ASPIRE

Town Planning and Project Services

22 December 2025

Chief Executive Officer
Douglas Shire Council
64-66 Front Street
MOSSMAN QLD 4873

Attn: Mr. Daniel Lamond (Acting Team Leader Planning)

Via email: enquiries@douglas.qld.gov.au

Re: Combined Application seeking a Preliminary Approval to establish use rights consistent with the Low Medium Density Residential Zone and to vary the effect of the Planning Scheme by amending the Table of Assessment so that Short Term Accommodation contained within an existing Dwelling House is Exempt Development and Development Permit for Reconfiguring a Lot (1 Lot into 40 Lots, plus Common Property) Over Land at 71-85 Port Douglas Road, Port Douglas, more formally described as Lot 1 on SP150468

Aspire Town Planning and Project Services acts on behalf of Seymour Land Pty Ltd, as the Applicant and landowner of 71–85 Port Douglas Road, Port Douglas, in relation to a Combined Development Application seeking a Preliminary Approval to establish use rights consistent with the Low Medium Density Residential Zone and to vary the effect of the Planning Scheme by amending the Table of Assessment so that Short Term Accommodation contained within an existing Dwelling House is Exempt Development and a Development Permit for Reconfiguring a Lot (1 lot into 40 lots, plus common property).

The proposal represents an orderly and logical subdivision outcome that responds to the site's physical characteristics, and the local demand for additional residential land supply in close proximity to Port Douglas CBD.

The subject site is situated within an established urban context, bounded by Port Douglas Road to the east, the Oaks Port Douglas Resort to the south, and the Mirage Country Club to the west and north. The land has previously been subject to development approvals and partial earthworks associated with earlier proposals, resulting in areas of disturbance and an existing excavated basin. The current application seeks to formalise the site's redevelopment through a well-designed residential subdivision that efficiently utilises the land while addressing servicing, access, drainage and environmental constraints.

The proposed reconfiguration comprises 40 residential allotments, arranged around a private internal road network, together with areas of common property to accommodate shared infrastructure and drainage functions. The

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subdivision layout has been designed to integrate with surrounding development patterns, provide appropriate lot sizes and building platforms, and achieve a high standard of amenity for future residents.

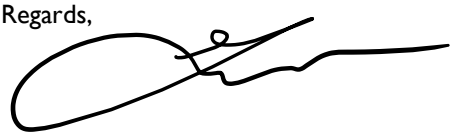
In support of the application, please find attached the following documents:

- Duly completed DA Form 1 - Attachment 1;
- Title Search and Land Owners Consent - Attachment 2;
- Plans of Development - Attachment 3;
- Landscape Plan – Attachment 4;
- Planning Report - Attachment 5;
- Engineering Services Report - Attachment 6;
- Architectural Design Guidelines - Attachment 7;
- Traffic Report - Attachment 8;
- Acoustic Report - Attachment 9;
- Geotechnical Advice - Attachment 10;
- Assessment against the applicable development codes Douglas Shire Planning Scheme 2018 v1.0 - Attachment 11; and
- Assessment of the applicable SDAP Code 1 - Attachment 12.

The relevant Reconfiguration of a Lot fee component under the Douglas Shire Council Fees and Charges Schedule for Years 2025/2026 is calculated to be $24,118.00. The Fee Schedule prescribes an extraordinarily high fee for the Variation Application component. It is proposed that the lower of the two Variation Application fees of $6,692.00 is more appropriate considering the circumstances of the Development Application. It is respectfully requested that Council confirm acceptance of the relevant fee and issue an Invoice, so the fee can be paid directly by the Applicant.

Thank you for your time in considering the attached Development Application. If you wish to inspect the site or have any further queries, please contact the undersigned.

Regards,



Daniel Favier
Senior Town Planner
ASPIRE Town Planning and Project Services

ASPIRE

Town Planning and Project Services

Attachment 1

Duly 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*)	Seymour Land Pty Ltd
Contact name *(only applicable for companies)*	c/- Daniel Favier (Aspire Town Planning and Project Services)
Postal address *(P.O. Box or street address)*	PO Box 1040
Suburb	Mossman
State	QLD
Postcode	4873
Country	Australia
Contact number	0418 826 560
Email address *(non-mandatory)*	admin@aspireqld.com
Mobile number *(non-mandatory)*	
Fax number *(non-mandatory)*	
Applicant's reference number(s) *(if applicable)*	2025-09-82 - Seymour Group - 71-85 Port Douglas Road, Port Douglas

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)

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
		71-85	Port Douglas Road	Port Douglas
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)
	4877	1	SP150468	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:	Artificial dam associated with the Mirage Golf Club.

☐ 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)*:

The application seeks a Preliminary Approval to establish use rights consistent with the Low Medium Density Residential Zone and to vary the effect of the Planning Scheme by amending the Table of Assessment so that Short Term Accommodation contained within an existing Dwelling House is Exempt Development.

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)*:

Reconfiguration of a Lot including 1 Lot into 40 Lots plus Common Property.

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)*

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?	
One (1)	
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:
				Common Property
Number of lots created	Forty (40)			One (1)

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			

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Attachment 2

Title Search and Land Owners Consent

Note: The Title Search will be provided to Council separately. The property sale settled on the 19 December 2025 at 2pm. At the time of making the Development Application the property records were pending update.

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

I, Kevin Will Seymour

Director of the company mentioned below.

and I, Kay Seymour

Director of the company mentioned below.

Of

Seymour Land Pty Ltd

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

71-85 Port Douglas Road, Port Douglas and more formally described as Lot 1 on SP150468

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

Aspire Town Planning and Project Services

on the premises described above for:

Reconfiguration of a Lot and Variation Application

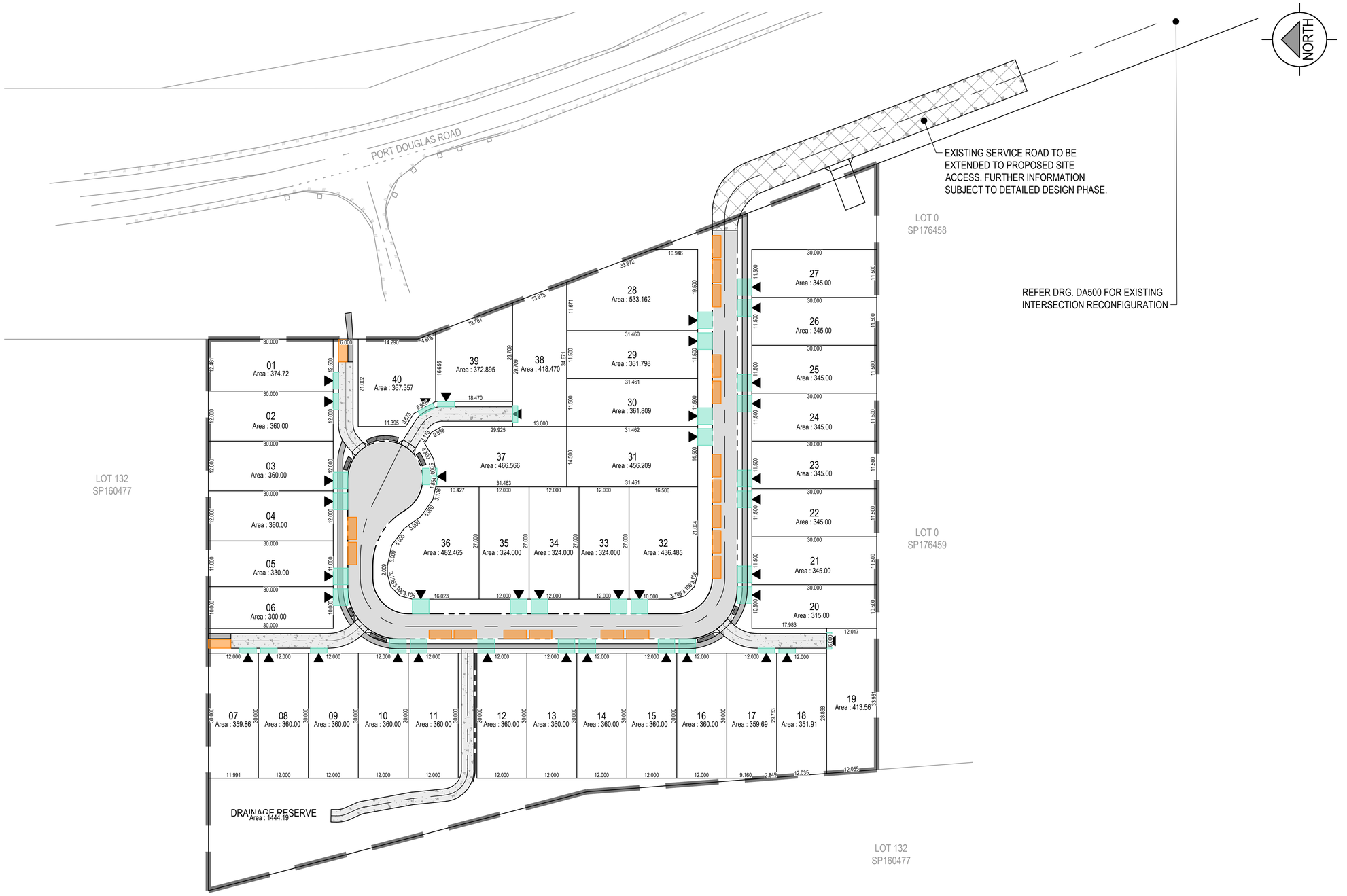
Company Name and ACN: Seymour Land Pty Ltd ACN: 010123896	
..... Signature of Director 21/12/2025 Date	..... Signature of Director 21/12/25 Date

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Town Planning and Project Services

Attachment 3

Plans of Development



LEGEND

EXISTING		PROPOSED
	SITE BOUNDARY	
	PROPERTY BOUNDARY	
	ROAD CONTROL	
	KERB TYPE 'LAYBACK K&C'	
	EDGE OF BITUMEN	
	INDICATIVE DRIVEWAY LOCATION	
	ON-STREET PARALLEL PARKING	
	ROAD PAVEMENT	
	CONCRETE DRIVEWAY	
	CONCRETE FOOTPATH	
	SERVICE ROAD EXTENSION	

CAR PARKING ALLOWANCE

SPACES PROVIDED: 20

NOTE:

LOT AREAS SHOWN IN m^2 UNO
LOT DIMENSIONS SHOWN IN METERS UNO

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL
APPROVED: A. GILBOY 18.12.25

SCALE
0 5 10 20 30
A1 1:500 ; A3 1:1000 SCALE (m)
0 1 2 4 6
A1 1:100 ; A3 1:200 SCALE (m)

BOURN ENGINEERS

CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE: PLAN OF DEVELOPMENT

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA900	1

C:\Users\BenF\Ferguson\Bourn Engineers\Bourn Engineers - Documents\4.0 Projects\BE25041 71-85 Port Douglas Rd\06 Technical\001 Stage 1\Acad\BE25041-001-DA900.dwg 19.12.25 09:42

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Town Planning and Project Services

Attachment 4

Landscape Plan

www.LA3.com.au

Buggy path to Golf Course

MIRAGE COUNTRY CLUB GOLF COURSE

DRAINAGE RESERVE

13.00

13.00

07 08 09 10 11 12 13 14 15 16 17 18 19

06 05 04 03 02 01

40 39 38 37 36 35 34 33 32 31 30 29 28

Security gate

Acoustic fence with 1.5m planting

Refer Sheet 2

PORT DOUGLAS ROAD

Proposed street trees to FNQROC standard

Road material change at carparks

Lot frontage landscaping

NEW ROAD

Entry feature planting

Change of pavement to entry

Entry wall

NEW ACCESS ROAD

Acoustic fence with 1.5m planting

OAKS PORT DOUGLAS RESORT

LEGEND

- TURF — Grassed Area
- G.B. — New Garden Bed
- New Street Trees
- Feature Street Trees
- New Palms
- Paving change at carparks
- Acoustic Fence

N

0 10 20m

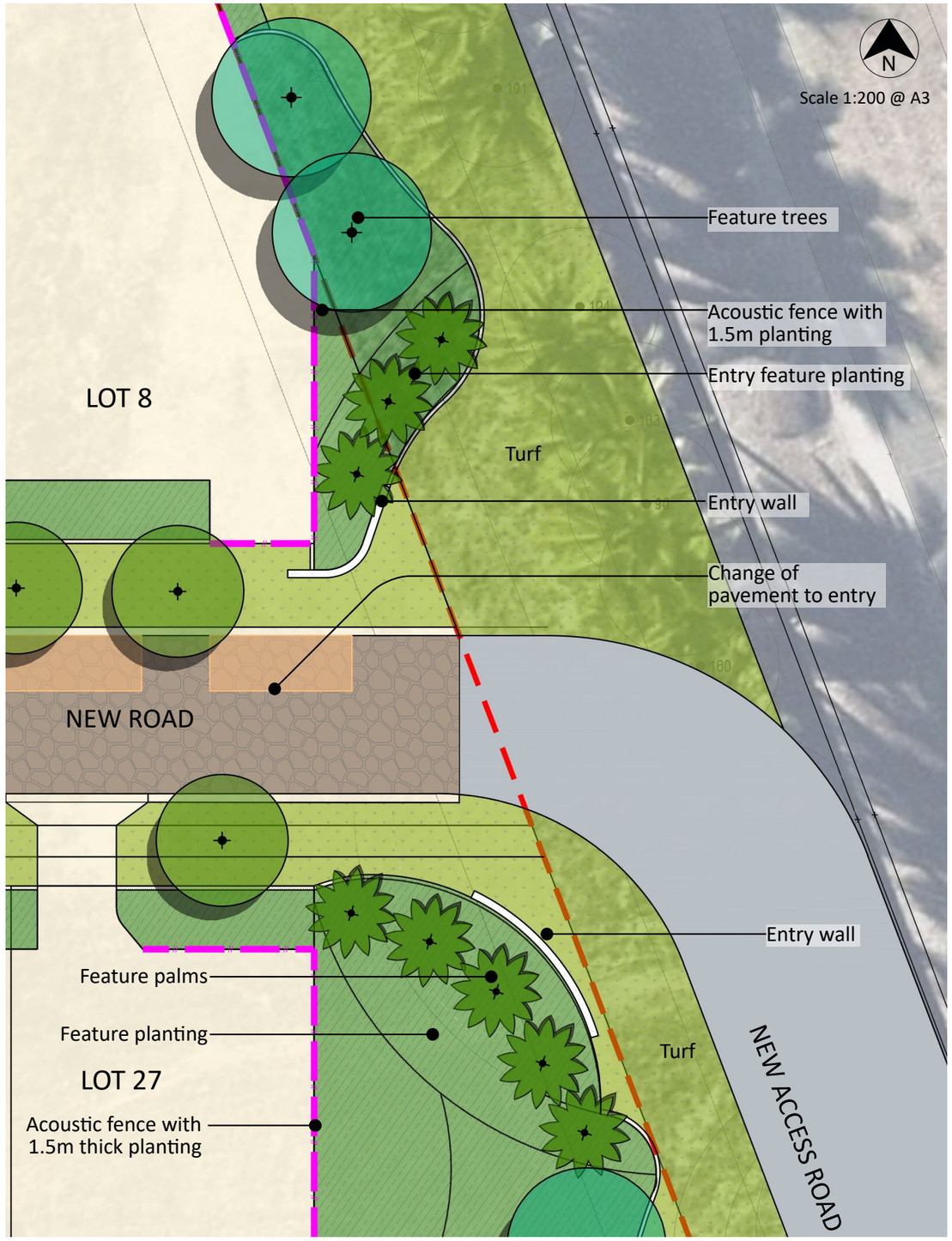
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PROPOSED LANDSCAPE PLAN
PROPOSED SUBDIVISION

71-86 PORT DOUGLAS ROAD, PORT DOUGLAS, QUEENSLAND
DECEMBER 2025 - ISSUE B

SEYMOUR GROUP

Sanctuary Greens



ENTRY PLAN

Planting Schedule	
BOTANICAL NAME	**COMMON NAME**
Trees	
Buckinghamia celsissima	Ivory Curl
Cupaniopsis anacardioides	Tuckeroo
Maniltoa lenticellata	Silk Handkerchief Tree
Melicope rubra	Little Evodia
Mimusops elengi 'Variegated'	Variegated Coondoo
Polyalthia longifolia	Indian Mast Tree
Xanthostemon chrysanthus 'Fairhill Gold'	Fairhill Golden Penda
Palms	
Cyrtostachys renda	Lipstick Palm
Livistona decipiens	Ribbon Fan Palm
Ptychosperma macarthurii	MacArthur Palm
Shrubs & Groundcovers	
Codiaeum variegatum 'Mammy'	Croton Mammy
Cordyline fruticosa 'Pink Diamond'	Pink Diamond
Cordyline fruticosa 'New Conga'	Cordyline New Conga
Ficus 'Green Island'	Green Island Fig
Gardenia 'Glennie River'	Glennie River Gardenia
Hymenocallis speciosa	Spider Lily
Heliconia chartacea 'Sexy Pink'	Sexy Pink Heliconia
Ixora coccinea 'Malay Pink'	Malay Pink Ixora
Philodendron xanadu	Xanadu
Rhapis excelsa	Lady Palm

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PROPOSED ENTRY & PLANT LIST
PROPOSED SUBDIVISION

71-86 PORT DOUGLAS ROAD, PORT DOUGLAS, QUEENSLAND
DECEMBER 2025 - ISSUE B

Sanctuary Greens

www.LA3.com.au

TREES



Buckinghamia celsissima
(Ivory Curl)



Cupaniopsis anacardioides
(Tuckeroo)



Maniltoa lenticellata
(Silk Handkerchief Tree)



Melicope rubra
(Little Evodia)



Mimusops elengi 'Variegated'
(Variegated Coondoo)



Polyalthia longifolia
(Indian Mast Tree)



Xanthostemon chrysanthus 'Fairhill Gold'
(Fairhill Golden Penda)

PALMS



Cyrtostachys renda
(Lipstick Palm)

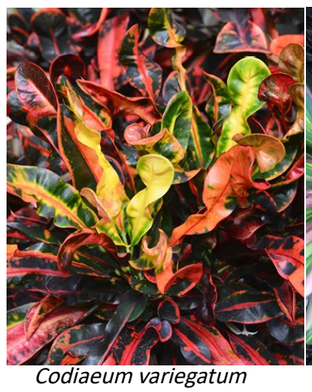


Livistona decipiens
(Ribbon Fan Palm)



Ptychosperma macarthurii
(MacArthur Palm)

SHRUBS & GROUNDCOVERS



Codiaeum variegatum 'Mammy'
(Croton Mammy)



Cordyline fruticosa 'Pink Diamond'
(Pink Diamond)



Cordyline fruticosa 'New Conga'
(Cordyline New Conga)

SHRUBS & GROUNDCOVERS



Ficus 'Green Island'
(Green Island Fig)



Gardenia 'Glennie River'
(Glennie River Gardenia)



Hymenocallis speciosa
(Spider Lily)



Heliconia chartacea 'Sexy Pink'
(Sexy Pink Heliconia)



Ixora coccinea 'Malay Pink'
(Malay Pink Ixora)



Philodendron xanadu
(Xanadu)



