising more than 10**

		units, being 0.75 spaces per dwelling unit, plus visitor and service/staff parking. This results in a requirement of 58 parking spaces for the 66 villas. The development provides 132 parking spaces for the accommodation component, substantially exceeding the required provision. **Overall, the development provides a total of 187 on-site car parking spaces, which exceeds the calculated demand for all components of the resort complex. In addition, 24 bicycle parking spaces are provided within the central building, supporting alternative transport modes and reducing reliance on private vehicle use.**

Performance outcomes	Acceptable outcomes	Applicant response
of an existing building and the previous requirements for car parking for the building (g) whether or not the use involves a heritage building or place of local significance; (h) whether or not the proposed use involves the retention of significant vegetation.	**AO1.3** Parking for motorcycles is substituted for ordinary vehicle parking to a maximum level of 2% of total ordinary vehicle parking. **AO1.4** 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.	**Complies with AO 1.3** **No motorcycle parking is provided.** **AO1.4 is not applicable to this application as RV parking is not required to service the Resort Complex as the accommodation is provided on site. If the site is accessed by a patron requiring RV parking, there is sufficient on street parking available.**
PO2 Vehicle parking areas are designed and constructed in accordance with relevant standards.	**AO2** Vehicle parking areas are designed and constructed in accordance with Australian Standard: (a) AS2890.1; (b) AS2890.3; (c) AS2890.6.	**Complies with AO2.** **Vehicle parking is designed in accordance with the Australia Standards.** **This can further be conditioned to comply.**

PO3 Access points are designed and constructed: (a) to operate safely and efficiently; (b) to accommodate the anticipated type and volume of vehicles (c) to provide for shared vehicle (including cyclists) and pedestrian use, where appropriate; (d) so that they do not impede traffic or pedestrian movement on the adjacent road area; (e) so that they do not adversely impact upon existing intersections or future road or intersection improvements; (f) so that they do not adversely impact current and future on-street parking arrangements; (g) so that they do not adversely impact on existing services within the road reserve adjacent to the site; (h) so that they do not involve ramping, cutting of the adjoining road reserve or any built structures (other than what may be necessary to cross over a stormwater channel).	**AO3.1** Access is limited to one access cross over per site and is an access point located, designed and constructed in accordance with: (a) Australian Standard AS2890.1; (b) Planning scheme policy SC6.5 – FNQROC Regional Development Manual - access crossovers. **AO3.2** Access, including driveways or access crossovers: (a) are not placed over an existing: (i) telecommunications pit; (ii) stormwater kerb inlet; (iii) sewer utility hole; (iv) water valve or hydrant. (b) are designed to accommodate any adjacent footpath; (c) adhere to minimum sight distance requirements in accordance with AS2980.1. **AO3.3** Driveways are: (a) designed to follow as closely as possible to the existing contours, but are no steeper than the gradients outlined in Planning scheme policy SC6.5 – FNQROC Regional Development Manual; (b) constructed such that where there is a grade shift to 1 in 4 (25%), there is an area with a grade of no more than 1 in in 6 (16.6%) prior to this area, for a distance of at least 5 metres; (c) on gradients greater than 1 in 6 (16.6%) driveways are constructed to ensure the cross-fall of the driveway is one way and directed into the hill, for vehicle safety and drainage purposes;	**Complies with PO3.** **The proposed development is accessed via Oasis Drive, and an Engineering Assessment has been completed to inform the design and operation of the access arrangement.** **The access points will be designed to operate safely and efficiently and to accommodate the anticipated type and volume of vehicles associated with the resort, including passenger vehicles, service vehicles and emergency vehicles. The access design will provide appropriate sight distances, turning movements and internal queuing to ensure safe ingress and egress without conflict with through traffic.** **The design will ensure that vehicle movements do not impede traffic flow or pedestrian movement along Oasis Drive and does not adversely affect the operation of the surrounding local road network.** **The Engineering Assessment confirms that the proposed development will not adversely impact existing intersections or prejudice future road or intersection upgrades. On-street parking arrangements along Oasis Drive will not be affected, and all parking demand generated by the development is accommodated on site.** **The access design has been coordinated to avoid impacts on existing services within the road reserve. No ramping, cutting or built structures within the road reserve are required,**

Performance outcomes	Acceptable outcomes	Applicant response
	(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; (e) designed to include all necessary associated drainage that intercepts and directs storm water runoff to the storm water drainage system. **AO3.4** 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.	
PO4 Sufficient on-site wheel chair accessible car parking spaces are provided and are identified and reserved for such purposes.	**AO4** The number of on-site wheel chair accessible car parking spaces complies with the rates specified in AS2890 Parking Facilities.	**Complies with AO4** **2 accessible spaces are provided within the Central Building layout.**
PO5 Access for people with disabilities is provided to the building from the parking area and from the street.	**AO5** Access for people with disabilities is provided in accordance with the relevant Australian Standard.	**Complies with AO5** **See comments above.**
PO6 Sufficient on-site bicycle parking is provided to cater for the anticipated demand generated by the development.	**AO6** The number of on-site bicycle parking spaces complies with the rates specified in Table 9.4.1.3.b.	**Complies with AO6.** **The development requires 24 bicycle parks within the Central Building layout.**

PO7 Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site.	**AO7.1** Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers); **AO7.2** Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street. **AO7.3** Development provides visitor bicycle parking which does not impede pedestrian movement.	**Complies with PO7.** **The development provides secure and convenient bicycle parking which for visitors and employees is obvious and located within the Central Building undercroft.** **All parking is easily and safely accessible.**
PO8 Development provides walking and cycle routes through the site which: (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; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety.	**AO8** Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	**Complies with AO8** **This site frontage is already connected by a dedicated footpath/cycle way.**
PO9 Access, internal circulation and on-site parking for service vehicles are designed and constructed: (a) in accordance with relevant standards;	**AO9.1** Access driveways, vehicle manoeuvring and on-site parking for service vehicles are designed and constructed in accordance with AS2890.1 and	**Will comply with AO9.1 – AO9.3**

Performance outcomes	Acceptable outcomes	Applicant response
(b) so that they do not interfere with the amenity of the surrounding area; (c) so that they allow for the safe and convenient movement of pedestrians, cyclists and other vehicles.	AS2890.2. **AO9.2** Service and loading areas are contained fully within the site. **AO9.3** The movement of service vehicles and service operations are designed so they: (a) do not impede access to parking spaces; (b) do not impede vehicle or pedestrian traffic movement.	
PO10 Sufficient queuing and set down areas are provided to accommodate the demand generated by the development.	**AO10.1** Development provides adequate area on-site for vehicle queuing to accommodate the demand generated by the development where drive through facilities or drop-off/pick-up services are proposed as part of the use, including, but not limited to, the following land uses: (a) car wash; (b) child care centre; (c) educational establishment where for a school; (d) food and drink outlet, where including a drive-through facility; (e) hardware and trade supplies, where including a drive-through facility; (f) hotel, where including a drive-through facility; (g) service station. **AO10.2** Queuing and set-down areas are designed and constructed in accordance with AS2890.1.	**Complies with PO10.** **The site is serviced by a single ingress and egress via Oasis Drive. Sufficient queuing and efficient site circulation is accommodated within the design. The Central Building incorporates 3 dedicated pick-up, drop-off areas.**

Table 9.4.1.3.b – Access, parking and servicing requirements

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

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

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Agricultural supplies store	1 space per 50m^2 of GFA and outdoor display area.	1 space per 200m^2 of GFA.	n/a	LRV
Air services	1 car space per 20m^2 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

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)
Bulk landscape supplies	1 space per 50m^2 GFA and outdoor display area.	1 space per 200m^2 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 45m2 of GFA. Licensed clubrooms: 1 space per 15m^2 of GFA.	1 space per 4 employees.	n/a	Licensed and equal or greater than 1500m^2: RCV Other: VAN
Community care centre	1 space per 20m^2 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^2 GFA.	1 space per 100m2 of GFA.	n/a	RCV
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	Primary school or secondary schools: 1 space per 5	Required for all educational establishments with a GFA	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)
	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.	students over year 4. Tertiary and further education: 2 spaces per 50 full time students.	greater than 2000m^2.	
Food and drink outlet	1 space per 25m^2 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^2 of GFA, and outdoor dining area.	1 space per 100m^2 of GFA, and outdoor dining area.	n/a	See Table 9.4.1.3.d
Function facility	1 space per 15m^2 GFA.	1 space per 100m^2 of GFA.	n/a	RCV
Funeral parlour	1 space per 15m^2 GFA.	n/a	n/a	RCV
Garden centre	1 space per 50m^2 GFA and outdoor display area	1 space per 200m^2 of GFA.	n/a	AV
Hardware and trade supplies	1 space per 50m^2 GFA and outdoor display area	1 space per 200m^2 of GFA.	n/a	AV

Health care services	1 space per 20m2 of GFA.	1 space per 100m^2 of GFA.	Required for all health care services with a GFA greater than 2000m^2.	VAN
High impact industry	1 space per 90m^2 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^2 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^2 of GFA.	Required for all hospitals with a GFA greater than 2000m^2.	RCV
Hotel	1 space per 10m2 GFA and	1 space per	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)
	licensed outdoor area; plus For 1 space per 50m^2 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.	100m^2 of GFA.		
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^2 of GFA.	1 space per 4 employees.	n/a	RCV
Low impact industry	1 space per 90m^2 of GFA.	n/a	n/a	AV
Marine industry	1 space per 90m^2 of GFA.	n/a	n/a	AV
Medium impact industry	1 space per 90m^2 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^2 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^2 of GFA	1 space per 200m^2 GFA	Required for all office development with a GFA greater than 2000m^2.	See Table 9.4.1.3.e
Outdoor sales	1 space per 50m^2 GFA and outdoor display area	1 space per 200m^2 of GFA.	n/a	AV
Outdoor sport and recreation	Coursing, horse racing, pacing, trotting: 1 space per 5 seated spectators,	Football: 5 space per field.	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)
	plus 1 space per 5m^2 of other spectator areas. Football: 50 spaces per field. Lawn bowls: 30 spaces per green. Swimming pool: 15 spaces; plus 1 space per 100m^2 of useable site area. Tennis court or other court game: 4 spaces per court. Golf course: 4 spaces per tee on the course. Note - Use standard for Club for clubhouse component.	Lawn bowls: 5 spaces per green. Swimming pool: 1 space per swimming lane. Tennis court or other court game: 4 space per court. Golf course: 1 space per 15m^2 of GFA for clubhouse component.		
Place of worship	1 space per 15m^2 of GFA.	1 space per 100m^2 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^2 of GFA.	n/a	n/a	MRV
Residential care facility	1 visitor car space per 5 bedroom units; plus 1 car space per 2 staff members	n/a	n/a	LRV
Resort complex	Use standard for relevant standard for each component. For example: Use Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.	Use standard for relevant standard for each component. For example: Use Short Term Accommodation standard for accommodation component and Food and	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)
		Drink Outlet for restaurant component.		
Retirement facility	1 space per dwelling unit; plus 1 visitor space per 5 dwelling units; plus 1 visitor car space per 10 hostel units, nursing home or similar beds, plus 1 car space per 2 staff members; plus 1 car parking space for ambulance parking.	n/a	n/a	LRV
Sales office	A minimum of 1 space.	n/a	n/a	n/a
Service industry	1 space per 90m^2 of GFA.	n/a	n/a	SRV
Service station	1 space per 25m^2 of GFA	n/a	n/a	AV
Shop	1 space per 25m^2 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^2 of GFA.	1 space per 100m^2 of GFA.	Required for all shops with a GFA greater than 2000m^2.	See Table 9.4.1.3.d

Shopping centre	1 space per 25m^2 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^2 of GFA.	1 space per 200m^2 GFA.	Required for all shopping centres with a GFA greater than 2000m^2.	See Table 9.4.1.3.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)
	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. In all cases 60% of the car parking area is to be covered. Note: Where Short term accommodation is to be inter-changeable with a Multiple dwelling land use, multiple dwelling parking rates apply.			
Showroom	1 space per 50m^2 GFA.	1 space per 200m^2 GFA.	n/a	AV
Special industry	1 space per 90m^2 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	Indoor: 1 space per 15m^2 of GFA. Outdoor cinema: 1 space per 5m^2 of designated viewing area, plus 1 car space per 2 employees.	1 space per 200m^2 GFA.	n/a	VAN

Veterinary services	1 space per 50m^2 of GFA.	n/a	n/a	VAN
Warehouse	1 space per 90m^2 of GFA.	n/a	n/a	Where self-storage: RCV Other: AV
Any use not otherwise specified in this table.	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time.	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time.		To be determined

Table 9.4.1.3.c – Design vehicles

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

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

Gross floor area (m^2)	**Service bays required**			
	VAN	**SRV**	**MRV**	**LRV**
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 9.4.1.3.e – Standard number of service bays required for Office

Gross floor area (m^2)	**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.			

9.4.3 Environmental performance code

9.4.3.1 Application

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

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

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

9.4.3.2 Purpose

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

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

9.4.3.3 Criteria for assessment

Table 9.4.3.3.a – Environmental performance code – assessable development

Performance outcomes	Acceptable outcomes	Applicant response
Lighting		

PO1 Lighting incorporated within development does not cause an adverse impact on the amenity of adjacent uses and nearby sensitive land uses.	**AO1.1** 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. **AO1.2** Development that involves flood lighting is restricted to a type that gives no upward component of light where mounted horizontally. **AO1.3** Access, car parking and manoeuvring areas are designed to shield nearby residential premises from impacts of vehicle headlights.	**Complies with AO1.1-AO1.2.** **Outdoor lighting will be designed to comply with the requirements of Australian standard AS4282-1997 Control of the obtrusive effects of outdoor lighting.** **May be conditioned to comply with AO1.3.**
Noise		
PO2 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.	**AO2.1** Development does not involve activities that would cause noise related environmental harm or nuisance; or	**Complies with AO 2.1 and AO2.2.** **The development comprises short-term accommodation, which is not anticipated to generate unreasonable noise levels. The Central Building is located and oriented away from surrounding residential interfaces, ensuring that potential noise-generating activities are directed internally within the site rather than toward adjoining properties. This siting, together with separation distances and landscaped buffers, ensures that acoustic impacts are appropriately managed and residential amenity is protected.**