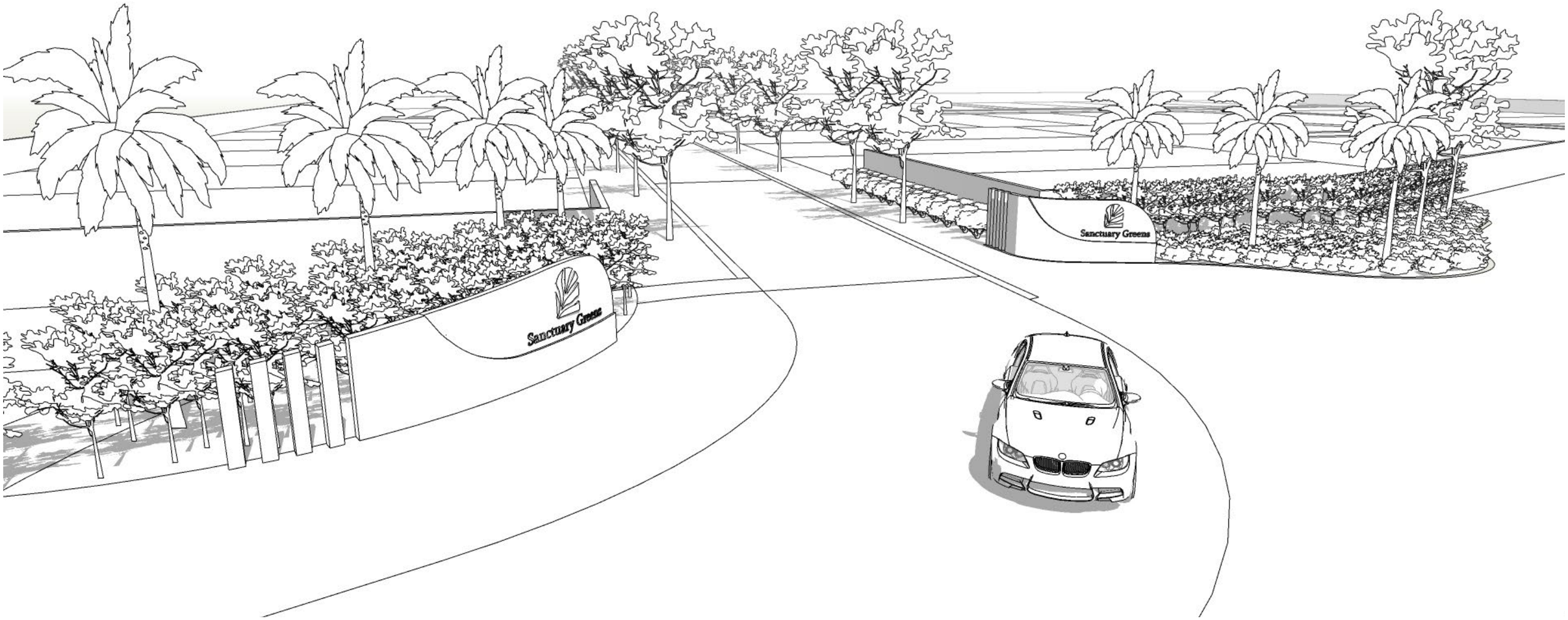
Rhapis excelsa
(Lady Palm)

SEYMOUR GROUP

PLANT PALETTE
PROPOSED SUBDIVISION
71-86 PORT DOUGLAS ROAD, PORT DOUGLAS, QUEENSLAND
DECEMBER 2025 - ISSUE B

Sanctuary Greens

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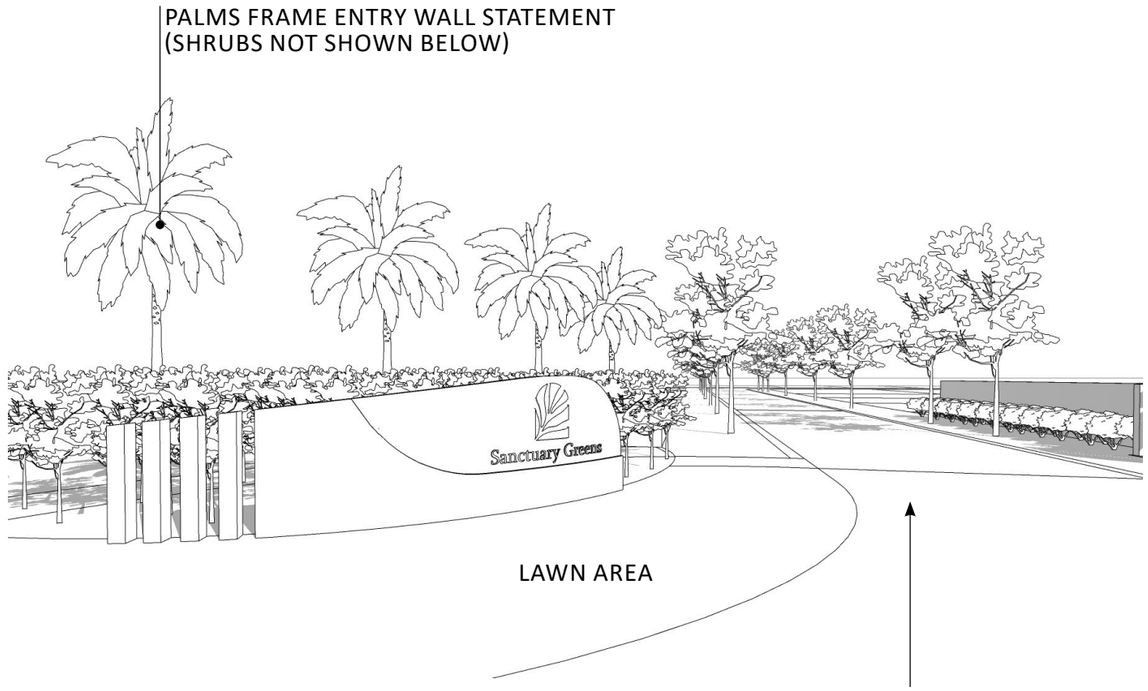


AERIAL VIEW OF ENTRANCE WALL
PROPOSED SUBDIVISION

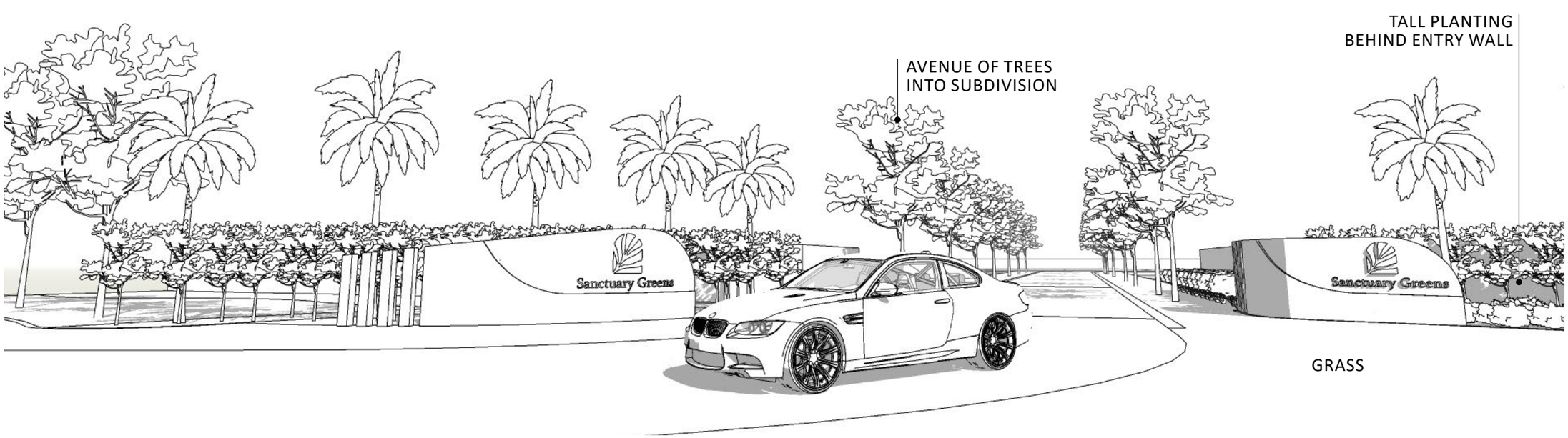
71-86 PORT DOUGLAS ROAD, PORT DOUGLAS, QUEENSLAND
DECEMBER 2025 - ISSUE B

SEYMOUR GROUP

Sanctuary Greens



PICK UP AREA & ENTRANCE WALL



AERIAL VIEW OF ENTRANCE WALL
PROPOSED SUBDIVISION

71-86 PORT DOUGLAS ROAD, PORT DOUGLAS, QUEENSLAND
DECEMBER 2025 - ISSUE B

SEYMOUR GROUP

LA3 www.LA3.com.au

Sanctuary Greens

ASPIRE

Town Planning and Project Services

Attachment 5

Planning Report



Town Planning Report

COMBINED APPLICATION SEEKING A PRELIMINARY APPROVAL TO ESTABLISH USE RIGHTS CONSISTENT WITH THE LOW MEDIUM DENSITY RESIDENTIAL ZONE AND TO VARY THE EFFECT OF THE PLANNING SCHEME BY AMENDING THE TABLE OF ASSESSMENT SO THAT SHORT TERM ACCOMMODATION CONTAINED WITHIN AN EXISTING DWELLING HOUSE IS EXEMPT DEVELOPMENT AND DEVELOPMENT PERMIT FOR RECONFIGURING A LOT (1 LOT INTO 40 LOTS, PLUS COMMON PROPERTY)

71-85 PORT DOUGLAS ROAD, PORT DOUGLAS (LOT 1 ON SP150468)

22 December 2025

ASPIRE Town Planning and Project Services
Authored by: Daniel Favier
Ref: 2025-09-82 - Seymour Group - 71-85 Port Douglas Road, Port Douglas
Report Version: 1

This Town Planning Report is intended for the exclusive use of our Client, 'Seymour Land Pty Ltd', and is provided for informational purposes only. The information contained herein has been prepared based on sources and data believed to be reliable and accurate at the time of preparation. However, Aspire Town Planning and Project Services does not warrant the accuracy, completeness, or currency of the information and disclaims any responsibility for any errors or omissions, or for any loss or damage incurred by any party as a result of reliance on this information.

The conclusions and recommendations contained in this report are based on our professional judgment and interpretation of the current planning policies and regulations. It is important to note that planning regulations and policies are subject to change, and this report should not be construed as a guarantee of any future planning outcomes.

This report is confidential and may not be disclosed, reproduced, or distributed to any third party without the prior written consent of Aspire Town Planning and Project Services. Unauthorised use or distribution of this report is strictly prohibited.

Executive Summary

Aspire Town Planning and Project Services acts on behalf of Seymour Land Pty Ltd (the *Applicant* and *Landowner*) in relation to a Combined Development Application over land at 71–85 Port Douglas Road, Port Douglas, more formally described as the subject site.

This application seeks:

- a Preliminary Approval (including a Variation Request) to:
    - establish use rights consistent with the Low-Medium Density Residential Zone;
    - vary the effect of the Planning Scheme by amending the Table of Assessment so that Short Term Accommodation contained within an existing Dwelling House is Exempt Development; and
- a Development Permit for Reconfiguring a Lot, comprising 1 lot into 40 residential lots, plus common property.

The proposal represents an orderly and logical residential subdivision outcome that responds to the site's physical characteristics, existing level of disturbance and surrounding urban context, while meeting the demonstrated demand for additional residential land supply in close proximity to the Port Douglas town centre. The development also allows appropriate flexibility for the use of future Dwelling Houses for Short Term Accommodation, such as Airbnb-style listings, where contained within an existing dwelling, without altering the fundamentally residential character of the subdivision.

The subject site is located within an established urban environment, bounded by Port Douglas Road to the east, the Oaks Port Douglas Resort to the south, and the Mirage Country Club to the west and north. The land has previously been subject to development approvals and partial earthworks associated with earlier proposals, resulting in disturbed areas and an existing excavated basin. The current application seeks to formalise and rationalise the site's redevelopment through a well-planned residential subdivision that efficiently utilises the land while appropriately addressing access, servicing, drainage and environmental constraints.

The proposed reconfiguration comprises 40 residential allotments arranged around a private internal road network, together with areas of common property to accommodate shared infrastructure, stormwater management and drainage functions. The subdivision layout has been carefully designed to integrate with surrounding development patterns, provide appropriately sized and functional residential lots, and achieve a high standard of amenity for future residents. The design outcome reflects contemporary residential subdivision principles and responds to the site's shape, topography and existing constraints.

While the site is not currently zoned Low-Medium Density Residential under the Douglas Shire Planning Scheme 2018, the application includes a Variation Request seeking to establish use rights consistent with that zone. This approach is justified by the site's urban location, surrounding land uses, existing

disturbance, access to services and infrastructure, and its strategic position close to the Port Douglas CBD. The proposal facilitates an efficient use of serviced urban land and contributes positively to the supply of residential lots within the Port Douglas area, where opportunities for new residential development are limited.

The proposed development is Impact Assessable and has been supported by a comprehensive Town Planning Report, together with specialist technical information addressing relevant planning scheme provisions, including local planning, environmental and servicing considerations. The assessment demonstrates that the proposal achieves the purpose and intent of the relevant assessment benchmarks and delivers a planning outcome that is consistent with orderly planning, community expectations and sound land use principles.

This Town Planning Report and the accompanying application material are respectfully submitted to Douglas Shire Council for consideration. It is requested that Council provide 'without prejudice' draft conditions for review prior to the issue of a Decision Notice. Aspire Town Planning and Project Services remains available to provide any further information or clarification required to assist Council in its assessment of the application.

1.0 Application Details

1.1 Application Summary

Table 1 shows a summary of the key site characteristics, ownership details, and planning information relevant to this application.

Table 1: Application Summary

Approval Sought	1. Preliminary Approval to establish use rights consistent with the Low Medium Density Residential Zone and to vary the effect of the Planning Scheme by amending the Table of Assessment so that Short Term Accommodation contained within an existing Dwelling House is Exempt Development; and 2. Development Permit for Reconfiguring a Lot (1 Lot into 40 Lots, plus Common Property).
Applicant	Seymour Land Pty Ltd
Land Address	71-85 Port Douglas Road, Port Douglas
Real Property Description	Lot 1 on SP150468
Land Owner	Seymour Land Pty Ltd Refer to the Certificate of Title and Land Owners Consent included under Attachment 2.
Land Area	20,670m^2 (or 2.067ha)
Easements and Encumbrances	Nil
Assessment Details	
Assessment Manager	Douglas Shire Council
Development Category	Assessable development
Assessment level	Impact Assessable
Public Notification	Yes. Notification will be coordinated by Aspire Town Planning and Project Services at the relevant time and subject to the DA Rules v3.
Relevant State Planning Instruments	
Legislation	*Planning Act 2016* (Qld)
Planning Policy	State Planning Policy (July 2017)
FNQ Regional Plan	Urban Footprint
Relevant Local Planning Instruments	
Planning Scheme	Douglas Shire Planning Scheme 2018 (V1)
Local Plan	Port Douglas Craiglie Local Plan
Local Plan Precinct	Nil
Zone:	Tourist Accommodation
Zone Precinct	N/A
Zone Code triggered by the Variation Request	6.2.7 – Low Medium Density Residential Zone Code
Local Plan Code	7.7.4 – Port Douglas Craiglie Local Plan Code
Overlay Codes	8.2.1 - Acid Sulfate Soils Overlay Code

	8.2.2 - Bushfire Hazard Overlay Code 8.2.4 - Flood and Storm Tide Hazard Overlay Code 8.2.6 - Landscape Values Overlay Code 8.2.10 - Transport Network Overlay Code
Development Codes	9.4.7 - Reconfiguring a Lot 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, Subdivision 2, Table 1 – Reconfiguring a lot near a State transport corridor.	

1.2 Land Owner Consent

Consent from the Mirage Country Club is currently being negotiated in relation to the proposed stormwater discharge arrangement associated with the development. Notwithstanding this, it is important to clarify that the absence of third-party consent does not affect the validity or "properly made" status of the development application.

Pursuant to section 51 of the *Planning Act 2016*, owner's consent is required only from the owner of the premises to which the development application relates, unless the land is classified as excluded premises. The subject application relates solely to land described as Lot 1 on SP150468, and the owner of that land has provided the necessary consent. There is no statutory requirement under the Planning Act to obtain consent from adjoining or downstream landowners solely because stormwater infrastructure or discharge may ultimately traverse or be received by their land.

This position is further confirmed by the State Government's Owner's Consent Guideline, which makes clear that owner's consent is tied strictly to the land the subject of the application. The guideline also confirms that adjoining landowners, downstream landholders, or grantees or beneficiaries of easements are not treated as "owners" for the purposes of section 51, and their consent is therefore not required to support the lodgement or assessment of a development application.

While formal consent from the Mirage Country Club is not a statutory prerequisite, the Applicant is continuing to engage constructively with the adjoining landowner to secure a mutually acceptable stormwater outcome. Any necessary agreements, easements or operational arrangements can be appropriately resolved through conditions of approval or separate civil and legal processes, without prejudicing the assessment or approval of the development application.

1.3 Supporting Documentation

Table 2: Supporting Documentation

Document	Company	Reference	Date
Plans of Development	Bourn Engineers	DA900	18 December 2025
Landscape Plan	LA3	-	December 2025
Planning Report	Aspire Town Planning and Project Services	2025-09-82 - Seymour Group - 71-85 Port Douglas Road, Port Douglas	19 December 2025
Engineering Services Report	Bourn Engineers	BE25041	16 December 2025
Architectural Design Guidelines	Hunt Design	-	-
Traffic Report	SLR Consulting Australia Pty Ltd	620.042901.00002	18 December 2025
Acoustic Report	SLR Consulting Australia Pty Ltd	620.042901.00001	19 December 2025
Geotechnical Assessment	GEO design	25050AA-D-L01-v1	18 November 2025

2.0 Site Description

The subject land is located at 71–85 Port Douglas Road, Port Douglas, and is legally described as Lot 1 on SP150468. The site has an approximate area of 20,670m² (approximately 2.067 hectares) and is held in a single allotment with frontage to Port Douglas Road, which functions as a key local arterial route connecting Port Douglas with Mossman and the broader Douglas Shire road network.

The site is situated within an established urban and tourism-influenced setting on the southern approach to Port Douglas, in close proximity to the Port Douglas township, the foreshore, and the wider range of commercial, tourist and community facilities that support the local area. The land forms part of a broader developed precinct characterised by a mix of residential neighbourhoods, tourist accommodation and resort-style uses, together with associated recreation and open space assets.