Performance outcomes	Acceptable outcomes	Applicant response
	AO2.2 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. **AO2.3** 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; (b) car parking is enclosed within a building; (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; (d) buffered with dense landscaping. Editor's note - The *Environmental Protection (Noise) Policy 2008*, Schedule 1 provides guidance on acoustic quality objectives to ensure environmental harm (including nuisance) is avoided.	**Complies with AO2.3** **The development has been designed to ensure carparking is provided within the undercroft of the buildings and not impact on adjacent land uses. Additionally parking and maneuvering areas will be screened by the provision of dense landscaping.**
Airborne particles and other emissions		
PO3 Potential airborne particles and emissions generated from the development are 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.	**AO3.1** Development does not involve activities that will result in airborne particles or emissions being generated; or **AO3.2** The design, layout and operation of the development activity ensures that no airborne particles or emissions cause environmental harm or nuisance.	**Complies with AO 3.1 and AO3.2** **The proposed uses on site to do result in any airborne particles or emissions.**

	Note - examples of activities which generally cause airborne particles include spray painting, abrasive blasting, manufacturing activities and car wash facilities. Examples of emissions include exhaust ventilation from basement or enclosed parking structures, air conditioning/refrigeration ventilation and exhaustion. The *Environmental Protection (Air) Policy 2008*, Schedule 1 provides guidance on air quality objectives to ensure environmental harm (including nuisance) is avoided.	
Odours		
PO4 Potential odour causing activities associated with the development are 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.	**AO4.1** The development does not involve activities that create odorous emissions; or **AO4.2** The use does not result in odour that causes	**Complies with AO 4.1 and AO4.2** **The proposed uses on site to do result in any activities that create odorous emissions.**

Performance outcomes	Acceptable outcomes	Applicant response
	environmental harm or nuisance with respect to surrounding land uses.	
Waste and recyclable material storage		
PO5 Waste and recyclable material storage facilities are located and maintained to not cause adverse impacts on adjacent uses. 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.	**AO5.1** The use ensures that all putrescent waste is stored in a manner that prevents odour nuisance and is disposed of at regular intervals. **AO5.2** 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: (a) the location of the waste and recyclable material storage areas in relation to the noise and odour generated; (b) the number of receptacles provided in relation to the collection, maintenance and use of the receptacles; (c) the durability of the receptacles, sheltering and potential impacts of local climatic conditions; (d) the ability to mitigate spillage, seepage or leakage from receptacles into adjacent areas and sensitive receiving waters and environments. Editor's note - the *Environmental Protection (Waste Management) Policy 2008* provides guidance on the design of waste containers (receptacles) to ensure environmental harm (including nuisance) is avoided.	**Complies with AO 5.1 and 5.2** **A designated waste storage facility is located within the undercroft of the Central Building and is well separated from adjoining properties. The waste storage area will be appropriately designed, enclosed and managed to minimise odour, noise and visual impacts, and will comply with Council's waste management requirements.**
Sensitive land use activities		

PO6 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.	**AO6.1** 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; or **AO6.2** Sensitive land activities are located in areas where potential adverse amenity impacts mitigate all potential impacts through layout, design, operation and maintenance.	**AO6.1 and AO6.2 are Not Applicable.**
Stormwater quality		
PO7 The quality of stormwater flowing over, through or being discharged from development activities into watercourses and drainage lines is of adequate quality for downstream environments, with respect to: (a) the amount and type of pollutants borne from the activity; (b) maintaining natural stream flows; (c) the amount and type of site disturbance; (d) site management and control measures.	**AO7.1** Development activities are designed to ensure stormwater over roofed and hard stand areas is directed to a lawful point of discharge. **AO7.2** Development ensures movement of stormwater over the site is not impeded or directed through potentially polluting activities.	**Complies with AO 7.1 to AO 7.3** **All stormwater is directed to a lawful point of discharge and in accordance with FNQROC's Design Manual D5 Stormwater Quality Management and the State Planning Policy. The Engineering Assessment Report, details the proposed stormwater management.**

Performance outcomes	Acceptable outcomes	Applicant response
	AO7.3 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. Note - Planning scheme policy - FNQROC Regional Development Manual provides guidance on soil and water control measures to meet the requirements of the *Environmental Protection Act 1994*. During construction phases of development, contractors and builders are to have consideration in their work methods and site preparation for their environmental duty to protect stormwater quality.	
Pest plants (for material change of use on vacant land over 1,000m^2)		
PO8 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*.	**AO8.1** The land is free of declared pest plants before development establishes new buildings, structures and practices; or **AO8.2** Pest plants detected on a development site are removed in accordance with a management plan prepared by an appropriately qualified person prior to construction of buildings and structures or earthworks. Note - A declaration from an appropriately qualified person validates the land being free from pest plants. Declared pest plants include locally declared and State declared pest plants.	**Will comply with PO8 and may be conditioned.** **The proposed development will provide for the removal of all declared and identified pest plant species within the site prior to and during construction, in accordance with relevant biosecurity and local government requirements. Pest plant removal will be undertaken as part of site preparation works and ongoing landscape establishment.** **Ongoing measures will be implemented to prevent reinfestation, including the use of endemic and non-invasive species in all landscape planting, regular site inspections, and maintenance regimes incorporated into the resort's operational and landscape management plans. These measures will ensure that pest plants do not re-establish on the site or spread to adjoining or nearby land, maintaining long-term ecological integrity and compliance with applicable pest management**

		obligations.

9.4.4 Filling and excavation code

9.4.4.1 Application

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

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

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

9.4.4.2 Purpose

(1) The purpose of the Filling and excavation code is to assess the suitability of development for filling or excavation.

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

9.4.4.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		
Filling and excavation - General		

PO1 All filling and excavation work does not create a detrimental impact on the slope stability, erosion potential or visual amenity of the site or the surrounding area.	**AO1.1** The height of cut and/or fill, whether retained or not, does not exceed 2 metres in height. and Cuts in excess of those stated in A1.1 above are separated by benches/ terraces with a minimum width of 1.2 metres that incorporate drainage provisions and screen planting. **AO1.2** Cuts are supported by batters, retaining or rock walls and associated benches/terraces are capable of supporting mature vegetation. **AO1.3** Cuts are screened from view by the siting of the building/structure, wherever possible.	**Complies with PO1.** **The proposed resort will be constructed on an elevated structure supported by piers, whilst the undercroft parking areas will be set close to the natural existing level, fully suspended where required, minimising earthworks. A new driveway ramp will connect the existing driveway to the Level 1 entry to reception/concierge.** **Water tanks, sewerage treatment plants and the swimming pool would all be fully suspended on bored piers.** **The only minor earthworks, other than for the bored piers, are for the very shallow swales and bioretention ponds on the site. The intention is to improve the environmental condition of the existing lake by providing a larger source of fresh or treated water.**

Performance outcomes	Acceptable outcomes	Applicant response
	AO1.4 Topsoil from the site is retained from cuttings and reused on benches/terraces. **AO1.5** No crest of any cut or toe of any fill, or any part of any retaining wall or structure is closer than 600mm to any boundary of the property, unless the prior written approval of the adjoining landowner has been obtained. **AO1.6** Non-retained cut and/or fill on slopes are stabilised and protected against scour and erosion by suitable measures, such as grassing, landscaping or other protective/aesthetic measures.	
Visual Impact and Site Stability		
PO2 Filling and excavation are carried out in such a manner that the visual/scenic amenity of the area and the privacy and stability of adjoining properties is not compromised.	**AO2.1** The extent of filling and excavation does not exceed 40% of the site area, or 500m^2 whichever is the lesser, except that AO2.1 does not apply to reconfiguration of 5 lots or more. **AO2.2** Filling and excavation does not occur within 2 metres of the site boundary.	**Complies with PO2** **Filling and excavation will be carried out in such a manner that the visual/scenic amenity of the area and the privacy and stability of adjoining properties is not compromised**
Flooding and drainage		

PO3 Filling and excavation does not result in a change to the run off characteristics of a site which then have a detrimental impact on the site or nearby land or adjacent road reserves.	**AO3.1** Filling and excavation does not result in the ponding of water on a site or adjacent land or road reserves. **AO3.2** Filling and excavation does not result in an increase in the flow of water across a site or any other land or road reserves. **AO3.3** Filling and excavation does not result in an increase in the volume of water or concentration of water in a watercourse and overland flow paths. **AO3.4** Filling and excavation complies with the specifications set out in Planning Scheme Policy No SC5 – FNQROC Development Manual.	**Complies with AO3.1 – AO3.4, however may be conditioned.** **Minimal excavation works are required across the site. The only minor earthworks, other than for the bored piers, are for the very shallow swales and bioretention ponds on the site.** **The filling and excavation will not result in ponding of water on a site or adjacent road reserves.**
Water quality		
PO4 Filling and excavation does not result in a reduction of the water quality of receiving waters.	**AO4** Water quality is maintained to comply with the specifications set out in Planning Scheme Policy No SC5 – FNQROC Development Manual.	**The proposed development can be conditioned to comply with AO4.**

Performance outcomes	Acceptable outcomes	Applicant response
Infrastructure		
PO5 Excavation and filling does not impact on Public Utilities.	**AO5** Excavation and filling is clear of the zone of influence of public utilities.	**The proposed development can be conditioned to comply with AO5.**

9.4.5 Infrastructure works code

9.4.5.1 Application

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

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

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

9.4.5.2 Purpose

(1) The purpose of the Infrastructure works code is to ensure that development is safely and efficiently serviced by, and connected to, infrastructure.

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

9.4.5.3 Criteria for assessment

Table 9.4.5.3.a – Infrastructure works code –assessable development

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

PO1 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.	**AO1.1** 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. **AO1.2** Kerb ramp crossovers are constructed in accordance with Planning scheme policy SC 5 – FNQROC Regional Development Manual. **AO1.3** 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	**Complies AO 1.1** **The site is serviced by an existing footpath/pathway. Between Oasis Drive and Marlin Drive. No additional footpaths are proposed.** **Complies with AO 1.2** **No new kerb ramps are anticipated.** **Complies with AO1.3 and AO1.4** **New infrastructure will not impact existing footpaths.**

Performance outcomes	Acceptable outcomes	Applicant response
	in the Planning scheme policy SC5 – FNQROC Regional Development Manual, and is not less than a 1.2 metre section. **AO1.4** 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. Note – Figure 9.4.5.3.a provides guidance on meeting the outcomes. **AO1.5** 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.	**AO1.5 is not applicable to the proposed development.**
Accessibility structures		
PO2 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. Note – Accessibility features are those features required to ensure access to premises is provided for people of all abilities and include ramps and lifts.	**AO2.1** Accessibility structures are not located within the road reserve. **AO2.2** Accessibility structures are designed in accordance with AS1428.3. **AO2.3** 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.	**Complies with AO2.1 – 2.3.** **All accessibility structures are located within the site boundary and where required, are designed in accordance with AS1428.3.**
Water supply		

PO3 An adequate, safe and reliable supply of potable, fire fighting and general use water is provided.	**AO3.1** 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; or **AO3.2** 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	**Complies with AO 3.1** **It is understood that reticulated water supply is available within Oasis Drive. The development design includes onsite water harvesting and storage as detailed within the Civil Engineering Assessment.**

Performance outcomes	Acceptable outcomes	Applicant response
	occupation of the house and sited to be visually unobtrusive.	
Treatment and disposal of effluent		
PO4 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.	**AO4.1** 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 **AO4.2** Where not in a sewerage scheme area, the proposed disposal system meets the requirements of Section 33 of the *Environmental Protection Policy (Water) 1997* and the proposed on site effluent disposal system is designed in accordance with the *Plumbing and Drainage Act (2002).*	**Will comply with AO4.2.** **The site is not located within a reticulated service area. The development will be serviced by onsite waste water treatment and disposal. The proposed strategy is further detailed within the Civil Engineering Assessment.**
Stormwater quality		

PO5 Development is planned, designed, constructed and operated to avoid or minimise adverse impacts on stormwater quality in natural and developed catchments by: (a) achieving stormwater quality objectives; (b) protecting water environmental values; (c) maintaining waterway hydrology.	**AO5.1** A connection is provided from the premises to Council's drainage system; or **AO5.2** 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. **AO5.3** A stormwater quality management plan is prepared, and provides for achievable stormwater quality treatment measures meeting design objectives listed in Table 9.4.5.3.b and Table 9.4.5.3.c, reflecting land use constraints, such as: (a) erosive, dispersive and/or saline soil types; (b) landscape features (including landform); (c) acid sulfate soil and management of nutrients of concern; (d) rainfall erosivity. **AO5.4** Erosion and sediment control practices are designed, installed, constructed, monitored, maintained, and carried out in accordance with an erosion and sediment control plan. **AO5.5** Development incorporates stormwater flow control measures to achieve the design objectives set out in Table 9.4.5.3.b and Table 9.4.5.3.c, including management of frequent flows, peak flows, and construction phase hydrological impacts. Note – Planning scheme policy SC5 – FNQROC Regional	**Complies with PO5.** **The proposed drainage strategy for the Wonga Beach Resort has been designed to respond to the site's low-lying coastal setting while maintaining existing drainage characteristics and protecting downstream environments. The overall approach adopts best-practice Water Sensitive Urban Design (WSUD) principles to manage stormwater quantity and quality without increasing impacts on adjoining land or the coastal environment.** **Stormwater runoff from buildings, hardstand areas and circulation spaces will be captured, treated and managed on site. Roof runoff from villas and the Central Building will be directed to rainwater harvesting systems for reuse where practicable, with overflow managed through bioretention systems prior to entering the broader site drainage network. This reduces peak flows and contributes to water reuse within the development.** **Surface runoff from driveways, parking areas and other impervious surfaces will be collected and treated through a combination of vegetated swales and bioretention basins designed to remove sediments and pollutants before discharge. These systems are integrated into the landscape design and maintain natural flow paths across the site.** **The site's existing central lake is retained and utilised as part of the stormwater management system, providing detention and attenuation of stormwater flows. This ensures that post-development discharge rates do not exceed pre-development conditions and that no**