Image 1: Site Location (source: QLD Globe, December 2025)

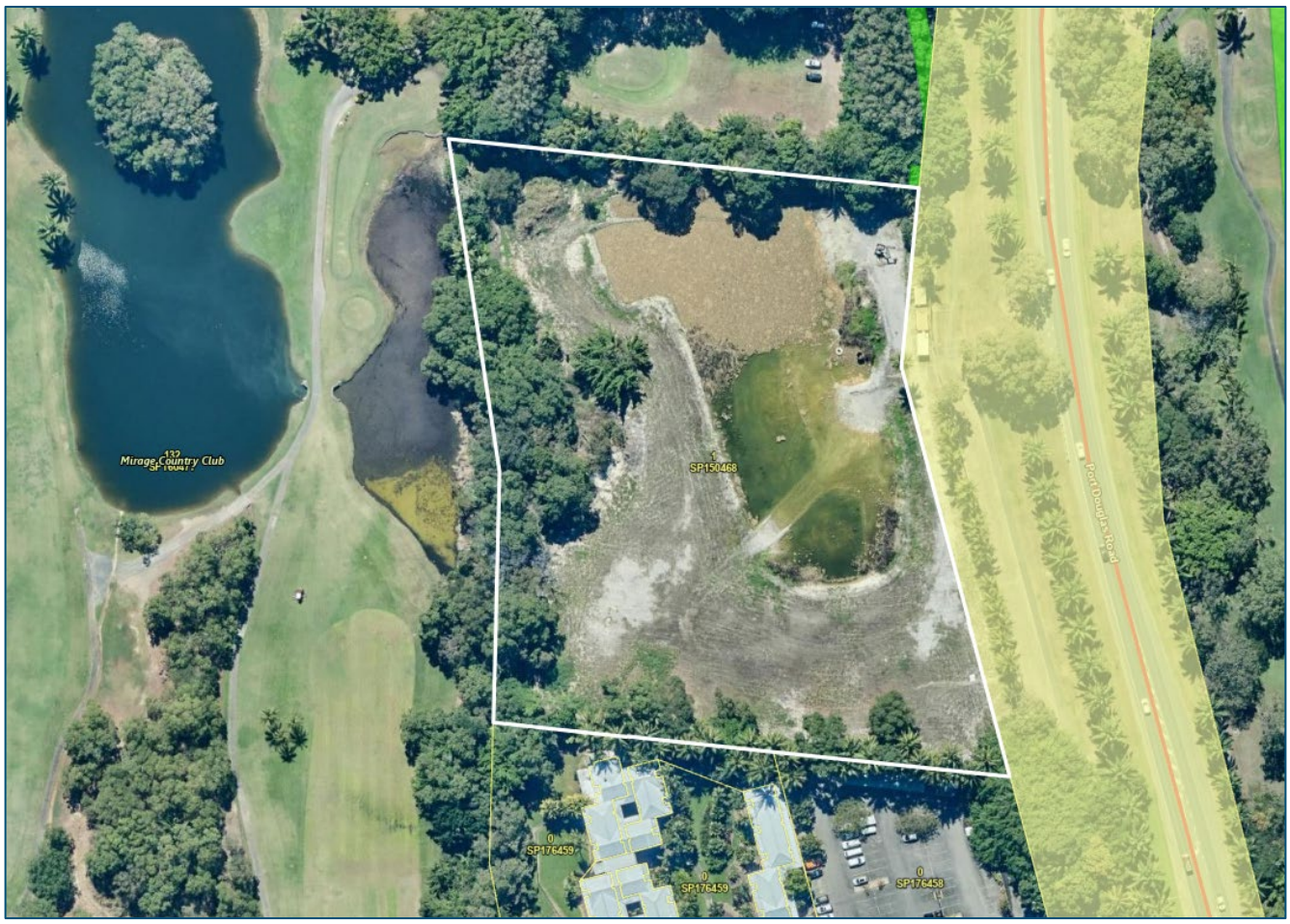


Image 2: Site Detail (source: QLD Globe, December 2025)

2.1 Site Context and Surrounding Development

The subject site is defined by a developed, and modified surrounding context, including:

- Port Douglas Road to the east, which provides the primary road frontage and access opportunity for the site;
- The Oaks Port Douglas Resort to the south, representing an established tourist accommodation use with a landscaped resort setting; and
- The Mirage Country Club to the west and north, comprising extensive recreational land uses associated with golf course fairways, landscaped open areas and supporting facilities.

This surrounding context is relevant to understanding the site's interface conditions, expectations for built form and landscape presentation, and the established pattern of land use in the immediate locality.

2.2 Site History and Existing Condition

The site has previously been subject to development approvals and preliminary site works associated with earlier proposals. As a result, portions of the land have experienced disturbance, including areas of partial earthworks and the presence of an excavated basin within the site. The existing disturbed areas and modified landform are indicative of the site's development history and provide an important

baseline for considering the orderly redevelopment of the land, including matters relating to stormwater management, drainage strategy, and rehabilitation/landscape treatment.

Notwithstanding this historical disturbance, the site retains the capacity to be comprehensively redeveloped in a coordinated manner, subject to appropriate design responses to site constraints and the establishment of suitable servicing and access arrangements.

2.3 Approval History

The subject site at 71–85 Port Douglas Road, Port Douglas has an extensive planning history, predominantly characterised by large-scale tourist and resort-oriented development proposals. Despite multiple approvals being issued over the past two decades, none of these tourist-based developments have been successfully delivered, with approvals either expiring, being substantially modified, or ultimately refused. This pattern highlights the ongoing challenges associated with establishing and delivering intensive resort-style development on the site, particularly in relation to scale, built form, market feasibility and alignment with the evolving planning intent for the locality.

More recent applications have reinforced these challenges, with Council forming the view that high-intensity tourist accommodation outcomes represent an over-development of the site, generating unacceptable impacts on local character, amenity and the surrounding residential and recreational context. These outcomes demonstrate that continued pursuit of large-format tourist accommodation is neither a reliable nor sustainable development pathway for the land.

In this context, the current proposal represents a deliberate and strategic shift away from tourism-focused development, instead seeking to facilitate a well-planned residential outcome that is more appropriately scaled, responsive to the site's physical constraints, and compatible with its established urban surroundings. Residential development offers a more realistic, deliverable and orderly use of the land, one that can capitalise on the site's proximity to the Port Douglas town centre while avoiding the intensity, operational impacts and infrastructure demands associated with resort-style uses.

The proposed residential redevelopment therefore reflects an evidence-based response to the site's development history, Council's previous assessment outcomes, and current market conditions. It provides a planning outcome that better aligns with contemporary expectations for liveability, character, infrastructure integration and long-term sustainability, while allowing the land to transition from a long-standing underutilised site into a functional and contributing part of the Port Douglas urban area.

The approval history is summarised as follows:

Development Permit – 2002
On 31 October 2002, Douglas Shire Council issued a Development Permit for a Material Change of Use approving:

- 99 Multiple Dwellings (Tourist);
- 70 Accommodation Premises (Motel);
- A Caretaker's Residence;
- A Shop; and
- Associated ancillary uses.

A subsequent approval was granted extending the currency period of this approval by a further two (2) years. On 6 November 2006, a Development Permit for Building Work was issued and construction commenced in accordance with that approval. Works undertaken included the construction of footings and basement areas, elements of which remain evident on the site today.

Development Permit MCUC 041/07 – 2008

On 30 January 2008, Douglas Shire Council issued Development Permit MCUC 041/07 for a Material Change of Use approving a revised resort-style development comprising:

- 79 Multiple Dwellings (Tourist), of which:
  - 47 were approved to operate in a dual-key arrangement as either Multiple Dwellings (Tourist) or Accommodation Premises (Motel); and
  - Three (3) were approved for temporary use as display homes;
- 127 Accommodation Premises (Motel); and
- A range of ancillary uses, including a gym, spa, relaxation lounge, retail tenancies, restaurant, café, bar, function centre, meeting rooms and administration facilities.

In June 2013, an application was lodged with Cairns Regional Council (during the period of Council amalgamation) seeking an extension to the currency period for MCUC 041/07. That request was approved, extending the currency period of the approval to 20 January 2018.

Development Permit MCUC 5148/2013 – 2017

On 22 August 2017, Douglas Shire Council issued Development Permit MCUC 5148/2013, approving a Minor Change to Development Permit MCUC 041/07 and granting a further extension of the currency period.

The Minor Change introduced an additional condition relating to the defined habitable floor level of the development. The approval also extended the currency period for a further four (4) years, until 30 January 2022.

Development Application MCUI 2020_3711/1 (1039662) – 2021 (Refused)

On 28 September 2021, Douglas Shire Council refused Development Application MCUI 2020_3711/1, which sought approval for a Material Change of Use for a Resort Complex comprising:

- 253 accommodation rooms for short-term accommodation;

- Food and drink outlets with a combined gross floor area of 1,844m²;
- A function facility with a combined gross floor area of 1,866m²; and
- Ancillary uses including car parking, reception, offices, gymnasium and outdoor recreational facilities.

  Council's refusal was primarily based on perceived conflicts with the Planning Scheme, including:
- Strategic intent concerns, with Council forming the view that the proposal represented an over-scaled and over-developed outcome lacking local context and character;
- Conflict with the Strategic Framework, particularly Theme 4 – Strong Communities and Identity; and
- Non-compliance with the Tourist Accommodation Zone Code, including concerns relating to:
  - Overall scale and intensity of development;
  - Built form, height and setbacks;
  - Incompatibility with the surrounding residential character and streetscape; and
  - Insufficient car parking to support both guests and the shared use of ancillary facilities by the local community.

Development Application MCUI 2024_5628 – July 2024

On 1 July 2024, a further Development Application was lodged seeking approval for a Material Change of Use for a Resort Complex. Publicly available Council records indicate that an Action Notice was issued by Council on 11 July 2024. To the Applicant's knowledge, the application did not progress beyond this stage and did not result in a decision.

2.4 Physical Characteristics

The site comprises a sizeable allotment capable of accommodating an integrated subdivision outcome. Given its urban-edge location and surrounding developed land uses, the site presents as an infill / consolidation opportunity where redevelopment can occur in a structured way that responds to constraints and achieves appropriate connections to existing infrastructure.

The land's interface with Port Douglas Road is a defining feature, both in terms of access potential and the need to appropriately manage any future interface outcomes (including frontage presentation, landscaping, and the separation of private residential areas from traffic influences). The adjacency to large-format resort and recreation uses (Oaks Resort and Mirage Country Club) also influences site planning, particularly in relation to maintaining amenity, privacy, and a high-quality landscaped setting consistent with the established character of the surrounding precinct.

2.5 Services and Infrastructure Setting

The Preliminary Civil Engineering Report prepared by Bourn Engineers confirms that the proposed development 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. A summary of the Engineering Report is included in Table 3 below.

The Engineering Assessment Report is provided as Attachment 6 and summarised under s3.2 of this report below.

3.0 Development Proposal

3.1 Detailed Description

The application seeks approval for the following:

1. Preliminary Approval to establish use rights consistent with the Low Medium Density Residential Zone and to vary the effect of the Planning Scheme by amending the Table of Assessment so that Short Term Accommodation contained within an existing Dwelling House is Exempt Development; and
2. Development Permit for Reconfiguring a Lot (1 Lot into 40 Lots, plus Common Property).

As detailed within the Plans of Development included under Attachment 3.

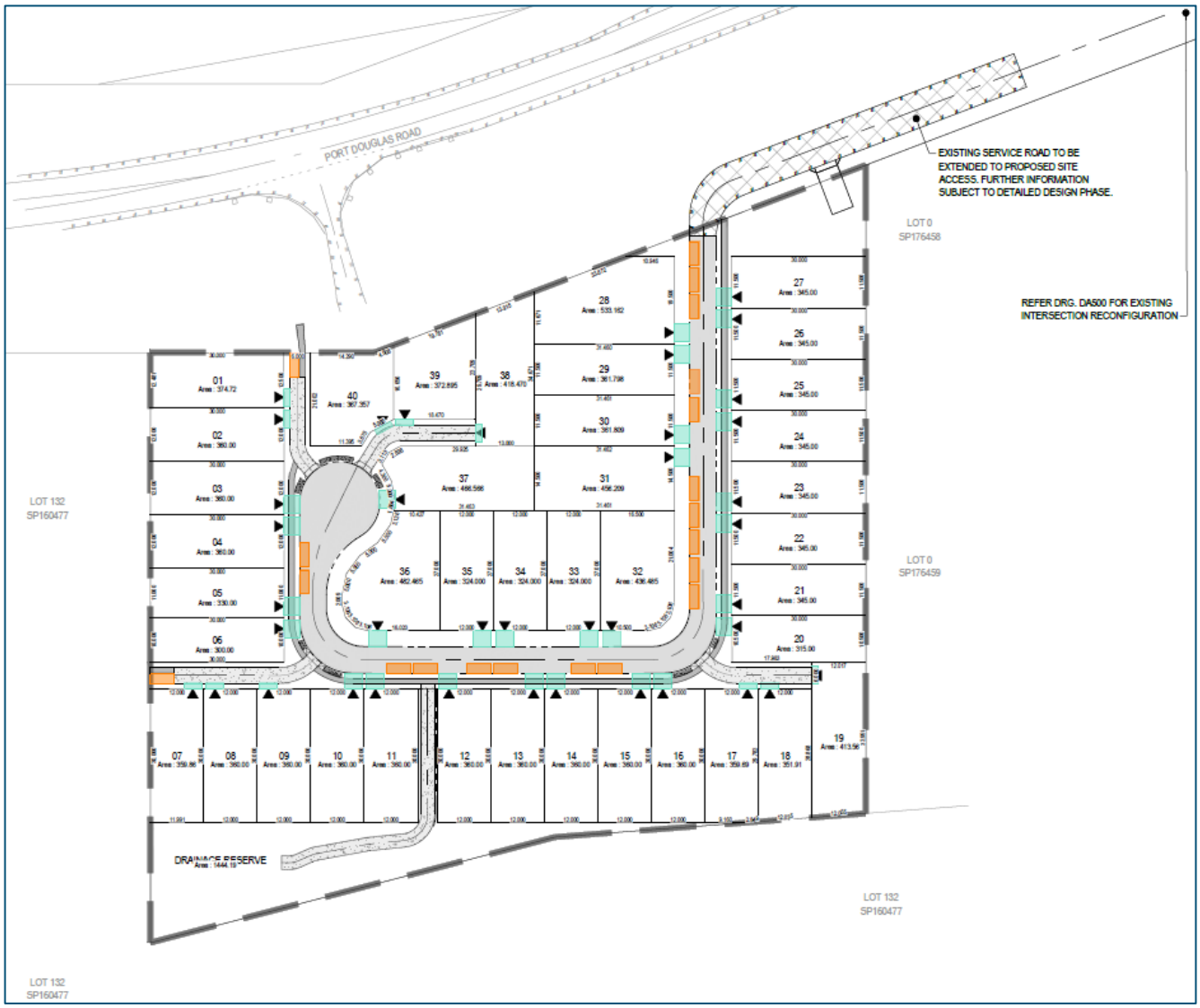


Image 3: Plan of Development Extract (Source: Bourn Engineers, Drawing DA900)

Table 3: Application Elements

Application Component	Key Features
Component 1: Preliminary Approval to establish use rights consistent with the Low Medium Density Residential Zone and to vary the effect of the Planning Scheme by amending the Table of Assessment so that Short Term Accommodation contained within an existing Dwelling House is Exempt Development	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 consistent with the Low Medium Density Residential Zone over the subject land and to vary the effect of the Planning Scheme by amending the Table of Assessment so that Short Term Accommodation contained within an existing Dwelling House is Exempt Development. The subject site is currently included within the Tourist Accommodation Zone under the Douglas Shire Planning Scheme 2018 v1. While this zoning anticipates tourism-focused development, the site has a long history of unsuccessful or undelivered tourist accommodation proposals, despite multiple approvals and applications over an extended period. This history demonstrates the practical challenges associated with delivering large-scale or intensive tourism development on the site, particularly in relation to scale, built form, market feasibility and compatibility with the surrounding urban context. In contrast, the site's size, location and immediate surroundings support consideration of a moderate-density residential outcome that is more responsive to contemporary planning objectives and demonstrably capable of delivery. The proposed Variation Request does not seek to introduce an incompatible or unrelated land use, but rather to apply a residential assessment framework that better reflects the site's relationship to surrounding residential, resort and recreation uses, its proximity to established urban services, and the need to transition the land toward a stable, long-term urban outcome. The Preliminary Approval is sought to vary the effect of the Planning Scheme by conferring use rights consistent with the Low Medium Density Residential Zone, thereby enabling appropriately scaled residential development forms. This approach represents a deliberate shift away from high-intensity tourist accommodation and avoids the operational impacts, traffic generation and built form outcomes that have previously been identified by Council as problematic for the site. The proposed approval framework would ensure that future development is residential in nature, comprehensively planned and subject to appropriate controls relating to density, built form, infrastructure provision, environmental management and residential amenity. The Variation Request is targeted, proportionate and site-specific, responding

	directly to the site's physical characteristics, development history and established urban setting. The framework also allows for the incidental use of Dwelling Houses 'as of right' for Short Term Accommodation, subject to the use remaining ancillary to the residential occupation of the dwelling and not involving any physical expansion or intensification beyond that of a standard dwelling house. This ensures consistency with the intent of a Low–Medium Density Residential environment while providing an appropriate degree of flexibility. Overall, the proposed Preliminary Approval, including the Variation Request, represents an orderly and logical planning outcome that supports the transition of the site from historically unsuccessful tourism-based development toward a deliverable residential redevelopment. The proposal aligns with contemporary planning principles relating to housing diversity, urban consolidation and long-term sustainability, while respecting the established character and function of the surrounding Port Douglas locality.
Component 2: Development Permit for Reconfiguring a Lot (1 Lot into 40 Lots, plus Common Property)	The subdivision represents a comprehensive and coordinated residential redevelopment of the site, transitioning it from a historically undeveloped tourist accommodation parcel to a master-planned residential enclave supported by private infrastructure and design controls. The proposed subdivision is arranged around a private internal road network, with all internal assets, including roads, services and stormwater infrastructure, maintained in private ownership. Access to the development is achieved via an extension of the existing service road fronting the Oaks Port Douglas Resort, avoiding the creation of a new direct intersection with Port Douglas Road and thereby minimising impacts on the state-controlled arterial road network. The subdivision layout has been designed to respond to the site's physical constraints, including its disturbed landform and existing excavation from prior approvals, while achieving an efficient and legible lot configuration that supports a low-to-medium density residential outcome. **Lot Yield and Lot Size Distribution** The reconfiguration results in a total of 40 residential lots, with a mix of lot sizes to support housing diversity while maintaining a consistent residential character. Based on the subdivision plan: • Minimum lot size: approximately 315m² • Maximum lot size: approximately 533m² • Average lot size: approximately 369m²

This distribution supports a compact yet high-quality residential environment, consistent with a Low Medium Density Residential outcome, while allowing for varied dwelling types, built form responses and housing choice across the estate.

Internal Layout, Access and Servicing

The subdivision is structured around a looped internal road with a cul-de-sac configuration, providing clear vehicle circulation, safe access to all lots and integrated pedestrian connections. A total of 19 on-street visitor parking spaces are provided within the internal road network, supplementing private on-lot parking provisions.

All lots are fully serviced, with:

- A private water reticulation network connected to the existing trunk main on Port Douglas Road;
- A gravity sewer network discharging to a private sewage pumping station located in the south-eastern corner of the site, with flows pumped to the Council reticulated sewer system; and
- An integrated stormwater management system, including on-site detention and a controlled lawful point of discharge to the adjoining Mirage Country Club land, ensuring no worsening of downstream impacts.