	Development Manual provides guidance on soil and water control measures to meet the requirements of the *Environmental Protection Act 1994.* Note – 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.	**worsening of flooding impacts occurs on adjoining properties or downstream environments.** **Importantly, the development avoids significant regrading or filling of the site. Buildings are elevated on piers, allowing natural overland flow paths to be preserved beneath structures and reducing disruption to existing hydrology. This approach also improves resilience during heavy rainfall and storm tide events.** **All stormwater will ultimately discharge to a lawful point of discharge in accordance with Council requirements. The integrated WSUD approach ensures no increase in stormwater discharge to the coastal environment, protects water quality, and supports the long-term environmental performance of the resort.** **Detailed hydraulic design, including sizing of bioretention systems, detention storage and discharge infrastructure, will be finalised at the Operational Works stage to confirm compliance with Council standards and State Planning Policy requirements.**
Non-tidal artificial waterways		

PO6 Development involving non-tidal artificial waterways is planned, designed, constructed and operated to: (a) protect water environmental values; (b) be compatible with the land use constraints for the site for protecting water environmental values; (c) be compatible with existing tidal and non-tidal waterways; (d) perform a function in addition to stormwater management; (e) achieve water quality objectives.	**AO6.1** Development involving non-tidal artificial waterways ensures: (a) environmental values in downstream waterways are protected; (b) any ground water recharge areas are not affected; (c) the location of the waterway incorporates low lying areas of the catchment connected to an existing waterway; (d) existing areas of ponded water are included. **AO6.2** Non-tidal artificial waterways are located: (a) outside natural wetlands and any associated buffer areas; (b) to minimise disturbing soils or sediments; (c) to avoid altering the natural hydrologic regime in acid sulfate soil and nutrient hazardous areas. **AO6.3** Non-tidal artificial waterways located adjacent to, or connected to a tidal waterway by means of a weir, lock, pumping system or similar ensures: (a) there is sufficient flushing or a tidal range of >0.3 m; or (b) any tidal flow alteration does not adversely impact on the tidal waterway; or (c) there is no introduction of salt water into freshwater environments. **AO6.4** Non-tidal artificial waterways are designed and managed for any of the following end-use purposes: (a) amenity (including aesthetics), landscaping or recreation; or (b) flood management, in accordance with a drainage catchment management plan; or (c) stormwater harvesting plan as part of an	**Not Applicable.**

	integrated water cycle management plan; or (d) aquatic habitat. **AO6.5** The end-use purpose of the non-tidal artificial waterway is designed and operated in a way that protects water environmental values. **AO6.6** Monitoring and maintenance programs adaptively manage water quality to achieve relevant water quality objectives downstream of the waterway. **AO6.7** (e) 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.	
Wastewater discharge		
PO7 Discharge of wastewater to waterways, or off site: (a) meets best practice environmental management; (b) is treated to: (i) meet water quality objectives for its receiving waters; (ii) avoid adverse impact on ecosystem health or waterway health; (iii) maintain ecological processes, riparian vegetation and waterway integrity; (iv) offset impacts on high ecological value waters.	**AO7.1** A wastewater management plan is prepared and addresses: (a) wastewater type; (b) climatic conditions; (c) water quality objectives; (d) best practice environmental management. **AO7.2** The waste water management plan is managed in accordance with a waste management hierarchy that: (a) avoids wastewater discharge to waterways; or (b) if wastewater discharge cannot practicably be avoided, minimises wastewater discharge to waterways by re-use, recycling, recovery and treatment for disposal to sewer, surface water and ground water.	**The Development is capable of complying with the Acceptable outcomes and can be conditioned to comply.**

	AO7.3 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. **AO7.4** Development in coastal catchments avoids or minimises and appropriately manages soil disturbance or altering natural hydrology and: (a) avoids lowering ground water levels where potential or actual acid sulfate soils are present; (b) manages wastewater so that: (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; (ii) holding times of neutralised wastewater ensures the flocculation and removal of any dissolved iron prior to release; visible iron floc is not present in any discharge; (iv) precipitated iron floc is contained and disposed of; (iii) 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.	

Electricity supply		
PO8 Development is provided with a source of power that will meet its energy needs.	**AO8.1** A connection is provided from the premises to the electricity distribution network; or **AO8.2** The premises is connected to the electricity distribution network in accordance with the Design Guidelines set out in Section D8 of the Planning scheme policy SC5 – FNQROC Regional Development Manual. Note - Areas north of the Daintree River have a different standard.	**Development can be conditioned to comply with PO8.** **Overhead electricity supply is available within the road network.**
PO9 Development incorporating pad-mount electricity infrastructure does not cause an adverse impact on amenity.	**AO9.1** 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. **AO9.2** Pad-mount electricity infrastructure within a building, in a Town Centre is designed and located to enable an active street frontage. Note – Pad-mounts in buildings in activity centres should not be located on the street frontage.	**Development can be conditioned to comply with PO9.** **Area exists within the site to accommodate a padmount, if the electrical demands require.**
Telecommunications		
PO10 Development is connected to a telecommunications service approved by the relevant telecommunication regulatory authority.	**AO10** The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.	**Development can be conditioned to comply with PO10.** **Telecommunications are available within the road reserve.**

PO11 Provision is made for future telecommunications services (e.g. fibre optic cable).	**AO11** Conduits are provided in accordance with Planning scheme policy SC5 – FNQROC Regional Development Manual.	**Development can be conditioned to comply with PO11.**
Road construction		
PO12 The road to the frontage of the premises is constructed to provide for the safe and efficient movement of: (a) pedestrians and cyclists to and from the site; (b) pedestrians and cyclists adjacent to the site; (c) vehicles on the road adjacent to the site; (d) vehicles to and from the site; (e) emergency vehicles.	**AO12.1** 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. **AO12.2** There is existing road, kerb and channel for the full road frontage of the site. **AO12.3** Road access minimum clearances of 3.5 metres wide and 4.8 metres high are provided for the safe passage of emergency vehicles.	**Development can be conditioned to comply with PO12.**
Alterations and repairs to public utility services		
PO13 Infrastructure is integrated with, and efficiently extends, existing networks.	**AO13** Development is designed to allow for efficient connection to existing infrastructure networks.	**Development can be conditioned to comply with PO13.**

PO14 Development and works do not affect the efficient functioning of public utility mains, services or installations.	**AO14.1** Public utility mains, services and installations are not required to be altered or repaired as a result of the development; or **AO14.2** Public utility mains, services and installations are altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines set out in Section D8 of the Planning scheme policy SC5 – FNQROC Regional Development Manual.	**Development can be conditioned to comply with PO14.**
Construction management		
PO15 Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	**AO15** 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.	**The proposed development can be conditioned to comply with AO15.**
PO16 Existing infrastructure is not damaged by construction activities.	**AO16** 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.	**The proposed development can be conditioned to comply with AO16.**

Performance outcomes	Acceptable outcomes	Applicant response
For assessable development		
High speed telecommunication infrastructure		
PO17 Development provides infrastructure to facilitate the roll out of high speed telecommunications infrastructure.	**AO17** No acceptable outcomes are prescribed.	**Development can be conditioned to comply with PO17.**
Trade waste		
PO18 Where relevant, the development is capable of providing for the storage, collection treatment and disposal of trade waste such that: (a) off-site releases of contaminants do not occur; (b) the health and safety of people and the environment are protected; (c) the performance of the wastewater system is not put at risk.	**AO18** No acceptable outcomes are prescribed.	**Development can be conditioned to comply with PO18.**
Fire services in developments accessed by common private title		
PO19 Hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.	**AO19.1** Residential streets and common access ways within a common private title places hydrants at intervals of no more than 120 metres and at each intersection. Hydrants may have a single outlet and be situated above or below ground. **AO19.2** Commercial and industrial streets and access ways within a common private title serving commercial properties such as factories and warehouses and offices are provided with above or below ground fire hydrants located at not more than 90 metre intervals and at each intersection. Above ground fire hydrants have dual-valved outlets.	**Development can be conditioned to comply with PO19.**

PO20 Hydrants are suitable identified so that fire services can locate them at all hours. Note – Hydrants are identified as specified in the Department of Transport and Main Roads Technical Note: 'Identification of street hydrants for fire fighting purposes' available under 'Publications'.	**AO20** No acceptable outcomes are prescribed.	**Development can be conditioned to comply with PO20.**

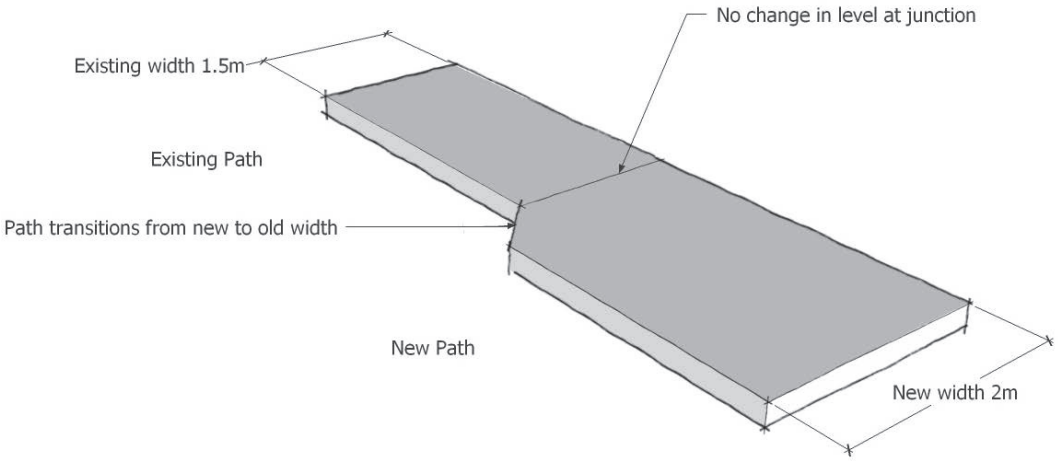
Table 9.4.5.3.b – Stormwater management design objectives (Construction phase).

Issue	Design objectives
Drainage control (Temporary drainage works)	(a) Design life and design storm for temporary drainage works: (i) Disturbed open area for <12 months – 1 in 2 year ARI event; (ii) Disturbed open area for 12-24 months – 1 in 5 year ARI event; (iii) 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.
Erosion control (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.
Sediment control measures (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.
Water quality (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.
Waterway stability and flood flow management (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 9.4.5.3.c – Stormwater management design objectives (post-construction phase)

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

Figure 9.4.5.3.a – New footpath sections


No change in level at junction
Existing width 1.5m
Existing Path
Path transitions from new to old width
New Path
New width 2m

9.4.6 Landscaping code

9.4.6.1 Application

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

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

9.4.6.2 Purpose

(1) The purpose of the Landscaping code is to assess the landscaping aspects of a development.

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

9.4.6.3 Criteria for assessment

Table 9.4.6.3.a – Landscaping code –assessable development

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		
Landscape design		

PO1 Development provides landscaping that contributes to and creates a high quality landscape character for the site, street and local areas of the Shire by: (a) promoting the Shire's character as a tropical environment; (b) softening the built form of development; (c) enhancing the appearance of the development from within and outside the development and makes a positive contribution to the streetscape; (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; (e) where necessary, ensuring the privacy of habitable rooms and private outdoor recreation areas; (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; (g) ensuring private outdoor recreation space is useable; (h) providing long term soil erosion protection; (i) providing a safe environment; (j) integrating existing vegetation and other natural features of the premises into the development; (k) not adversely affecting vehicular and pedestrian sightlines and road safety.	**AO1** Development provides landscaping: (a) in accordance with the minimum area, dimensions and other requirements of applicable development codes; (b) that is designed and planned in a way that meets the guidelines for landscaping outlined in Planning Scheme Policy SC6.7 – Landscaping; (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. 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.	**Will comply with AO1** **The Architectural Plans illustrate a comprehensive landscape concept that is integral to the overall design of the Wonga Beach Resort and fundamental to achieving a low-impact, landscape-led outcome. The concept demonstrates extensive ground-level planting across the site, including landscaped setbacks, internal garden areas and buffers to all boundaries, ensuring that built form is visually recessive and well integrated with the surrounding coastal environment.** **In addition to ground-level planting, the proposal incorporates vertical landscaping and rooftop garden beds across both the villa nodes and the Central Building. These elements are a deliberate design response to the tropical coastal setting and contribute to softening built form, reducing visual bulk, improving microclimate performance and enhancing stormwater management outcomes through additional interception and evapotranspiration.** **The landscape concept also supports broader environmental and amenity objectives, including the reinforcement of existing vegetation buffers, the creation of shaded pedestrian environments, the facilitation of fauna movement through landscaped corridors and the enhancement of the resort's visual interface with adjoining streets and open spaces. Over time, the proposed planting will further mature to strengthen canopy cover and ensure that buildings remain subordinate to the landscape when viewed from public vantage points, including the Esplanade and surrounding road reserves.**

		While a detailed planting schedule and landscape construction details have not been prepared at this stage, this reflects the early approval phase and the use of a master-planned resort approach. It is anticipated that a detailed Landscape Plan, prepared by a suitably qualified landscape architect, can be provided at a subsequent stage or conditioned as part of any approval. This will ensure that plant species selection, irrigation, maintenance regimes and integration with services are appropriately resolved in accordance with Council requirements, site conditions and long-term operational management of the resort. **In this context, the level of landscape detail currently provided is appropriate for the stage of assessment and demonstrates a clear commitment to high-quality, tropical landscape outcomes consistent with the character, environmental sensitivity and amenity expectations of Wonga Beach.**