Bulk earthworks will include backfilling of the existing excavation and establishment of suitable building platforms, with retaining walls (generally between 0.4m and 2.6m in height) fully contained within private allotments.

Design Guidelines and Future Development Outcomes

Future development of the individual residential lots will be governed by the Architectural Design Guidelines, administered by an Architectural Review Committee (ARC). These guidelines play a critical role in shaping the ultimate built form and ensuring a cohesive, high-quality residential outcome across the estate.

The guidelines establish a performance-based framework rather than a prescriptive model, encouraging architectural diversity while maintaining consistency in quality, scale and character. Key implications for future development include:

- Residential Character: Homes are required to adopt a contemporary tropical architectural style, drawing on Queensland design principles such as wide eaves, shaded verandahs, lightweight forms and strong indoor-outdoor connections.
- Density and Built Form Controls: Each lot is limited to one main dwelling, with the option for one secondary dwelling or attached flat (up to 65m^2) within the building envelope. Building height is

	capped at two storeys and 10.5 metres, ensuring development remains compatible with the surrounding residential and resort context. • Setbacks and Scale: Minimum setbacks are clearly defined (generally 5m to the primary street, 1.5m side setbacks and 4m rear setbacks), ensuring adequate separation between dwellings and a consistent streetscape outcome. • For garages and carports built to side boundary is permitted for a maximum length of 9m and minimum 3m front setback. • Privacy and Amenity: Detailed requirements address overlooking, screening, window placement and landscaping to protect residential amenity and minimise impacts between neighbouring lots and adjoining properties, including the golf course interface. • Materials, Colours and Landscaping: The guidelines mandate high-quality, durable materials and light, natural colour palettes that respond to the tropical environment. Landscaping is a fundamental component of each lot's development, reinforcing the estate's resort-style residential character. • Approval Process Certainty: ARC approval is required prior to lodging building applications with Council, providing an additional layer of design quality assurance and ensuring consistent outcomes across the development. **Overall Planning Outcome** The proposed reconfiguration establishes a clear and robust framework for the long-term residential redevelopment of the site. By combining an efficient lot layout, integrated private infrastructure and comprehensive design guidelines, the subdivision ensures that future development will occur in an orderly, coordinated and high-quality manner. Importantly, the use of detailed Architectural Design Guidelines ensures that the ultimate built form will be significantly more controlled and cohesive than would typically occur under a standard residential subdivision, delivering a premium residential outcome that is well suited to the Port Douglas context and the site's sensitive interfaces.

3.2 Summary of Supporting Information

Table 4: Summary of Supporting Documentation

Document	Summary
Landscape Plan (LA3) – Attachment 4	The Landscape Plan has been prepared to deliver a high-quality, cohesive and site-responsive landscape outcome that reinforces the tropical character of Port Douglas, enhances residential amenity, and sensitively manages the interface between the proposed residential subdivision and surrounding resort, golf course and road infrastructure.

	The landscape design adopts a layered and structured approach, combining canopy trees, mid-storey planting and groundcovers to create a strong visual framework throughout the development while softening built form and infrastructure elements. This approach ensures that vegetation, rather than buildings, remains the dominant visual element within the streetscape, consistent with the established character of Port Douglas and the intent of the Douglas Shire Planning Scheme. A key focus of the Landscape Plan is the treatment of site interfaces. Along Port Douglas Road and adjoining tourism and recreation uses, acoustic fencing is integrated with deep planting zones of approximately 1.5 metres, providing effective visual screening, noise attenuation and a landscaped buffer that mitigates potential amenity impacts. This treatment ensures a clear transition between the public road environment, neighbouring resort uses and the proposed residential lots, while maintaining an attractive and consistent presentation to the wider locality. The entry to the development is deliberately designed as a landscaped arrival sequence, incorporating feature planting, specimen palms, entry walls and a change in pavement materials to establish a clear sense of place and identity. An avenue of trees along the internal access road reinforces legibility and orientation within the subdivision, enhances shade and contributes to a cohesive streetscape outcome. Plant species have been carefully selected to reflect a contemporary tropical palette suited to the local climate, with an emphasis on hardy, low-maintenance species that provide year-round structure, shade and visual interest. The mix of native and well-established tropical species supports biodiversity values while ensuring long-term viability and ease of maintenance. Internal street landscaping and lot frontage planting are designed to complement future residential development and operate in conjunction with the Architectural Design Guidelines. Together, these elements ensure that future dwellings are framed by mature landscaping, contributing to privacy, comfort and a high level of residential amenity. It is acknowledged that the plans currently illustrate planting within the proposed footpath. While this detail will be reviewed and appropriately resolved through a subsequent revision of the plans, the drawings nonetheless appropriately convey the intended landscape concept for the development. Overall, the Landscape Plan plays a fundamental role in shaping the identity and liveability of the development. It mitigates interface impacts, enhances visual and acoustic amenity, reinforces the tropical character of

	Port Douglas and ensures that the subdivision integrates seamlessly with its surrounding urban and resort context. The landscape outcome is central to achieving a high-quality, cohesive and enduring residential environment consistent with the Strategic Framework and local planning objectives.
Engineering Services Report (Bourn Engineers) – Attachment 6	An Engineering Services Report prepared by Bourn Engineers accompanies the application and assesses the ability of the site at 71–85 Port Douglas Road, Port Douglas to be serviced by appropriate civil infrastructure to support the proposed 40 lot residential subdivision. The report confirms that the development can be fully serviced in accordance with Council standards and relevant operational works guidelines, subject to the delivery of site-specific infrastructure works as outlined below. **Overall Servicing Approach** The proposed subdivision is designed to operate as a privately serviced development, with internal roads, drainage and reticulation infrastructure remaining in private ownership. The engineering solution responds to the site's disturbed landform, existing excavation from previous approvals, flat downstream terrain and proximity to established trunk infrastructure along Port Douglas Road. **Bulk Earthworks and Site Preparation** The report identifies that the site has been subject to prior earthworks, resulting in a large excavated area that currently holds water. To establish suitable building platforms for residential development, significant bulk earthworks are required, including: • Total cut: approximately 4,871m³ • Total fill: approximately 14,138m³ Fill material will be imported to backfill the existing excavation and create a level development profile. Retaining walls, ranging from approximately 0.4 metres to 2.6 metres in height, are proposed along selected lot boundaries to achieve compliant building pads. All retaining walls will be located entirely within private allotments. Earthworks will be undertaken in accordance with Council planning scheme policies, relevant erosion and sediment control guidelines, and Australian Standards, ensuring stability and environmental protection during construction. **Erosion and Sediment Control** A comprehensive erosion and sediment control strategy is proposed to manage overland flows and prevent sediment discharge during construction. Key measures include: • Establishment of interim sediment basins prior to bulk earthworks; • Progressive stabilisation of disturbed areas;

- Staged erosion controls aligned with construction sequencing; and
- Ongoing maintenance and post-rainfall management to ensure controls remain effective.

Detailed erosion and sediment control plans will be prepared at the operational works stage

Roadworks, Access and Parking

Vehicular access to the site is proposed via an extension of the existing service road that currently fronts the Oaks Port Douglas Resort. This approach avoids the need for a new direct access onto Port Douglas Road, minimising impacts on the state-controlled road network and maintaining traffic safety.

Key road infrastructure elements include:

- A two-lane, two-way service road extension connecting to an internal private road network;
- A looped internal road providing access to all 40 lots;
- A 3.0-metre wide access driveway to the on-site stormwater detention basin; and
- 19 on-street visitor parking spaces provided within the internal road network, supplementing private on-lot parking.

Pedestrian connectivity is also incorporated, including links to the existing Port Douglas Road footpath and connections toward the Mirage Country Club pedestrian network.

Water Supply Infrastructure

The development will be serviced by a new internal water reticulation network installed within the internal road reserve. A master water meter is proposed at the south-eastern corner of the site, connecting to an existing 300mm diameter trunk water main located along Port Douglas Road.

The engineering assessment confirms that the existing trunk water infrastructure has sufficient capacity to service the development, with no external trunk upgrades required beyond the site connection works. Internal reticulation will be delivered as part of the subdivision works.

Sewerage Infrastructure

Sewer servicing will be provided via a private gravity sewer network within the internal road, designed as a single catchment reflecting the site's topography. Due to the flat terrain beyond the site, a private sewage pumping station (SPS) is required.

Key sewer infrastructure components include:

- Gravity sewer reticulation servicing each lot;

	• A private SPS located in the south-eastern corner of the site; • A rising main conveying flows from the SPS to the existing 300mm sewer rising main located on the opposite side of Port Douglas Road; and • Odour control devices and landscape screening to minimise amenity impacts. The Equivalent Population (EP) generated by the development is calculated at 103 EP, confirming the scale of infrastructure demand and informing future infrastructure charging considerations. **Stormwater Infrastructure and Drainage** The site currently drains toward the west, discharging into an existing water body within the Mirage Country Club golf course. The proposed development maintains this drainage pattern while incorporating appropriate stormwater controls. Stormwater infrastructure includes: • A single on-site catchment with a defined lawful point of discharge in the north-western corner of the site; • An on-site detention basin with a storage capacity of approximately 296m³; and • A controlled outlet designed to ensure no worsening of peak stormwater flows to the downstream receiving environment. The detention basin will manage increased impervious surfaces associated with development and protect downstream land from adverse hydraulic impacts. Detailed outlet design will be finalised at the operational works stage. Consent to receive the stormwater is currently being negotiated with the Mirage Country Club, and will be provided as supporting information to Council upon receipt. **Electrical, Telecommunications and Gas** Electricity and telecommunications will connect to existing infrastructure along Port Douglas Road. The report confirms that the existing pad-mount substation near the north-eastern corner of the site has sufficient capacity to service the development. An existing 110mm medium-pressure LPG main is located along Port Douglas Road. If gas services are required, connections can be made to this main, subject to detailed design and service provider approval.
Architectural Design Guidelines (Hunt Design) – Attachment 7	The Architectural Design Guidelines establish a comprehensive, site-specific framework to guide the future built form and residential character of development within the proposed subdivision at 71–85 Port Douglas Road, Port Douglas. The document is intended to ensure that future

	dwellings are of a consistently high design quality and respond appropriately to the site's tropical setting, surrounding context and long-term amenity expectations. The Guidelines operate as a performance-based design tool, rather than a rigid prescriptive code. This approach allows for architectural diversity and innovation while ensuring that all development aligns with the overarching vision for a cohesive, high-quality residential precinct. The Guidelines expressly encourage contemporary tropical architecture that reflects local climatic conditions, landscape character and the relaxed lifestyle associated with Port Douglas. The document sets out clear objectives to: • maintain a coherent and attractive streetscape; • protect residential amenity and privacy between dwellings; • promote climate-responsive and energy-efficient building design; • ensure durable, high-quality materials and finishes are used; and • safeguard the long-term visual appeal and value of the estate. Importantly, the Guidelines operate in addition to statutory planning controls, including the Douglas Shire Planning Scheme and relevant building legislation. Compliance with the Guidelines does not replace the need for Council approvals; rather, it provides an additional layer of design governance to ensure that future development outcomes meet both statutory requirements and the higher design standards established for the estate. A central feature of the Guidelines is the establishment of an Architectural Review Committee (ARC). All future building works are required to obtain ARC endorsement prior to lodgement with Council. This process provides early design review, promotes consistency across the development, and gives Council confidence that future dwellings will be well considered, site-responsive and aligned with the approved subdivision intent. The Guidelines address key aspects of future development, including building height and scale, setbacks, dwelling orientation, privacy treatments, fencing, landscaping, materials, colours and the treatment of ancillary structures. Collectively, these provisions ensure that while individual homes may vary in design, they will contribute to a unified residential environment with a strong sense of place. Overall, the Architectural Design Guidelines play a critical role in translating the approved subdivision layout into a high-quality, orderly and coordinated residential outcome. They provide certainty to Council, future purchasers and designers that development of the site will be carefully managed over time, reinforcing the suitability of the proposed reconfiguration and residential land use outcome.

Traffic Report (SLR Consulting Australia Pty Ltd) – Attachment 8	A Traffic Impact Assessment (TIA) was prepared by SLR Consulting Australia Pty Ltd to assess the traffic, access and transport implications of the proposed 40 lot residential subdivision at 71–85 Port Douglas Road, Port Douglas. The assessment evaluates existing and future traffic conditions, access arrangements, internal road design, parking provision, active transport connectivity and road safety considerations in the context of the surrounding transport network. The site fronts Port Douglas Road, a state-controlled road with a posted speed limit of 60 km/h. Traffic surveys undertaken in November 2025 identified the relevant AM and PM peak periods, and background traffic growth was assessed using long-term DTMR data. While historic growth rates were low (below 0.5% per annum), a conservative growth rate of 2% per annum was adopted for assessment purposes to ensure a robust analysis of future conditions. The proposed development is expected to generate approximately 34 vehicle trips in the peak hour in both the AM and PM periods. Traffic distribution assumptions indicate that approximately 70% of trips will travel north and 30% south along Port Douglas Road. These volumes were assessed in combination with existing traffic and background growth to determine operational impacts on the surrounding road network. Access to the development is proposed via an extension of the existing Port Douglas service road, rather than creating a new direct intersection on Port Douglas Road. This approach minimises disruption to the state controlled road network and avoids the introduction of a new intersection within a relatively short spacing between existing access points. Intersection modelling using SIDRA demonstrates that both the Port Douglas Road/site access intersection and the service road/site access intersection will operate well within accepted performance thresholds for all assessed scenarios, including the ten-year design horizon. No external road upgrades are required to accommodate the development traffic. A turn-warrant assessment confirmed that the existing turn treatments at the Port Douglas Road intersection are sufficient for the forecast traffic volumes. Notwithstanding this, the development proposes refinements including separation of left- and right-turn movements to further improve safety and operational efficiency. Sight distance assessments confirm that adequate intersection sight distance is available in both directions, exceeding Austroads requirements. The internal road network will operate as a private road system under a Community Management Scheme. While internal road widths are narrower than FNQROC standard public road cross-sections, this is considered appropriate given the low traffic volumes, low operating

	speeds and residential context. Each lot will provide on-site parking, supplemented by approximately 20 on-street visitor parking spaces, which is consistent with recognised parking provision benchmarks. Refuse collection and servicing have been assessed, with swept-path analysis confirming that Council's standard service vehicles can safely manoeuvre within the internal road layout. Active transport has been incorporated through internal footpaths, a pedestrian link to Port Douglas Road, and a connection to the adjoining Mirage Country Club pedestrian network. These measures support safe and convenient pedestrian movement and do not prejudice any planned trunk path infrastructure identified in Council's Local Government Infrastructure Plan. A review of crash history for the five-year period from 2020 to 2024 identified a low number of incidents in the vicinity of the site, with no recurring patterns or evidence of an underlying safety deficiency. The risk assessment concluded that the incremental risks associated with development traffic can be adequately managed through the proposed access design and traffic management measures. Overall, the TIA concludes that the proposed subdivision can be safely and efficiently accommodated within the existing transport network. The development will not result in unacceptable traffic, safety or operational impacts, and is consistent with the intent of the Transport Network Overlay Code and relevant state and local transport planning framework
Acoustic Report (SLR Consulting Australia Pty Ltd) – Attachment 9	A Road Traffic Noise Intrusion Assessment has been prepared by SLR Consulting Australia Pty Ltd to support the proposed reconfiguration of land at 71–85 Port Douglas Road, Port Douglas (Lot SP150468), which involves the creation of 40 residential allotments adjacent to a state-controlled road. The assessment was undertaken in accordance with SDAP State Code 1 – Development in a State-controlled Road Environment and Queensland Development Code Mandatory Part MP4.4 (Buildings in a Transport Noise Corridor). The site is located within a mapped transport noise corridor associated with Port Douglas Road and is therefore subject to road traffic noise intrusion requirements. The study included 48-hour environmental noise monitoring and traffic counts, followed by detailed road traffic noise modelling using industry-accepted methodologies. Noise levels were predicted for a 10-year post-completion horizon (2038) to conservatively assess future traffic conditions. The modelling was verified against measured data and confirmed to be within acceptable tolerances.

	The assessment identifies that, without mitigation, some allotments closest to Port Douglas Road would exceed the applicable free-field noise criteria. To address this, the report recommends the installation of acoustic noise barriers (approximately 1.8–2.0 metres in height) along portions of the eastern site boundary. With these mitigation measures in place, all allotments are predicted to achieve compliance with the relevant SDAP noise limits. The report also assigns QDC MP4.4 Noise Categories to each allotment, which will inform future dwelling design and construction requirements, including minimum acoustic performance standards for building elements such as glazing, walls and roofs. A number of lots are predicted to achieve Noise Category 0 or 1, requiring minimal or standard acoustic treatment, while others closer to the road will require enhanced building envelope treatments consistent with QDC MP4.4. Overall, the assessment concludes that, subject to the recommended noise barriers and future dwelling design complying with QDC MP4.4, the proposed subdivision can be developed without unacceptable noise impacts and is capable of complying with the relevant State and building noise requirements.
Geotechnical Assessment (GEO design) – Attachment 10	A Geotechnical Assessment prepared by GEO Design Pty Ltd confirms that the proposed residential subdivision at 71–85 Port Douglas Road, Port Douglas is feasible from a geotechnical perspective. The site comprises natural sands overlying soft marine clays, with deeper stiff clays and dense sands. The assessment confirms that existing crushed concrete and sand stockpiled on site may be reused as engineered fill, subject to placement and compaction in accordance with AS 3798. Minor settlement of underlying marine clays may occur, however, this can be effectively managed by limiting fill to approximately previous natural ground levels. With appropriate fill placement and verification, the subdivided lots are expected to achieve an equivalent Class S site classification under AS 2870, with negligible settlement anticipated for future residential buildings. The marine clay layer is identified as Potential Acid Sulfate Soils, and disturbance should be avoided or appropriately managed. Overall, the assessment concludes that no further geotechnical investigations are required at this stage and that geotechnical risks can be effectively addressed through standard design and construction controls.

3.3 Infrastrucutre 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.

A development application was previously approved over the subject site for Multiple Dwellings (Tourist) and Accommodation Premises, with approval issued on 5 December 2002. The approval authorised a substantial tourism-based development comprising 99 Multiple Dwellings (Tourist), 70 Accommodation Premises (Motel), a caretaker's residence, shops, and associated ancillary uses.

The approval imposed conditions requiring the payment of developer contributions (now referred to as infrastructure charges) in accordance with the applicable planning policy governing water supply and sewerage headworks. The relevant conditions required contributions to be paid at the applicable rate at the time of payment, together with the provision of a substantial cash security to Council.

A Revised Negotiated Decision Notice, issued shortly after the original approval, amended the infrastructure contribution requirements, resulting in contributions being paid for the equivalent of 169 Equivalent Dwelling Connections (EDCs) for both water and sewerage services. These payments totalled approximately $475,000 and were made in full in accordance with Council's requirements.

Following the issue of a building approval, development works commenced on site, including the construction of footings and a basement slab. However, works were subsequently suspended due to prevailing market conditions, and the development did not proceed to completion. An extension to the currency period of the approval was granted, however the approval ultimately lapsed.

Ownership of the land changed during this period. As a result, the paid infrastructure contributions became credits attaching to the land, rather than to any individual proponent.

Subsequent investigations undertaken by Council officers confirmed that all or part of the paid headworks contributions had already been applied to trunk infrastructure upgrades, undertaken in anticipation of the approved development. Accordingly, the contributions were not refundable, having been lawfully expended to service the expected demand generated by the approved use.

Therefore, equivalent value in credit needs to be acknowledged when calculating the applicable Infrastrucutre Charges Notice.

4.0 Statutory Town Planning Framework

4.1 Planning Act 2016

4.1.1 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.

4.1.2 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.

4.1.3 Assessment Manager

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

4.2 State Planning Instruments

4.2.1 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.

4.2.2 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.

4.2.3 Referrals and State Development Assessment Provisions (SDAP)

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

- *Planning Regulation 2017, Schedule 10, Part 9, Division 4, Subdivision 2, Table 1 – Reconfiguring a lot near a State transport corridor.*

An assessment of the application against the SDAP Code 1 is provided under Attachment 12.

4.2.4 Schedule 12A Assessment Benchmarks

The proposed development triggers consideration of the Planning Regulation Schedule 12A Assessment Benchmarks for Particular Reconfiguring a Lot, refer to Table 5 below for further assessment.

Table 5: Schedule 12 Assessment

Assessment Benchmark	Assessment Comment
Purpose of part (1) This part sets out assessment benchmarks for reconfiguring a lot to which this schedule applies. (2) The purpose of this part is to ensure the reconfiguration supports convenient and comfortable walking for transport, recreation, leisure and exercise in the locality of the lot.	**Complies.** The proposed reconfiguration has been designed to support convenient and comfortable walking for transport, recreation, leisure and exercise within the locality. Pedestrian movement is facilitated through integration with the existing public footpath network along Port Douglas Road, as well as the provision of internal pedestrian connections within the subdivision. In addition, a dedicated pedestrian and buggy pathway is provided to directly connect the site with the adjoining Mirage Country Club, enhancing access to recreational facilities and open space areas. The subdivision layout promotes permeability and legibility, minimises unnecessary vehicular access points, and is supported by a comprehensive landscape framework that will deliver shade, visual amenity and comfort for pedestrians. Collectively, these measures ensure the reconfiguration achieves the intended outcome of supporting walkability and active transport consistent with the purpose of this part.
Connectivity The reconfiguration provides connectivity for pedestrians by— (a) ensuring that any roads constructed or extended in association with the reconfiguration are connected in a grid-like pattern that is responsive to topography and other physical constraints; and	**Complies.** The proposed reconfiguration provides appropriate pedestrian connectivity consistent with the intent of this provision. The internal road network has been designed to function as a coherent and legible layout that responds to the site's size, shape and physical constraints, including its single frontage and the need to avoid additional access points to the state-controlled Port Douglas Road. While a traditional grid pattern

(b) ensuring that, to the extent topography and other physical constraints reasonably permit, any roads constructed or extended in association with the reconfiguration, or footpaths provided in relation to the reconfiguration— (i) connect to roads and footpaths in surrounding areas; or (ii) allow for connection to future roads and footpaths in surrounding areas.	is not achievable in this context, the layout represents a logical and efficient arrangement that maximises connectivity within the site and avoids unnecessary severance or isolation of lots. Pedestrian connectivity beyond the site is achieved through integration with the existing footpath network along Port Douglas Road, providing safe and convenient connections to surrounding areas. In addition, the development includes a dedicated pedestrian and buggy pathway linking the subdivision directly to the Mirage Country Club to the north, supporting access to recreational facilities and open space. The subdivision layout and pedestrian connections also allow for logical future linkages, should adjoining land be redeveloped. On this basis, the proposed reconfiguration achieves the intent of providing pedestrian connectivity to the extent reasonably permitted by topography and site constraints.
Maximum length of particular blocks (1) The reconfiguration provides for convenient pedestrian movement by ensuring the length of each boundary of a block for the reconfiguration does not exceed the lesser of— (a) a maximum length for a boundary of a block stated in a local assessment benchmark for the reconfiguration; or (b) 250m. (2) Subsection (1) does not apply in relation to a block for the reconfiguration that the development application for the reconfiguration states will be subdivided as part of a future stage of development.	**Complies.** Each block is less than 250m.
Street trees The reconfiguration provides shade for comfortable walking by— (a) if a local assessment benchmark for the reconfiguration requires the planting of more than 1 tree per 15m on each side of	**Complies and may be further Conditioned.** Refer to the Landscape Plan.

a new road—complying with the local assessment benchmark; or (b) otherwise—ensuring at least 1 tree is planted per 15m on each side of a new road.	
Footpaths The reconfiguration provides for convenient and comfortable pedestrian movement by ensuring— (a) for a new road used mainly for providing direct access to a created lot—a footpath is constructed— (i) if a local assessment benchmark for the reconfiguration requires the construction of a footpath on both sides of the new road—on both sides of the road; or (ii) otherwise—on at least 1 side of the new road; or (b) for another new road—a footpath is constructed on both sides of the road.	**Complies.** The development maintains the existing footpath within Port Douglas Road as well as provides an internal footpath network with linkages.
Parks and other areas of open space (1) The reconfiguration ensures access to areas for recreation, leisure or exercise by ensuring that, to the extent topography and other physical constraints reasonably permit, a part of each block for the reconfiguration is within 400m of a park or another area of open space that is accessible to the public. (2) In this section— *park* includes— (a) an existing park; and (b) a park, to be provided under a development approval, if development of the park has started; and (c) land identified as a park in a local planning instrument; and (d) land identified in an LGIP for public park infrastructure.	**Does not Comply.** It is acknowledged that the proposed reconfiguration does not strictly comply with the requirement for all blocks to be located within 400 metres of a publicly accessible park or open space. This outcome arises primarily due to the site's location within an established urban area where the existing distribution of public open space is fixed and not capable of being altered by the subdivision. Notwithstanding this, the development provides an acceptable alternative outcome when assessed against the intent of the provision. The site is well serviced by an existing and extensive pedestrian footpath network along Port Douglas Road, which provides safe and convenient access to a range of recreational and leisure opportunities beyond formal parkland, including beach access, foreshore areas and recreational facilities associated with the Mirage Country Club. It is noted that there is an existing Council park approximately 500m south of the site.

	In addition, the subdivision incorporates a direct pedestrian and buggy pathway connection to the Mirage Country Club to the north, which provides access to landscaped open areas, walking routes and recreational amenities that function as de facto open space for residents. These connections support everyday recreation, leisure and exercise without reliance on private vehicle travel. Given the site's urban infill context, proximity to high-quality recreational environments, and the strong emphasis on walkable connections rather than duplication of open space, the proposal is considered to achieve the underlying intent of providing reasonable access to areas for recreation, leisure and exercise. Accordingly, the non-compliance is justified in this instance.

4.3 Douglas Shire Planning Scheme 2018 v1

The Planning Scheme came into effect on 2 January 2018 and is the applicable planning scheme to the Douglas Local Government Area. It is noted that the Planning Scheme was drafted under the *Sustainable Planning Act 2009* ('the SPA'). The interpretation of the Planning Scheme with respect to the proposed development is therefore based on the transitional provisions of the Planning Act.

4.3.1 Strategic Framework

The Strategic Framework establishes the overarching policy intent for land use and development within Douglas Shire and provides the primary benchmark for the assessment of Impact Assessable development. The proposed Preliminary Approval (including a Variation Request) and Development Permit for Reconfiguring a Lot at 71–85 Port Douglas Road has been assessed against the Strategic Framework as a whole, having regard to the site's location, development history, surrounding land uses, physical constraints and long-term planning context.

When considered in its entirety, the proposal represents an orderly, logical and site-responsive planning outcome that advances the Strategic Framework's intent for consolidation of urban development, increased housing choice, protection of environmental and scenic values, and reinforcement of community character and identity. Importantly, the proposal responds directly to the Strategic Framework's emphasis on avoiding over-scaled and contextually inappropriate development

in Port Douglas, particularly in light of the site's long history of undelivered high-intensity tourism approvals.

Table 5: Strategic Framework Assessment

Strategic Framework Theme	Compliance Comments
3.4 Theme 1: Settlement Pattern	The Strategic Framework seeks to achieve a settlement pattern comprised of well-planned, discrete and consolidated urban communities, with development contained within established urban areas and serviced by existing infrastructure. The subject site is located within the established urban area of Port Douglas, bounded by Port Douglas Road, the Oaks Port Douglas Resort and the Mirage Country Club. The proposed development does not extend the urban footprint, nor does it represent greenfield expansion into undeveloped coastal or rural land. Rather, it facilitates the orderly redevelopment of an underutilised and historically disturbed urban site, consistent with the intent of consolidation articulated under Theme 1. The proposed subdivision of 40 residential lots represents a moderate-density residential outcome that is appropriately scaled for its urban context and avoids the excessive intensity previously associated with resort-style development proposals on the land. Residential development is expressly contemplated within the Strategic Framework for Port Douglas, provided it is designed to respect infrastructure capacity, settlement character and environmental constraints. The internal road network, pedestrian connectivity and private servicing strategy support a cohesive residential enclave that integrates with surrounding development without creating undue traffic or infrastructure demands. Importantly, access is achieved via the existing service road arrangement, avoiding the need for a new direct access onto Port Douglas Road and maintaining the function and safety of the transport network. Accordingly, the proposal is consistent with the Strategic Framework's settlement pattern objectives by consolidating urban development within the existing Port Douglas urban area and facilitating an efficient and coordinated residential outcome.
3.5 Theme 2 – Environmental and Landscape Values	The Strategic Framework places significant emphasis on protecting Douglas Shire's environmental values, scenic landscapes and ecological systems, particularly given the proximity of Port Douglas to the Wet Tropics and Great Barrier Reef World Heritage Areas. The subject site is not located within a World Heritage Area and does not contain areas of high ecological significance. The land has been previously disturbed by

	earlier development approvals, including excavation and partial earthworks, which substantially reduces its environmental sensitivity relative to undeveloped land elsewhere in the Shire. The proposed development incorporates a comprehensive landscape strategy, including acoustic fencing, planting buffers, feature trees and avenue planting, which collectively soften built form, enhance visual amenity and reinforce the tropical character of the locality. The landscaping approach ensures that development is visually recessive when viewed from Port Douglas Road and adjoining resort and golf course land, consistent with the Strategic Framework's scenic amenity objectives. Stormwater is managed through an integrated on-site detention system designed to achieve no worsening of downstream impacts, thereby protecting water quality and hydrological function consistent with the Strategic Framework's waterway protection outcomes. No artificial canal or lake systems are proposed, and development does not rely on visually intrusive engineering solutions to overcome site constraints. Overall, the proposal demonstrates that environmental and landscape values are protected and enhanced, consistent with Theme 2 of the Strategic Framework.
3.6 Theme 3 – Natural Resource Management	The Strategic Framework seeks to ensure that development occurs in a manner that protects natural resources, including land, water and catchment systems, and avoids adverse impacts on downstream environments. The proposed subdivision has been supported by a detailed engineering assessment confirming that water supply, sewerage and stormwater infrastructure can be accommodated without compromising broader network capacity. The reliance on existing trunk infrastructure, together with on-site detention and controlled discharge, aligns with total water cycle management principles. The site is not identified as high-value agricultural land, nor does it support extractive or primary production activities. As such, the proposal does not result in the loss or fragmentation of valuable natural resources and does not introduce land use conflicts with rural or productive land. The development therefore aligns with Theme 3 by ensuring that natural resources are responsibly managed and that infrastructure solutions are proportionate, contained and environmentally responsive.
3.7 Theme 4 – Strong Communities	Theme 4 is of particular relevance to the assessment of this proposal, noting Council's previous concerns regarding the impact of large-scale tourism development on community character and identity at this site.

	The proposed development represents a fundamental shift away from intensive tourist accommodation toward a permanent residential community that is compatible with surrounding land uses and reflective of contemporary housing needs in Port Douglas. This approach directly responds to the Strategic Framework's call for sensitive, incremental change, rather than over-scaled development lacking local context. The subdivision layout, lot size mix and Architectural Design Guidelines collectively ensure that future dwellings will adopt a contemporary tropical architectural style, reinforce streetscape quality and maintain residential amenity. The establishment of an Architectural Review Committee provides an additional governance mechanism to ensure built form outcomes remain consistent with the intended character of the estate over time. The proposal increases housing choice within Port Douglas by delivering smaller and more manageable lot sizes suitable for a diverse range of households, including downsizers, local workers and permanent residents. This outcome is strongly aligned with the Strategic Framework's objective of supporting diverse, inclusive and sustainable communities. Importantly, the development avoids the creation of a gated or insular enclave and instead integrates with the surrounding urban fabric through pedestrian connections, landscaping and visual permeability.
3.8 Theme 5 – Economy	While Port Douglas will continue to function as a premier tourism destination, the Strategic Framework recognises the need for economic resilience and diversification beyond tourism alone. The proposed residential development contributes to the local economy by supporting construction activity, increasing permanent population and strengthening demand for local services and businesses. The transition of the site from an underutilised and vacant parcel into an active residential precinct represents a positive economic outcome that complements, rather than competes with, the tourism economy. Importantly, the proposal avoids reliance on speculative or high-risk tourism models that have repeatedly failed to deliver on this site. Instead, it enables a realistic, market-responsive and deliverable development outcome that aligns with long-term economic sustainability.
3.9 Theme 6 – Infrastructure and Transport	The Strategic Framework seeks to ensure that development is supported by appropriate infrastructure and does not place unreasonable demands on transport networks or community services.

	The engineering assessment confirms that the development can be serviced without major upgrades to trunk infrastructure and without compromising the operational integrity of the Port Douglas water and sewerage systems. Traffic impacts are modest and appropriately managed through the existing service road access arrangement, thereby avoiding additional pressure on Port Douglas Road. The internal road network, visitor parking provision and pedestrian connectivity support safe and legible movement throughout the site, consistent with the Strategic Framework's transport and accessibility objectives.

When assessed against the Strategic Framework in its entirety, the proposed Preliminary Approval (including the Variation Request) and Development Permit for Reconfiguring a Lot at 71–85 Port Douglas Road represents a balanced, contextually appropriate and strategically justified planning outcome.

The proposal consolidates development within the existing urban footprint, protects environmental and scenic values, enhances housing choice, reinforces community identity and delivers a realistic and sustainable alternative to historically unsuccessful tourism proposals. It therefore advances the intent of the Strategic Framework and achieves an outcome that is consistent with orderly planning and the long-term interests of Port Douglas and Douglas Shire.

4.3.2 Applicable Codes

A detailed assessment of the proposal has been conducted against the relevant codes and is provided as Attachment 11. Based on that assessment, it is concluded that the development substantially complies with the applicable assessment benchmarks. Table 7 provides a summary of the key issues considered by the assessment.

Table 6: Summary of Supporting Documentation

Applicable Code	Summary
6.2.7 – Low Medium Density Residential Zone Code	A detailed assessment has been undertaken against the Low-Medium Density Residential Zone Code (6.2.7) of the Douglas Shire Planning Scheme 2018, as set out in the accompanying compliance table. The application seeks a Preliminary Approval including a Variation Request to establish site-specific use rights consistent with the Low Medium Density Residential Zone, together with approval for a Reconfiguring a Lot (1 lot into 40 lots plus common property). Overall, the assessment demonstrates that the proposal achieves the purpose and overall outcomes of the Zone Code. The subdivision represents a well-located urban infill outcome within an established and fully serviced area close to the Port Douglas town centre. The proposed lot layout, private infrastructure and

	Architectural Design Guidelines collectively support a low-rise, low medium density residential character consistent with the intent of the Zone. Several built form related performance outcomes are not determinable at the subdivision stage and are appropriately addressed through future development applications. These matters are proactively managed through the Architectural Design Guidelines, which provide clear and enforceable controls over dwelling scale, height, siting and landscaping, ensuring future development achieves acceptable residential amenity. Where prescriptive numerical standards such as lot size and frontage are not strictly met, the assessment demonstrates that alternative solutions deliver an equivalent planning outcome. Reduced lot dimensions are supported by comprehensive design controls, landscaping requirements and interface treatments, ensuring that residential character and amenity are maintained. In summary, when assessed holistically, the proposed development is consistent with the strategic intent of the Low Medium Density Residential Zone Code and represents an orderly, high-quality residential outcome that can be supported, subject to reasonable and relevant conditions.
7.7.4 – Port Douglas Craiglie Local Plan Code	An assessment has been undertaken against the Port Douglas / Craiglie Local Plan Code, having regard to the site's location, surrounding land uses and the nature of the proposed residential subdivision. Overall, the proposal is consistent with the purpose and overall outcomes of the Local Plan, which seek to manage growth in a manner that respects Port Douglas's distinctive tropical character, environmental values and established urban structure. The proposed subdivision represents an orderly infill outcome within an existing urban area and does not promote outward expansion or encroachment into sensitive environmental areas. The design appropriately responds to the local context by retaining key landscape elements, including the iconic Oil Palm Avenue along Port Douglas Road, and by ensuring that vegetation and landscaping will continue to play a dominant role in the streetscape and public realm. Access arrangements have been carefully considered to protect the function and character of Port Douglas Road, with site access achieved via the existing service road, consistent with the Local Plan's emphasis on minimising impacts on key approach routes

	and gateways. The development also integrates with existing pedestrian infrastructure and enhances connectivity through additional pedestrian and buggy links, supporting walkability and access to surrounding recreational and community assets. While detailed built form outcomes will be determined through future development applications, the subdivision is supported by Architectural Design Guidelines that provide a clear framework to ensure future dwellings are low-rise, well landscaped and compatible with the tropical resort and residential character envisaged by the Local Plan. Overall, the proposed development is considered to achieve the intent of the Port Douglas / Craiglie Local Plan Code by delivering a high-quality residential outcome that reinforces local character, protects important landscape features, supports connectivity, and contributes positively to the long-term structure and liveability of Port Douglas.
8.2.1 - Acid Sulfate Soils Overlay Code	The subject site is mapped within the Acid Sulfate Soils Overlay, and the proposed reconfiguring a lot has therefore been assessed against the Acid Sulfate Soils Overlay Code (8.2.1) of the Douglas Shire Planning Scheme 2018. The assessment demonstrates that the development is capable of complying with the purpose and performance outcomes of the Code. While earthworks and filling are proposed as part of the subdivision, the extent and location of potential acid sulfate soils can be appropriately identified and managed through conditions of approval. The proposal is designed to avoid unnecessary disturbance of potential or actual acid sulfate soils wherever practicable. Where disturbance cannot be avoided, works can be managed to ensure that acid generation and the release of metal contaminants are prevented through appropriate treatment, groundwater management and construction controls. Importantly, the development does not inherently require excavation or groundwater extraction that would result in unacceptable environmental harm. With the application of standard conditions addressing investigation, management and monitoring, the proposal will ensure that no environmental harm occurs as a result of acid sulfate soil disturbance.
8.2.2 - Bushfire Hazard Overlay Code	The subject land is partly mapped within the Bushfire Hazard Overlay, and the proposed Reconfiguring a Lot has therefore