For assessable development		
PO2 Landscaping contributes to a sense of place, is functional to the surroundings and enhances the streetscape and visual appearance of the development.	**AO2.1** No acceptable outcomes are specified. Note - Landscaping is in accordance with the requirements specified in Planning scheme policy SC6.7 – Landscaping. **AO2.2** Tropical urbanism is incorporated into building design. Note – 'Tropical urbanism' includes many things such as green walls, green roofs, podium planting and vegetation incorporated into the design of a building.	**Will comply with PO2.** **Refer to discussion above.**
PO3 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.	**AO3.1** 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. **AO3.2** Mature vegetation on the site that is removed or damaged during development is replaced with advanced species. **AO3.3** Where there is an existing landscape character in a street or locality which results from existing vegetation, similar species are incorporated into new development. **AO3.4** Street trees are species which enhance the landscape character of the streetscape, with species chosen from the Planning scheme policy SC6.7 – Landscaping.	**Complies with AO3.1-3.4.** **The design of the proposed development has been deliberately configured to avoid unnecessary vegetation clearing by concentrating built form within areas of the site that are already cleared or previously disturbed. The layout responds to existing vegetation patterns, retaining established trees and vegetated buffers wherever practicable and using these areas as a defining element of the site's structure and amenity.** **Notwithstanding this approach, the removal of two individual trees is required to facilitate access and building placement. These removals are limited in extent and have been minimised through careful site planning and design refinement.** **On balance, the proposed landscaping concept clearly demonstrates a net gain in vegetation cover across the site. The development incorporates extensive ground-level planting, vertical landscaping and rooftop garden beds,**

		resulting in the establishment of substantially more trees than are removed. This planting will enhance the visual amenity of the development, strengthen canopy cover, improve habitat opportunities and contribute positively to the site's ecological values over time. **Accordingly, the proposal achieves an environmentally responsible outcome that avoids unnecessary vegetation loss and delivers a meaningful enhancement to the site's landscape character and ecological function.**
PO4 Plant species are selected with consideration to the scale and form of development, screening, buffering, streetscape, shading and the locality of	**AO4** Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.	**Will comply with AO4.** **The species selected will generally correspond to the Planning Scheme policy.**

Performance outcomes	Acceptable outcomes	Applicant response
the area.		
PO5 Shade planting is provided in car parking areas where uncovered or open, and adjacent to driveways and internal roadways.	**AO5** Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.	**Will comply with PO5.** **The species selected will generally correspond to the Planning Scheme policy.**
PO6 Landscaped areas are designed in order to allow for efficient maintenance.	**AO6.1** A maintenance program is undertaken in accordance with Planning scheme policy SC6.7 – Landscaping. **AO6.2** 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.	**The Development can be conditioned to comply with AO6.1 & 6.2.**
PO7 Podium planting is provided with appropriate species for long term survival and ease of maintenance, with beds capable of proper drainage.	**AO7.1** Podium planting beds are provided with irrigation and are connected to stormwater infrastructure to permit flush out. **AO7.2** Species of plants are selected for long term performance designed to suit the degree of access to podiums and roof tops for maintenance.	**Will comply with PO7.** **The landscape design will further document maintenance and drainage.**
PO8 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.	**AO8** Weed and invasive species detected on a development site are removed in accordance with a management plan prepared by an appropriately qualified person.	**Will comply with AO8.** **Any weed species detected on the development site will be removed during construction and prior to landscaping.**

PO9 The landscape design enhances personal safety and reduces the potential for crime and vandalism.	**AO9** No acceptable outcomes are specified. Note - Planning scheme policy SC6.3 – Crime prevention through environmental design (CPTED) provides guidance on meeting this outcome.	**Will comply with PO9.** **The landscape design will adopt CPTED principles in design.**
PO10 The location and type of plant species does not adversely affect the function and accessibility of services and facilities and service areas.	**AO10** Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.	**Will comply with PO10.** **The landscaping will be designed to specifically ensure continued access to and function of services.**

9.4.9 Vegetation management code

9.4.9.1 Application

(1) This code applies to assessing operational works for vegetation damage if:
- (a) assessable development where the code is an applicable code identified in the assessment criteria column of a table of assessment;
- (b) impact assessable development, to the extent relevant.

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

9.4.9.2 Purpose

(1) The purpose of the Vegetation management code is achieved through the overall outcomes.

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

9.4.9.3 Criteria for assessment

Table 9.4.9.3.a – Vegetation management –assessable development

Note – All vegetation damage is to have regard to the provisions of AS4373-2009 Pruning of Amenity Trees

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		

PO1 Vegetation is protected to ensure that: (a) the character and amenity of the local area is maintained; (b) vegetation damage does not result in fragmentation of habitats; (c) vegetation damage is undertaken in a sustainable manner; (d) the Shire's biodiversity and ecological values are maintained and protected; (e) vegetation of historical, cultural and / or visual significance is retained; (f) vegetation is retained for erosion prevention and slope stabilisation.	**AO1.1** Vegetation damage is undertaken by a statutory authority on land other than freehold land that the statutory authority has control over; or **AO1.2** Vegetation damage is undertaken by or on behalf of the local government on land controlled, owned or operated by the local government; or **AO1.3** Vegetation damage, other than referenced in AO1.1 or AO1.2 is the damage of: (a) vegetation declared as a pest pursuant to the *Land Protection (Pest and Stock Route Management) Act 2002*; or (b) vegetation identified within the local government's register of declared plants pursuant to the local government's local laws; or (c) vegetation is located within a Rural zone and the trunk is located within ten metres of an existing building; or (d) vegetation is located within the Conservation zone or Environmental management zone	**May be conditioned to comply with PO1.** **Only two trees are required to be removed to facilitate the development. On balance, the proposed landscaping concept clearly demonstrates a net gain in vegetation cover across the site. It is submitted that any specific requirements with respect to the required vegetation removal may be conditioned.**

	and the trunk is located within three metres of an existing or approved structure, not including a boundary fence;. or **AO1.4** Vegetation damage that is reasonably necessary for carrying out work that is: (a) authorised or required under legislation or a local law; (b) specified in a notice served by the local government or another regulatory authority; or **AO1.5** Vegetation damage for development where the damage is on land the subject of a valid development approval and is necessary to give effect to the development approval; or **AO1.6** Vegetation damage is in accordance with an approved Property Map of Assessable Vegetation issued under the *Vegetation Management Act 1999;* or **AO1.7** Vegetation damage is essential to the maintenance of an existing fire break; or **AO1.8** Vegetation damage is essential to prevent interference to overhead service cabling;	

	or **AO1.9** Vegetation damage is for an approved Forest practice, where the lot is subject to a scheme approved under the *Vegetation Management Act 1999;* or **AO1.10** Vegetation damage is undertaken in accordance with section 584 of the *Sustainable Planning Act 2009.* **AO1.11** Vegetation damage where it is necessary to remove one tree in order to protect an adjacent more significant tree (where they are growing close to one another). **AO1.12** Private property owners may only remove dead, dying, structurally unsound vegetation following receipt of written advice from, at minimum, a fully qualified Certificate V Arborist. A copy of the written advice is to be submitted to Council for its records, a minimum of seven business days prior to the vegetation damage work commencing.	