	been assessed against the Bushfire Hazard Overlay Code (8.2.2) of the Douglas Shire Planning Scheme 2018. The proposal does not involve a vulnerable use, the manufacture or storage of hazardous materials, or emergency/community support services. Accordingly, a number of performance outcomes are not applicable to the development. While the overlay mapping identifies a High Potential Bushfire Intensity area along the rear of the site, this mapping is considered anomalous in the context of the site's urban setting, surrounding land uses and existing disturbance. Notwithstanding this, the development incorporates an appropriate alternative solution whereby all vegetation within the mapped high bushfire risk area will be removed to facilitate bulk earthworks associated with the subdivision. This will effectively eliminate the fuel load and, in practical terms, remove the source of bushfire risk affecting the site. The subdivision design further strengthens bushfire resilience through the extension of the existing service road, which provides a permanent cleared separation and effective line of defence between any residual vegetation and future residential lots. This road corridor also improves emergency access and supports firefighting and maintenance activities. In addition, all lots will be connected to reticulated water supply, providing a reliable water source for firefighting purposes and significantly reducing risk when compared with developments reliant on on-site water storage. The internal road layout avoids bottlenecks, provides clear evacuation routes, and ensures safe and efficient access for emergency vehicles. All critical infrastructure is proposed to be placed underground, and no elements of the development increase bushfire hazard or compromise emergency response capability.
8.2.4 - Flood and Storm Tide Hazard Overlay Code	The subject site is affected by the Flood and Storm Tide Hazard Overlay, and the proposed Reconfiguring a Lot has therefore been assessed against the Flood and Storm Tide Hazard Overlay Code (8.2.4) of the Douglas Shire Planning Scheme 2018. The assessment demonstrates that the development can achieve the purpose and overall outcomes of the Code. The site is affected by storm tide inundation for the Year 2100 1% AEP event, inclusive of sea level rise. In response, the subdivision has been designed to ensure appropriate flood immunity, with

	minimum pad levels of 3.45 m AHD, exceeding the required finished floor level of 3.309 m AHD (inclusive of freeboard). This ensures future development can be safely accommodated and resilient to defined storm tide events. The proposal does not involve vulnerable land uses, community infrastructure, or hazardous materials, and therefore a number of performance outcomes are not applicable. Importantly, the subdivision layout does not intensify residential use below defined flood levels and enables future buildings to comply with relevant building assessment provisions under the *Building Act 1975*. Flood risk is further managed through appropriate site layout and access arrangements, ensuring safe and practical evacuation and avoiding isolation of residents during flood or storm tide events. The development will not increase flood levels, flow velocities, or flood impacts on adjoining land, and does not adversely affect flood storage or natural flood processes.
8.2.6 – Landscape Values Overlay Code	The subject land is affected by the Landscape Values Overlay, including the Scenic Route Buffer / View Corridor sub-category associated with Port Douglas Road. The proposed Reconfiguring a Lot has therefore been assessed against the Landscape Values Overlay Code (8.2.6) of the Douglas Shire Planning Scheme 2018. The site is not located within a High or Medium Landscape Value Area, nor within a Coastal Scenery Area. Accordingly, the assessment is primarily focused on PO3 – Scenic route buffer / view corridor areas. The subdivision does not introduce built form and therefore does not result in visually intrusive development within identified view corridors. Rather, it establishes the underlying urban structure, comprising roads, lots and a landscape framework, that will enable future dwellings to be appropriately designed and sited in response to the surrounding landscape. Landscaping requirements embedded within the estate's Architectural Design Guidelines promote a consistent tropical streetscape and meaningful vegetation establishment, supporting compliance with PO3(b). Importantly, the development retains the iconic Oil Palm Avenue along Port Douglas Road, which will continue to function as the dominant landscape and visual focal element of the locality. No signage or advertising devices form part of the subdivision

	outcome, aligning with PO3(g) and the Code's intent to avoid visual clutter.
8.2.10 - Transport Network Overlay Code	The proposed Port Douglas Road subdivision has been assessed against the Transport Network Overlay Code (8.2.10) and is supported by a Traffic Impact Assessment prepared in accordance with Planning Scheme Policy SC6.10 – Parking and Access. The assessment confirms that the development is compatible with the intended role and function of the surrounding transport network and will not compromise traffic safety or operational efficiency. Access to the site is provided via an existing lower-order service road, avoiding the creation of new or intensified direct access to the state-controlled Port Douglas Road. This approach supports the established road hierarchy and protects the function and safety of the major transport corridor, consistent with PO1 and PO4. The development does not necessitate upgrades to external transport infrastructure beyond standard subdivision works, and internal road and access arrangements are appropriately integrated with the existing network. Sensitive land use outcomes and pedestrian/cycle network upgrades are not triggered at the subdivision stage. Existing roadside vegetation, including the iconic Oil Palm Avenue, is largely retained, maintaining visual and amenity screening along Port Douglas Road. Minor vegetation clearing associated with the service road extension is limited and appropriately managed.
9.4.7 - Reconfiguring a Lot Code	An assessment has been undertaken against the Reconfiguring a Lot Code (Table 9.4.7.3.a) of the Douglas Shire Planning Scheme 2018 for the proposed subdivision at Port Douglas Road. Overall, the proposal is considered to achieve the purpose and overall outcomes of the Code, delivering a well-designed, functional and integrated residential subdivision. The subdivision establishes an orderly street and lot layout that supports walkability, efficient land use and appropriate integration with the surrounding urban environment. All lots are regular and functional in shape, have legal and practical access via the internal road network, and are capable of accommodating future residential development consistent with the applicable planning framework. While some lots are below the nominal 450m² benchmark, this is offset by a comprehensive and

	enforceable Architectural Design Guideline framework, which ensures low-rise built form, appropriate site coverage, landscaping and residential amenity outcomes. The design responds appropriately to site features and local context, retaining key landscape elements including the iconic Oil Palm Avenue along Port Douglas Road, while necessary vegetation clearing is balanced by a coordinated landscape strategy. Access is achieved via the existing service road, avoiding additional connections to the state-controlled road network and protecting its function and character. The cul-de-sac layout is a justified and appropriate design response given the site constraints and contributes to minimising access points to Port Douglas Road, while maintaining pedestrian connectivity and integration with surrounding infrastructure. The subdivision supports housing diversity through a range of lot sizes and configurations in a highly accessible location close to the Port Douglas CBD. The development is located within an established urban area, can be serviced by existing infrastructure, does not place people or property at risk from natural hazards, and does not compromise environmental or scenic values. Matters relating to public open space, rear lots, gated communities and public transport extensions are either not applicable or appropriately addressed through proximity to existing facilities.
9.4.1 - Access, Parking and Servicing Code	The proposed Port Douglas Road subdivision has been assessed against the Access, Parking and Servicing Code (9.4.1) and is considered capable of achieving the purpose and overall outcomes of the Code. At the subdivision stage, the proposal establishes an appropriate access and servicing framework, with site access achieved via the existing service road, thereby avoiding additional direct access points to the state-controlled Port Douglas Road. This approach supports the safe and efficient operation of the surrounding road network and is consistent with the desired streetscape and local character. Detailed matters relating to on-site parking provision, driveway design, gradients, servicing arrangements and vehicle manoeuvring are not triggered at this stage or are more appropriately addressed through future development approvals for individual lots. Notwithstanding this, the subdivision layout and Architectural Design Guidelines ensure that each lot will be

	capable of accommodating compliant parking, access and servicing arrangements consistent with Australian Standards and Council requirements. The Engineering Assessment confirms that service vehicles, including refuse collection vehicles, can safely and conveniently access and manoeuvre within the internal road network without adversely impacting residential amenity or pedestrian movement. Pedestrian connectivity is also supported through integration with existing footpath infrastructure and internal pathways.
9.4.3 - Environmental Performance Code	The proposed Port Douglas Road subdivision has been assessed against the Environmental Performance Code (9.4.3) and is considered capable of achieving the purpose and overall outcomes of the Code. The development does not involve activities that would generate unacceptable impacts relating to noise, odour, airborne particles or emissions. Any temporary impacts associated with construction activities can be appropriately managed through standard conditions applied at the Operational Works stage, including construction management and environmental controls. Outdoor and street lighting requirements are capable of complying with relevant Australian Standards and can be addressed through detailed design and conditioning, ensuring that lighting does not adversely affect surrounding residential amenity. Waste storage and servicing arrangements can be designed and managed to prevent adverse noise, odour or visual impacts, consistent with Council requirements. Stormwater quality has been carefully considered, with all runoff directed to a lawful point of discharge and managed through an on-site detention basin to ensure no worsening of downstream impacts. Erosion and sediment control measures will be implemented during construction in accordance with Council standards and the FNQROC Development Manual. The proposal also provides for the removal and ongoing management of pest plants, with appropriate measures to prevent reinfestation during and after development.
9.4.4 – Filling and Excavation Code	The proposed Port Douglas Road subdivision has been assessed against the Filling and Excavation Code (9.4.4) and is considered capable of achieving the purpose and overall outcomes of the Code.

	The site contains a substantial existing excavation associated with historic, partially completed development works. The proposed filling and excavation are primarily directed toward remediating this disturbed landform, backfilling the excavation and establishing stable, level and buildable residential allotments. Earthworks are internalised within the site, appropriately engineered, and supported by retaining structures where required, ensuring land stability and avoiding adverse impacts on adjoining properties. Stormwater and drainage impacts associated with increased site imperviousness are managed through an on-site detention basin with controlled discharge, ensuring no worsening of downstream flows or impacts on adjoining land. Erosion and sediment control measures will be implemented in accordance with Council standards and the FNQROC Development Manual to protect water quality during construction. Earthworks have been coordinated with the design of roads and services, do not compromise public utilities, and do not require complex engineering solutions. Visual impacts will be temporary during construction and mitigated through landscaping and the completed residential form.
9.4.5 - Infrastructure Works Code	The proposed Port Douglas Road subdivision has been assessed against the Infrastructure Works Code (9.4.5) and is considered capable of achieving the purpose and overall outcomes of the Code, which seek to ensure development is safely, efficiently and sustainably serviced by infrastructure. The development will be fully connected to Council's reticulated water supply and sewerage networks, providing reliable potable water, firefighting capacity and wastewater disposal consistent with FNQROC standards. Stormwater management has been comprehensively addressed through engineered drainage infrastructure, including on-site detention and erosion and sediment control measures, ensuring no adverse impacts on downstream water quality, flow regimes or environmental values. Access, roadworks and footpath infrastructure associated with the development can be designed and constructed in accordance with Council standards and are capable of being conditioned to comply at the Operational Works stage. The proposal does not adversely affect the integrity or operation of existing

	infrastructure networks and allows for efficient extension of services where required. Electricity and telecommunications infrastructure can be readily provided and integrated within the subdivision, with capacity confirmed. Matters relating to construction management, vegetation protection and protection of existing infrastructure can be appropriately addressed through standard conditions.
9.4.6 – Landscaping Code	The proposed Port Douglas Road subdivision has been assessed against the Landscaping Code (9.4.6) and is considered capable of achieving the purpose and overall outcomes of the Code, which seek to retain and enhance the Shire's tropical landscape character, visual amenity and streetscape quality. It is acknowledged that portions of existing vegetation will need to be cleared to facilitate necessary site earthworks and the provision of infrastructure, including internal roads, services and stormwater works. On balance, the development incorporates a comprehensive landscape framework that will re-establish and enhance vegetation across the site, including street trees, boundary planting and private lot landscaping, resulting in a net improvement to visual amenity and streetscape character over time. The submitted Landscaping Plans appropriately illustrate the landscape concept, which is consistent with Planning Scheme Policy SC6.7 and promotes tropical planting, shading, screening and integration with built form. Species selection, shade planting, weed management and CPTED principles can be secured through conditions and detailed design at the Operational Works stage.
9.4.9 – Vegetation Management Code	The proposed Port Douglas Road subdivision has been assessed against the Vegetation Management Code (9.4.9) of the Douglas Shire Planning Scheme 2018. The site is subject to a separate Development Application for Operational Works for Vegetation Clearing which supports the proposed development.

5.0 Conclusion

This Development Application seeks approval for a Combined Application comprising a Preliminary Approval (including a Variation Request) and a Development Permit for Reconfiguring a Lot over land at 71–85 Port Douglas Road, Port Douglas. The application represents a carefully considered and site-responsive planning outcome that facilitates the orderly redevelopment of a long-underutilised site within an established urban area.

The Preliminary Approval and associated Variation Request seek to establish site-specific use rights consistent with the Low Medium Density Residential Zone, recognising that the subject land, while currently zoned Tourist Accommodation, has a well-documented history of unsuccessful and undelivered tourism-based development. Multiple resort and accommodation proposals have been approved, extended or refused over the past two decades, yet none have proceeded to completion. This history demonstrates that intensive tourism development is neither a viable nor appropriate long-term outcome for the site, particularly given its surrounding residential, resort and recreational context.

In contrast, the proposed residential redevelopment represents a logical and deliverable transition for the land. The site's size, location, existing disturbance, access to services and proximity to the Port Douglas town centre make it well suited to a moderate-density residential outcome that is compatible with surrounding development and consistent with contemporary planning principles relating to urban consolidation, housing supply and efficient use of serviced land.

Notwithstanding this, the application recognises the established nexus between residential use and holiday accommodation in Port Douglas and, accordingly, the Variation Request also seeks approval to allow Short-Term Accommodation contained wholly within an existing Dwelling House to be Exempt Development.

The proposed reconfiguration of the land into 40 residential lots, supported by common property and private infrastructure, has been carefully designed to respond to the site's physical constraints and interfaces. The subdivision layout achieves an efficient and legible internal road network, provides appropriately sized and functional residential lots, and integrates comprehensive servicing solutions addressing access, stormwater management, earthworks and infrastructure provision. Importantly, the development can be fully serviced without reliance on new trunk infrastructure upgrades, and without placing unreasonable demand on Council assets.

The inclusion of Architectural Design Guidelines, administered through an Architectural Review Committee, provides a further level of certainty regarding the quality and consistency of future built form. These guidelines ensure that subsequent development will deliver a cohesive, high-quality residential environment that responds to the tropical Port Douglas context, protects residential amenity, and achieves a strong and enduring sense of place. This design governance framework

significantly elevates the planning outcome beyond that typically achieved through a standard residential subdivision.

A comprehensive assessment has been undertaken against all relevant statutory instruments, including the *Planning Act 2016*, applicable State planning instruments, the Douglas Shire Planning Scheme 2018 (Version 1), the Strategic Framework and all relevant overlay and development codes. The assessment demonstrates that the proposal is not prohibited, is appropriately impact assessable, and either complies with or can be conditioned to comply with the applicable assessment benchmarks.

Potential planning considerations commonly associated with redevelopment of this nature, including infrastructure capacity, traffic and access, stormwater management, flooding, bushfire hazard, environmental values and interface impacts, have been carefully examined and addressed through the subdivision design and supporting technical documentation. The proposal avoids overdevelopment, respects surrounding land uses, and ensures that environmental and amenity impacts are appropriately managed.

The Variation Request does not seek to enable uncontrolled or inappropriate development outcomes. Rather, it establishes a targeted, proportionate and site-specific planning framework that more accurately reflects the site's role within the Port Douglas urban area, while retaining Council's ability to regulate density, built form, environmental management and servicing outcomes through future development approvals.

When considered holistically, the proposal represents an orderly, logical and sustainable planning outcome that advances the intent of the Douglas Shire Planning Scheme, responds directly to the site's development history and constraints, and delivers a clear community benefit through the provision of well located residential land in an area where development opportunities are limited.

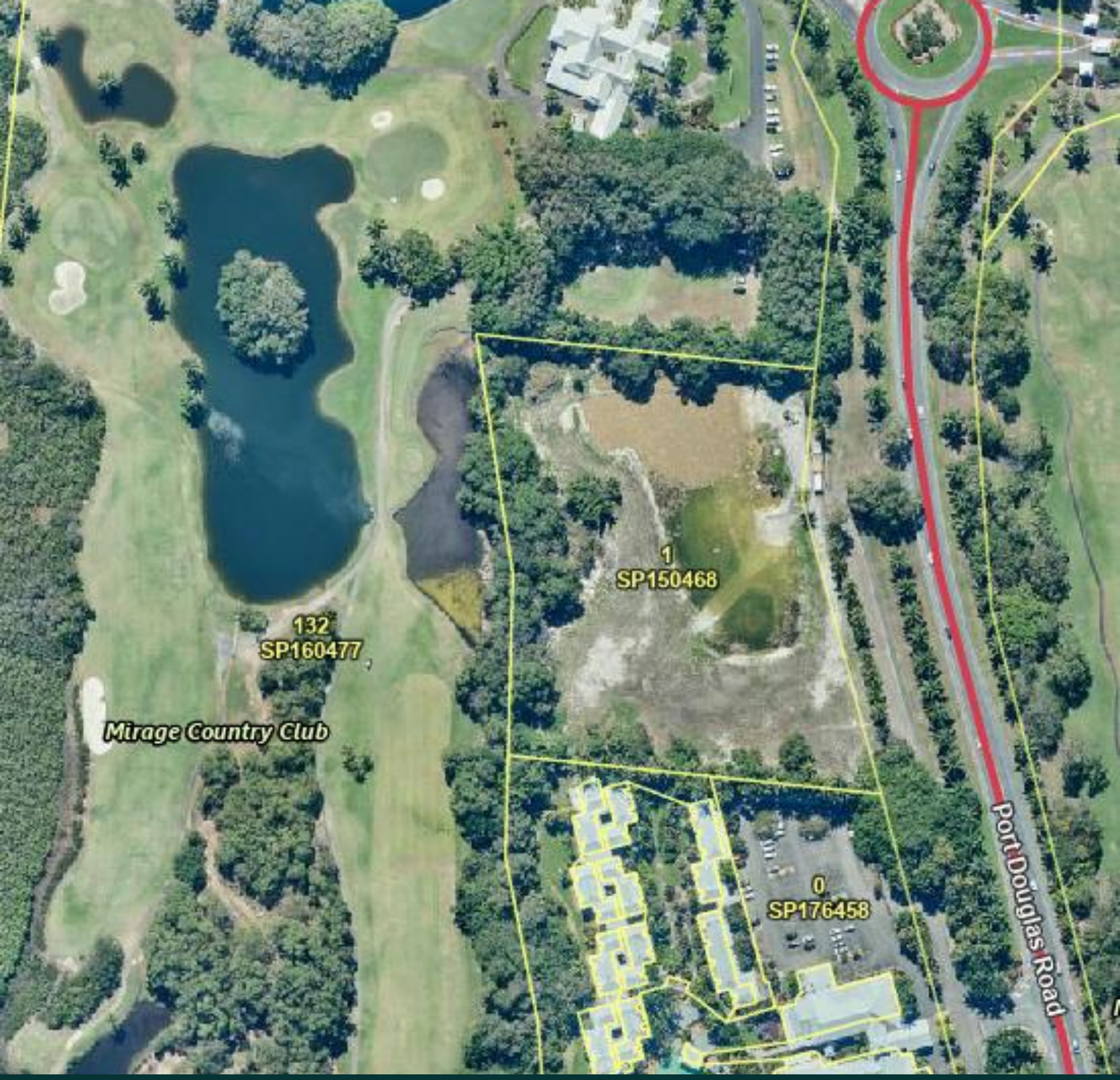
For these reasons, it is concluded that the proposed Preliminary Approval (including the Variation Request) and Development Permit for Reconfiguring a Lot can be supported and approved, subject to reasonable and relevant conditions.