PO2 Vegetation damaged on a lot does not result in a nuisance	**AO2.1** Damaged vegetation is removed and disposed of at an approved site; or **AO2.2** Damaged vegetation is mulched or chipped if used onsite.	**The development can be conditioned to comply with AO2.1 and AO 2.2.**
For assessable development		
PO3 Vegetation damage identified on the Places of significance overlay lot does not result in a negative impact on the site's heritage values.	**AO3** No acceptable outcomes are prescribed.	**Not applicable.**

Attachment 10

Assessment of the applicable SDAP Code 6

Prepared by Kelly Reaston Development and Property Services

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the **state-controlled road** network.	No acceptable outcome is prescribed.	Complies with PO1. The attached Civil Engineering Assessment concludes that traffic generated by the proposed development is within the existing transport network capacity.
PO2 Development does not adversely impact the structural integrity or physical condition of a **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	Complies with PO2. The proposed development is separated from the state controlled road and would not impact on the structural integrity or physical condition.
PO3 Development ensures **no net worsening** of the operating performance the **state-controlled road** network.	No acceptable outcome is prescribed.	Complies with PO3. The attached Civil Engineering Assessment concludes that traffic generated by the proposed development is within the existing transport network capacity.
PO4 Traffic movements are not directed onto a **state-controlled road** where they can be accommodated on the **local road** network.	No acceptable outcome is prescribed.	Complies with PO4. The development site is accessed via Oasis Drive, which funnels to Wonga Beach Road and the Mossman Daintree Road.
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a **state-controlled road**.	No acceptable outcome is prescribed.	Not Applicable.
PO6 Development does not require a new **railway** level crossing.	No acceptable outcome is prescribed.	Not Applicable.

Performance outcomes	Acceptable outcomes	Response
PO7 Development does not adversely impact the operating performance of an existing **railway crossing**.	No acceptable outcome is prescribed.	Not Applicable.
PO8 Development does not adversely impact on the safety of an existing **railway crossing**.	No acceptable outcome is prescribed.	Not Applicable.
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a **railway crossing**.	No acceptable outcome is prescribed.	Not Applicable.
PO10 Development does not create a safety hazard within the **railway corridor**.	No acceptable outcome is prescribed.	Not Applicable.
PO11 Development does not adversely impact the operating performance of the **railway corridor**.	No acceptable outcome is prescribed.	Not Applicable.
PO12 Development does not interfere with or obstruct the **railway transport infrastructure** or **other rail infrastructure**.	No acceptable outcome is prescribed.	Not Applicable.
PO13 Development does not adversely impact the structural integrity or physical condition of a **railway corridor** or **rail transport infrastructure**.	No acceptable outcome is prescribed.	Not Applicable.
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	Not Applicable. The site drains away from the state controlled road.
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	Not Applicable. As above.
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	Not Applicable. As above.

Performance outcomes	Acceptable outcomes	Response
PO17 Development associated with a **state-controlled road** or **road transport infrastructure** ensures that stormwater is lawfully discharged.	**AO17.1** Development does not create any new points of discharge to a **state transport corridor** or **state transport infrastructure**. AND **AO17.2** Development does not concentrate flows to a **state transport corridor**. AND **AO17.3** Stormwater run-off is discharged to a **lawful point of discharge**. AND **AO17.4** Development does not worsen the condition of an existing **lawful point of discharge** to a **state transport corridor** or **state transport infrastructure**.	Not Applicable. As above.
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a **state transport corridor** or **state transport infrastructure**	*For a **state-controlled road** or **road transport infrastructure**, all of the following apply:* **AO18.1** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a **state transport corridor**. AND **AO18.2** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a **state transport corridor**.	Not Applicable.

Performance outcomes	Acceptable outcomes	Response
	AND **AO18.3** For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a **state transport corridor**. *No acceptable outcome is prescribed for a **railway corridor** or **rail transport infrastructure**.*	
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a **state transport corridor**.	*For a **state-controlled road** environment, both of the following apply:* **AO19.1** Drainage infrastructure associated with, or in a **state-controlled road** is wholly contained within the development site, except at the **lawful point of discharge**. AND **AO19.2** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**. *For a **railway** environment both of the following apply:* **AO19.3** Drainage infrastructure associated with a **railway corridor** or **rail transport infrastructure** is wholly contained within the development site. AND	Complies with PO19.

Performance outcomes	Acceptable outcomes	Response
	AO19.4 Drainage infrastructure can be maintained without requiring access to a **state transport corridor**.	
PO20 Drainage infrastructure associated with, or in a **state-controlled road** or **road transport infrastructure** is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	Complies with PO20.
Planned upgrades		
PO21 Development does not impede delivery of **planned upgrades** of **state transport infrastructure**.	No acceptable outcome is prescribed.	Complies with PO21.

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with **public passenger transport infrastructure**, **active transport infrastructure** or **public passenger services**.	No acceptable outcome is prescribed.	Not Applicable. There is no public passenger transport infrastructure or active transport in the locality.
PO23 Development does not compromise the safety of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	Not Applicable. As above.
PO24 Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	Not Applicable. As above.
PO25 Development does not adversely impact the structural integrity or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	Not Applicable. As above.

Performance outcomes	Acceptable outcomes	Response
PO26 Upgraded or new **public passenger transport infrastructure** and **active transport infrastructure** is provided to accommodate the demand for **public passenger transport** and **active transport** generated by the development.	No acceptable outcome is prescribed.	Not Applicable. As above.
PO27 Development is designed to ensure the location of **public passenger transport infrastructure** prioritises and enables efficient **public passenger services**.	No acceptable outcome is prescribed.	Not Applicable. As above.
PO28 Development enables the provision or extension of **public passenger services**, **public passenger transport infrastructure** and **active transport infrastructure** to the development and avoids creating indirect or inefficient routes for **public passenger services**.	No acceptable outcome is prescribed.	Not Applicable. As above.
PO29 New or modified road networks are designed to enable development to be serviced by **public passenger services**.	**AO29.1** Roads catering for buses are arterial or **sub-arterial roads**, collector or their equivalent. AND **AO29.2** Roads intended to accommodate buses are designed and constructed in accordance with: 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management;	Not Applicable. As above.

Performance outcomes	Acceptable outcomes	Response
	AND **AO29.3** Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	
PO30 Development provides safe, direct and convenient access to existing and future **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	Not Applicable. As above.
PO31 On-site vehicular circulation ensures the safety of both **public passenger transport services** and pedestrians.	No acceptable outcome is prescribed.	Not Applicable. As above.
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	Complies with PO32. Taxis may use the drop-down pick-up bays at the Central Building.
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and **booked hire services** other than taxis.	No acceptable outcome is prescribed.	Complies with PO33. Courtesy transport and booked hire services may use the drop-down pick-up bays at the Central Building.

Performance outcomes	Acceptable outcomes	Response
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	**AO34.1** A **taxi facility** is provided parallel to the kerb and adjacent to the main entrance. AND **AO34.2 Taxi facilities** are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	Not Applicable. As above.
PO35 Educational establishments are designed to ensure the safe and efficient operation of **public passenger services**, pedestrian and cyclist access and **active transport infrastructure**.	**AO35.1** Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	Not Applicable. As above.