ASPIRE

Town Planning and Project Services

Attachment 6

Engineering Services Report



Engineering Services Report

71-85 Port Douglas Road, Port Douglas

Prepared for **Seymour Land Pty. Ltd.**

Reference No. **BE25041**

16 December 2025

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Approved By



Aaron Gilboy

RPEQ: 14278

Director

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Appendix A Engineering Conceptual Drawings

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1 Introduction

Bourn Engineers have been commissioned by Seymour Land Pty. Ltd. to prepare an engineering assessment for the proposed development at 71-85 Port Douglas Road, Port Douglas. The proposed site consists of a 40-lot residential subdivision. The proposed subdivision is proposed to be maintained in private ownership with internal site assets to be provided as private assets. It is noted the subject site was previously subject to a development application for a resort complex which did not progress through to an approval. The site has been previously subject to initial earthworks, resulting in a partial existing basement excavation within the site area which currently is observed to be holding water.

The proposed site layout is shown on Figure 1-1 below.



Figure 1-1 Proposed site layout

2 Site Description

2.1 Existing Site Characteristics

The proposed development is located at 71-85 Port Douglas Road, Port Douglas, which is described as Lot 1 on SP150468. The site is zoned as Tourist Accommodation under Douglas Shire Council's Planning Scheme Zone Map. The site is bound by Port Douglas Road to the east, the Oaks Port Douglas Resort to the south, the Mirage Country Club to the west and north. The site location and surroundings are shown on Figure 2-1 below.



Figure 2-1 Proposed development location and surroundings

The site currently consists of natural vegetation and a large, excavated area resulting from previously completed earthworks activities which functions as a water collection point. The site generally grades towards the west with stormwater discharging from the site generally into an existing water body within the adjacent Mirage Country Club golf course.

3 Bulk Earthworks

3.1 Proposed Works

A significant amount of fill will be required to be brought in to backfill the existing excavation and flatten the lot to a suitable profile to support the proposed development.

The assessment notes the following earthworks volumes:

- Total cut: 4,871m^3
- Total fill: 14,138m^3.

All earthworks including filling and excavation are proposed to be undertaken in accordance with the Douglas Shire Council Planning Scheme Policy, relevant DSC sediment and erosion control guidelines, International Erosion Control Association (IECA) Sediment and Erosion Control Guidelines and Australian Standards AS3798-2007.

Retaining walls to selected allotment boundaries are proposed in order to achieve suitable building platforms for all allotments. Proposed retaining walls are between 0.4m and 2.6m in height. All retaining walls are to be fully contained within private allotments.

A schematic of the proposed earthworks for the development site is shown on Figure 3-1 below.



Figure 3-1 Concept bulk earthworks layout plan

3.2 Erosion and Sediment Control

The development site has been configured with consideration of erosion and sediment control measures to control overland flows in accordance with existing erosion and sediment control management plans.

The location and configuration of the proposed detention and stormwater treatment basins enable the establishment of erosion and sediment controls within the site which are able to be maintained for the duration of proposed bulk earthworks operation. It is proposed to establish these areas as interim sediment basins during the civil works construction period during prior to the commencement of bulk earthworks construction.

Local sediment and erosion control facilities shall be provided in a staged manner in line with construction works such that the upstream clean water flows are diverted around active construction sites where possible. Local controls shall be provided within each active construction site in order to capture and mitigate the discharge of dirty stormwater flows into downstream stormwater drainage systems and receiving properties.

Regular and ongoing maintenance to the erosion and sediment control facilities should be completed throughout the bulk earthworks and civil works construction process in order to ensure that controls retain capacity to manage future storm events. Following rainfall events efforts should be made to flocculate, de-water and restore capacity to sediment control facilities within 5 business days.

Early stabilisation of exposed sites should be completed progressively throughout construction in order to reduce sediment run off from completed bulk earthworks areas and assist in management of sediment loss generally. The civil contractor shall prepare their own detailed site management plan to achieve compliance with sediment and erosion control guidelines and maintain this as a live document throughout the construction program.

4 Roadworks

The site is proposed to be accessed via an extension of the service road which fronts the Oaks Port Douglas Resort, just south of the subject site. It is proposed that this service road is extended to service the subject site, which will minimise impact on the state-controlled Port Douglas Road. Eliminating the introduction of a new intersection on a short stretch of road (currently approximately 350m between intersections on either side of this lot's access) will be favourable in minimising disruption on a busy main road through Port Douglas.

The proposed service road will be a two-lane two-way road which leads into the private road which provides access to each individual lot. This is shown on Figure 4-1 below.

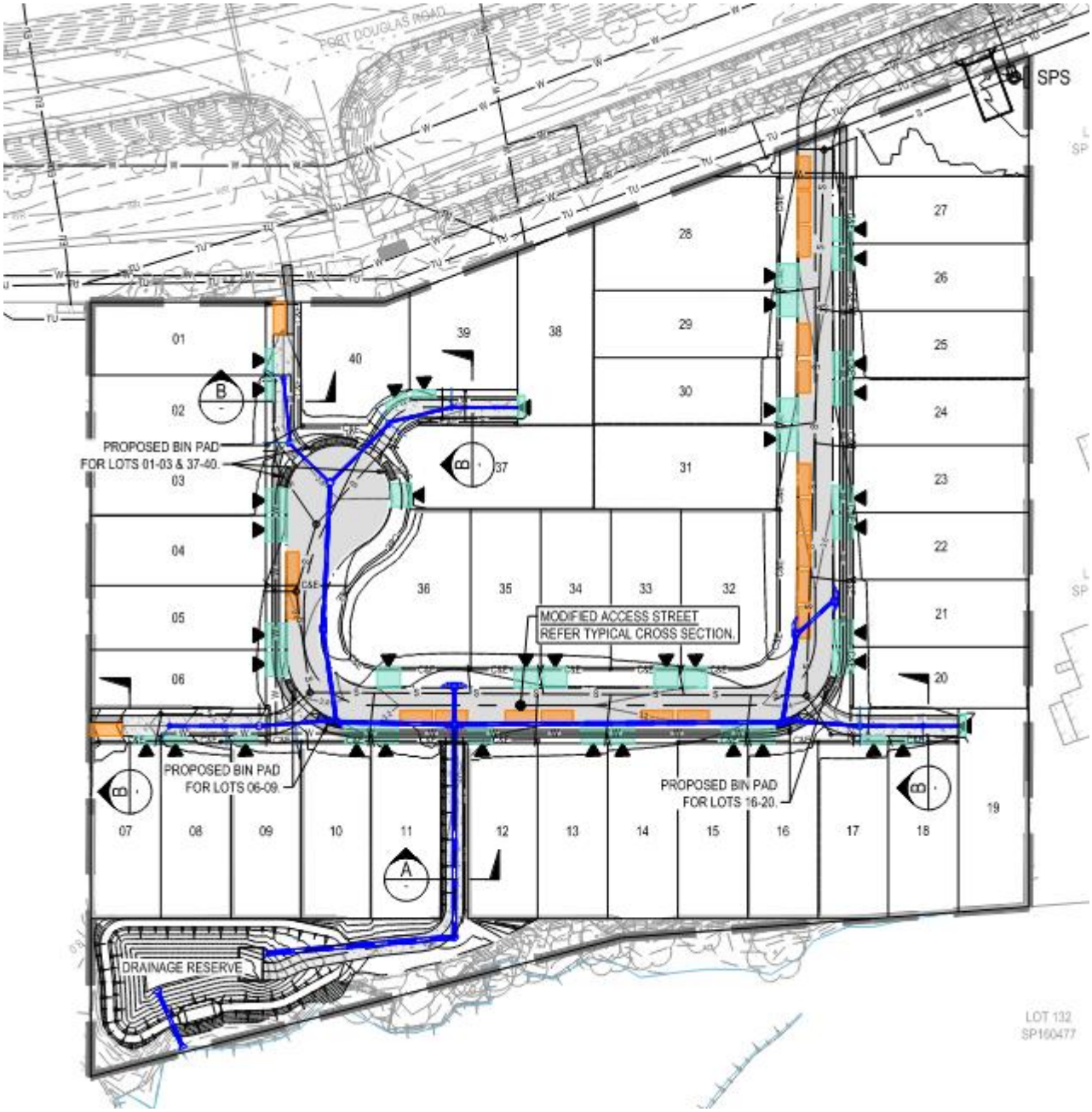


Figure 4-1 Internal road layout plan

It is noted a 3.0m wide basin access driveway is also provided to the detention basin located in the north-western corner of the site. The typical cross-sections for the extended service road, basin access reserve and driveway reserve are shown on Figure 4-2 below.

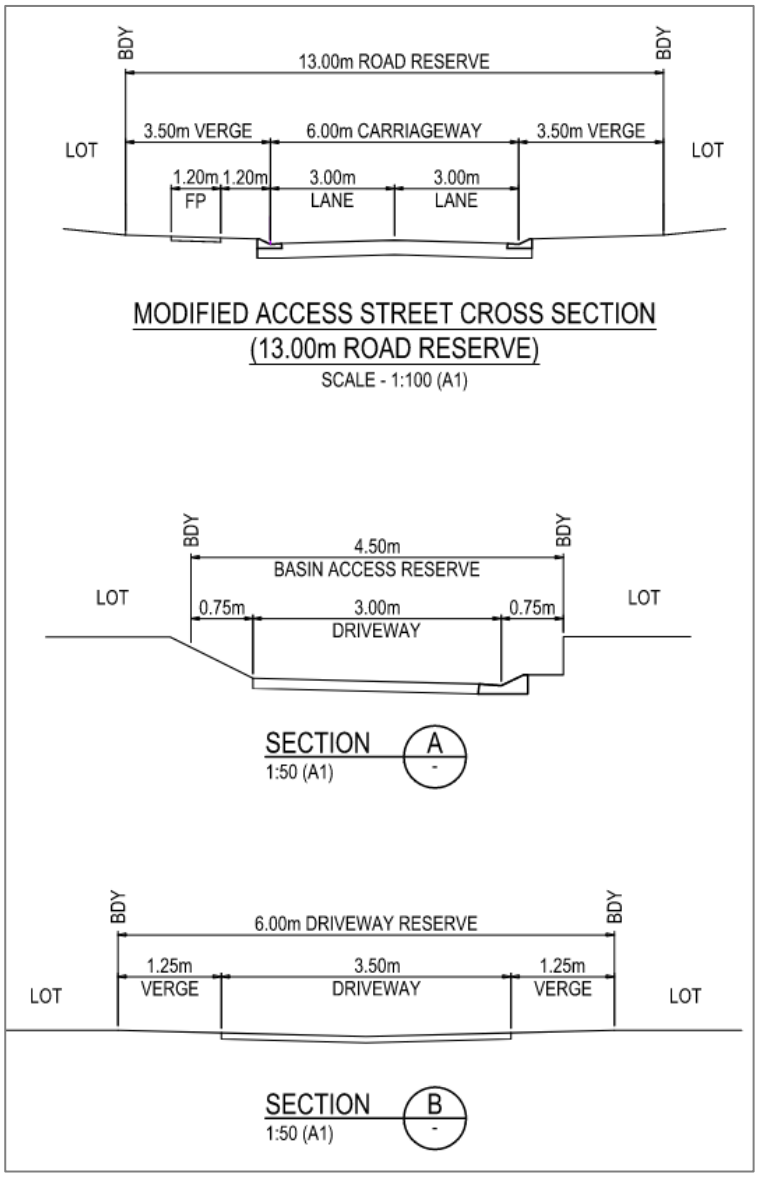


Figure 4-2 Typical road cross-sections

It is noted that all allotments which are proposed to be accessed via shared driveways are shown to be provided with dedicated bin pads located behind the back of kerb at the nearest available location within the surrounding roadway.

The site also features pedestrian footpath connections to the surrounding external networks. A connection is provided to the existing Port Douglas Road footpath from the end of a shared driveway located off of the internal cul-de-sac. Footpath connections are also provided from the end of a shared driveway to the site northern boundary in order to provide connection with the pedestrian footpath network within the golf course which accesses the Mirage Country Club house.

4.2 On-Street Parking

The proposed site consists of a 40-lot residential subdivision, all of which have access driveways off the internal road and private parking. 20 on-street parking spaces have also been provided to accommodate any visitors, which are highlighted in orange on Figure 4-1 above. The provided on-street parking allowances are compliant with Douglas Shire Council requirements for 1 visitor parking space per 2 lots.

5 Water and Sewerage

5.1 Equivalent Population

The design of the works has been completed in accordance with Version 01/09 of the FNQROC Development Manual Operational Works Design Guidelines D7.

The following table shows the Equivalent Population (EP) derived for the proposed development for water and sewerage services. The EP is calculated in accordance with the Table 7.1 of the Operational Works Design Guidelines.

Land Use	Yield	Rate	Total EP
Residential Lots < 400m^2	33 lots	2.5 EP per single family dwelling	83 EP
Residential Lots 401m^2 < 900m^2	7 lots	2.8 EP per single family dwelling	20 EP
TOTAL			**103 EP**

5.2 Water Supply Infrastructure

The development will be serviced by a conventional water reticulation network installed within the verge of the internal road to efficiently supply all allotments. A master meter is proposed at the south-east corner of the site, providing connection to the external network via an existing 300mm diameter water reticulation main located along the site frontage on Port Douglas Drive. The water meter assembly is proposed to be installed immediately inside the property boundary and detailed in accordance with Douglas Shire Council above ground 100mm water meter assembly details. The general water reticulation arrangement is shown on Figure 5-1 and Figure 5-2.

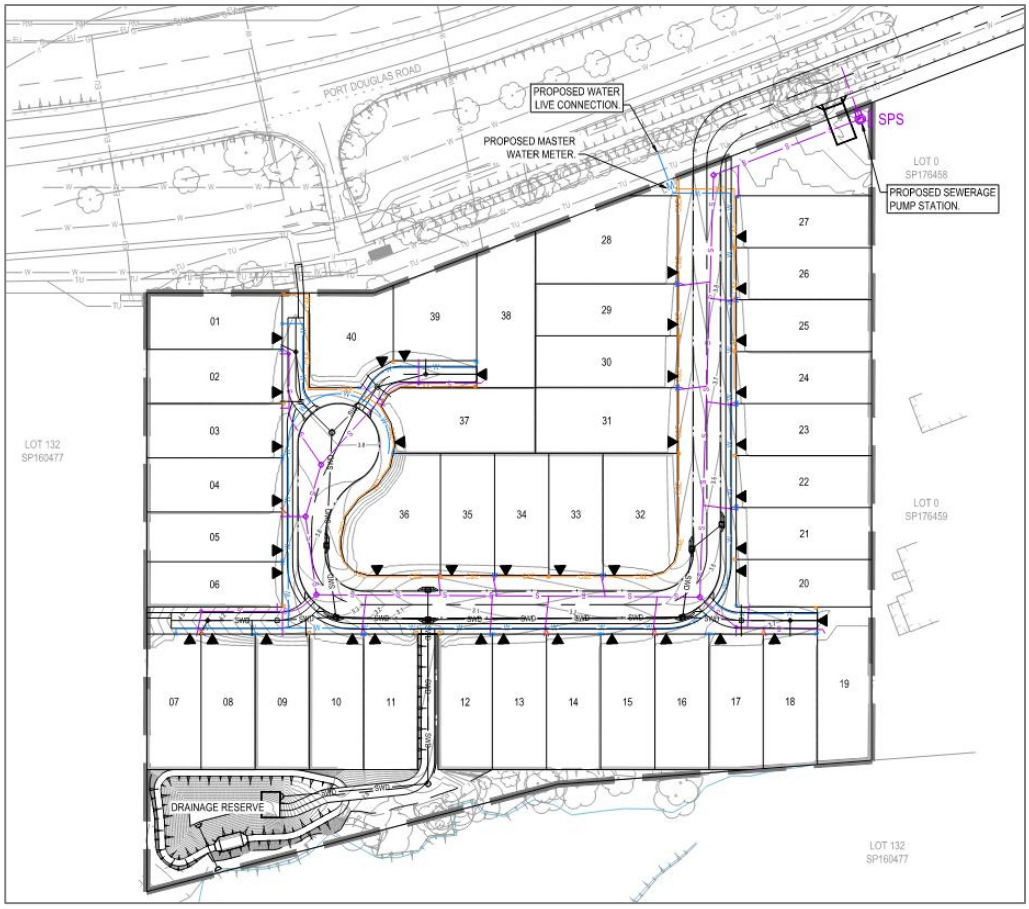


Figure 5-1 Preliminary Water and Sewer Reticulation Layout Plan

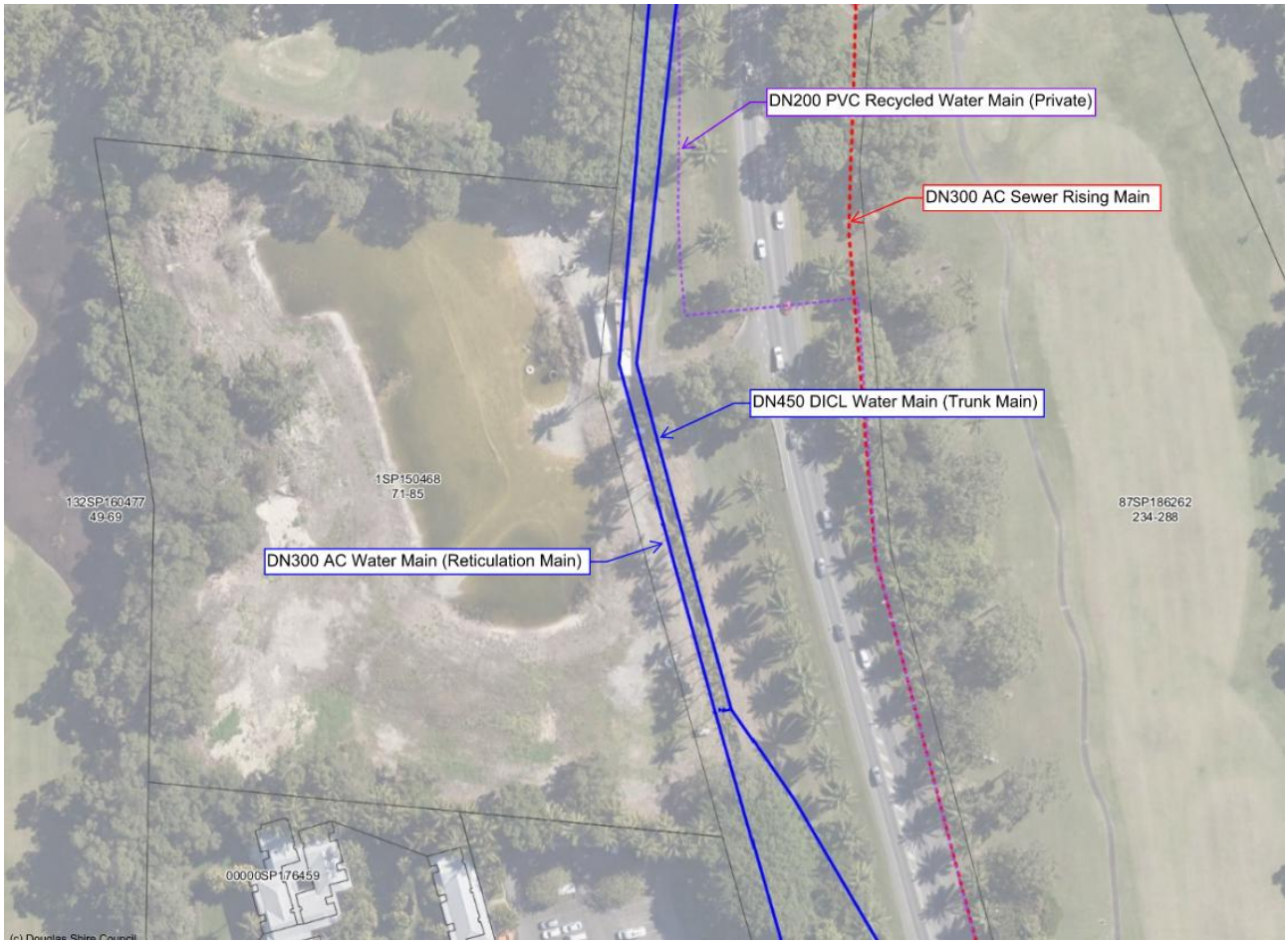


Figure 5-2 Water and Sewer Plan

It is anticipated that the surrounding water main network will have sufficient supply to support the proposed development, however, detailed network modelling will be provided under separate cover to confirm.

5.3 Sewerage Infrastructure

The proposed development will be serviced by a conventional gravity sewer main located within the footprint of the internal road pavement. Individual properties will connect directly to this main via house connections.

The network is designed as a single catchment to correspond with the site's topography.

The proposed development includes a private sewage pumping station (SPS) which will be located in the south-eastern corner of the property. All sewage flows from the site be conveyed via a conventional gravity main to this SPS and be subsequently discharged into the surrounding municipal network by connecting into the 300mm diameter sewer rising main on the opposite side of Port Douglas Road. Due to the flat terrain beyond the site, the system will require a rising main to pump flows to the existing network. Figure 5-1 above illustrates the site services layout plan. The existing main is highlighted in red on Figure 5-2.

It is noted that odour control devices and landscape screening will be provided to the proposed SPS in order to minimise the impacts of this device upon the amenity of the development. The SPS will also be fitted with an automatic well washer which will be programmed to wash at least once a day after peak flows and to assist with odour control.

Following receipt of network model data from Douglas Shire Council modelling of the proposed sewerage pumping arrangement will be completed in order to confirm network capacity to accommodate the proposed development and detail the appropriate pump sizing and duty required to overcome the operating pressure within the external pressure sewerage network.

The proposed water and sewer networks are shown indicatively on the engineering conceptual drawings included within Appendix A.

6 Stormwater

6.1 Stormwater Network

In its existing form, the site typically grades from Port Douglas Road to the rear with stormwater discharging into the existing lake on the Mirage Country Club golf course.

The proposed development forms a single catchment area, with the lawful point of discharge (LPOD) located in the north-western corner of the site. It is proposed that the site's stormwater will flow down and discharge into the on-site detention basin provided, before releasing onto the golf course. This is shown on Figure 6-1.

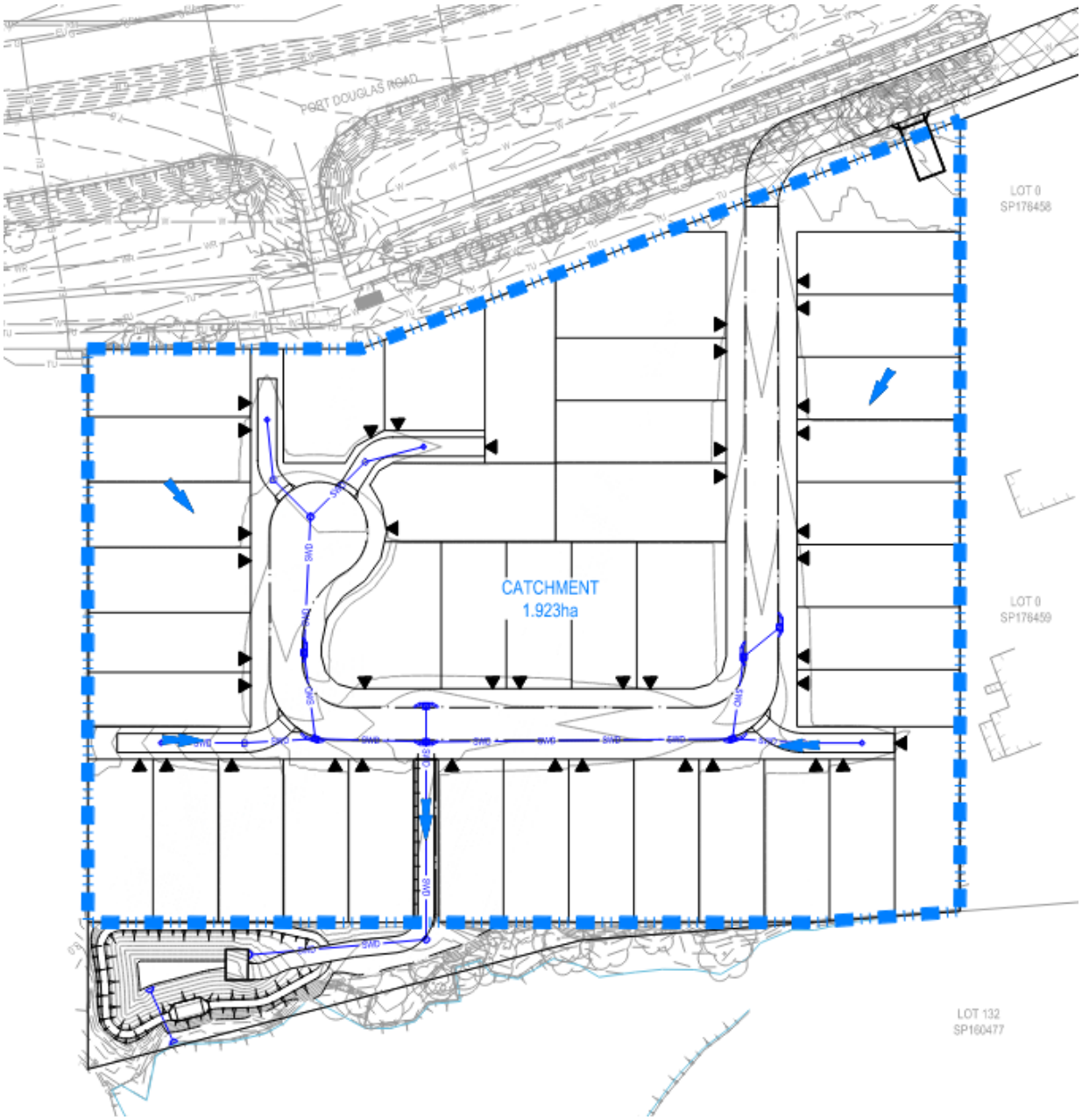


Figure 6-1 Stormwater drainage catchment plan

6.2 Stormwater Quantity Management & Detention Strategy

As the proposed development will increase the fraction imperviousness of the site, it is expected there will be an increase in the peak discharge stormwater flow at the lawful point of discharge in stormwater events. As such, an on-site stormwater detention system has been provided to manage stormwater quantity. Stormwater runoff from the site's catchment will discharge into the detention basin which can store up to 296m^3 of water. The basin will contain a controlled outlet, to be further detailed as part of operational works engineering design to ensure no worsening of peak flows to be discharged into the existing water body within the adjacent Mirage Country Club golf course.

7 Electrical and Telecommunications Assessment

Electricity and communications will be provided as part of the development. Electricity and communications will be connected into the existing infrastructure along the site frontage on Port Douglas Road. It has been confirmed that the existing pad mount substation located along Port Douglas Road near the north-eastern corner of the site has sufficient capacity to service the proposed development.

Electrical and telecommunications agreements are to be entered into with the relevant service providers in tandem with the operational works approval of the civil construction by Council.

8 Gas

There is an existing 110mm MDPE (Medium Pressure – 110 kPa) LPG main that is located on the eastern side of Port Douglas Road.

Should gas services be required for the development, a new connection to the existing bas main will be able to be achieved from the existing main and provided within the proposed external road reserve. The size and capacity of any connection and reticulation mains for the development will be further develoed through the detailed design process and negotiated directly with APA.

9 Conclusion

Based upon the assessment within the above report, the proposed works and infrastructure detailed within the report to support this application is adequate to service the proposed development in accordance with Council's standards and guidelines.

Appendix A

Engineering Conceptual Drawings

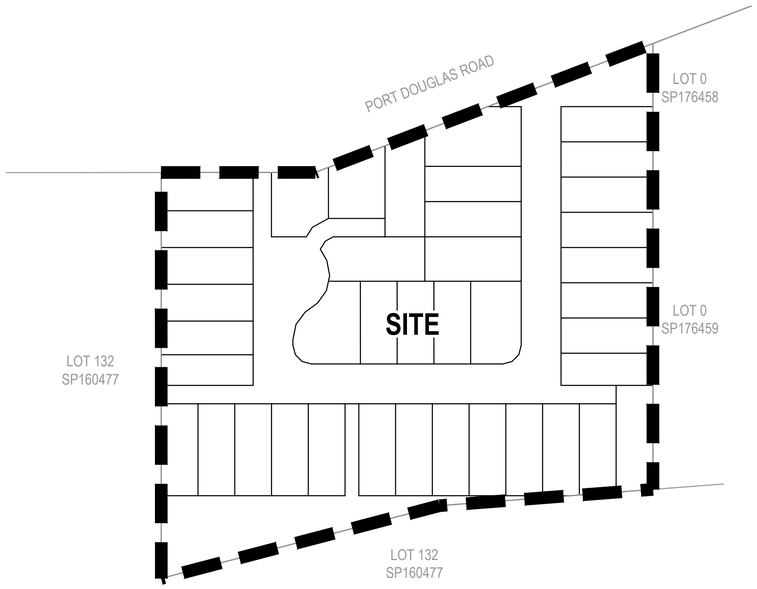
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SANCTUARY GREENS
PORT DOUGLAS

BOURN ENGINEERS



LOCALITY PLAN
N.T.S



KEY PLAN
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IN PARTNERSHIP WITH

SEYMOUR GROUP

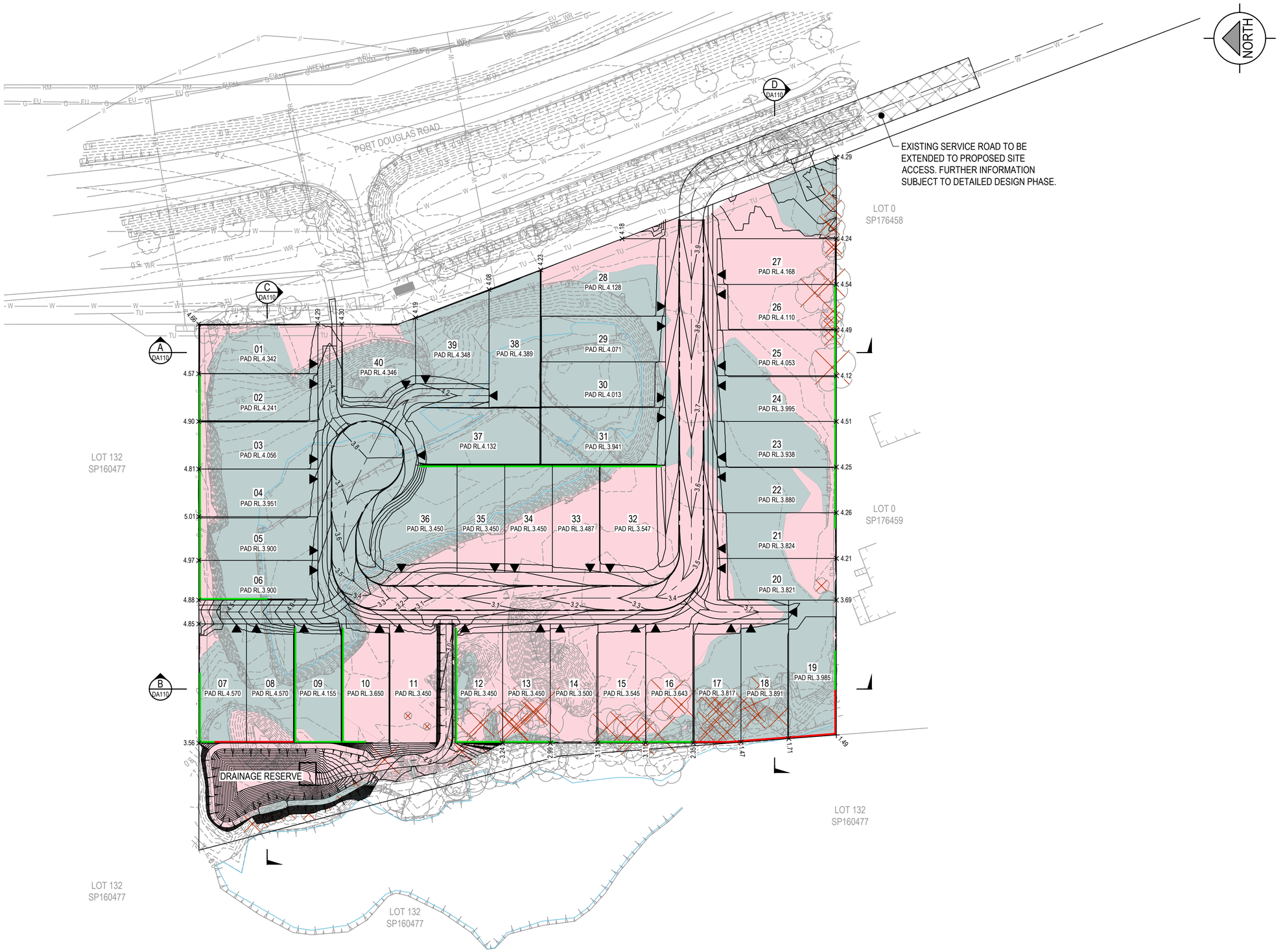
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BE25041-001-DA100	PRELIMINARY BULK EARTHWORKS LAYOUT PLAN
BE25041-001-DA110	PRELIMINARY BULK EARTHWORKS SITE CROSS SECTIONS
BE25041-001-DA200	PRELIMINARY ROADWORKS AND DRAINAGE LAYOUT PLAN
BE25041-001-DA205	PRELIMINARY ROADWORKS VEHICLE SWEPT PATH LAYOUT PLAN
BE25041-001-DA300	PRELIMINARY SEWER AND WATER RETICULATION LAYOUT PLAN
BE25041-001-DA400	PRELIMINARY STORMWATER DRAINAGE CATCHMENT PLAN
BE25041-001-DA401	PRELIMINARY DETENTION BASIN LAYOUT PLAN
BE25041-001-DA500	PRELIMINARY EXTERNAL INTERSECTION RECONFIGURATION LAYOUT PLAN

DEVELOPMENT APPLICATION

FAR NORTH QUEENSLAND REGION OF COUNCILS
SITE ADDRESS: LOT 1 ON SP150468 (85 PORT DOUGLAS ROAD, PORT DOUGLAS)
No. PROPOSED LOTS = 40
SITE AREA: 2.07ha

PROJECT NUMBER	DRAWING NUMBER	REVISION	STATUS
BE25041-001	DA001	1	FOR APPROVAL

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LEGEND

EXISTING		PROPOSED
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	PROPERTY BOUNDARY	
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× 4.22	SURFACE SPOT LEVEL	PAD RL3.450
	TOP OF BATTER	
	RETAINING WALL 'TYPE A' - 0.4m - 1.5m HIGH	
	RETAINING WALL 'TYPE B' - 1.5m - 2.5m HIGH	
	EARTHWORKS CUT	
	EARTHWORKS FILL	
	SERVICE ROAD EXTENSION	
	INDICATIVE DRIVEWAY LOCATION	
D	STORMWATER DRAINAGE	
W	WATER MAIN	
WR	RECYCLED WATER MAIN	
EU	ELECTRICAL UNDERGROUND	
G	GAS PIPE	
TU	TELECOM UNDERGROUND	
//	FENCE	
	BUILDING	
	TREE / TREE TBR	

BULK EARTHWORKS VOLUMES

Comparison between tin EXST and tin DSGN*
(*Bulk earthworks surface including road boxing)

TYPE	m^3
CUT	-4,871
FILL	+14,138
BALANCE (-SPOIL | +IMPORT)	+9,267

No allowance for topsoil stripping
No allowance for bulking factors

NOTES:

REFER DA110 SERIES FOR SITE CROSS SECTIONS.

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: **FOR APPROVAL**

APPROVED: 14278 A. GILBOY 18.12.25

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BOURN ENGINEERS

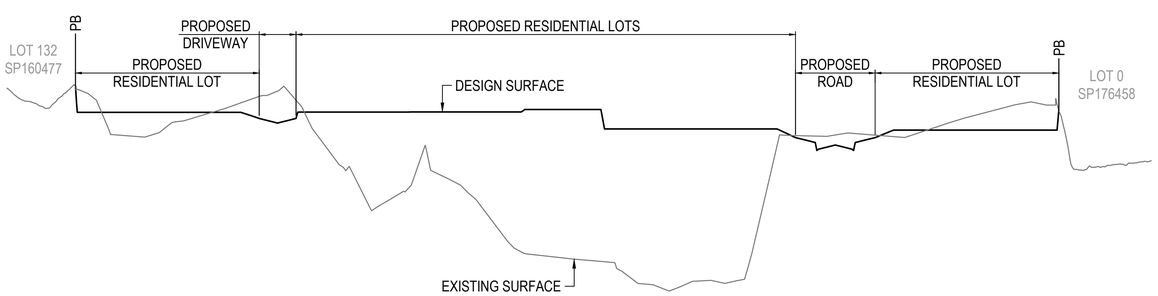
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PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

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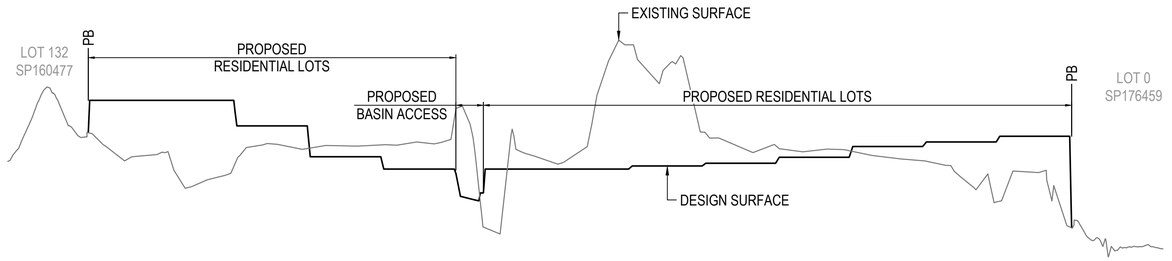
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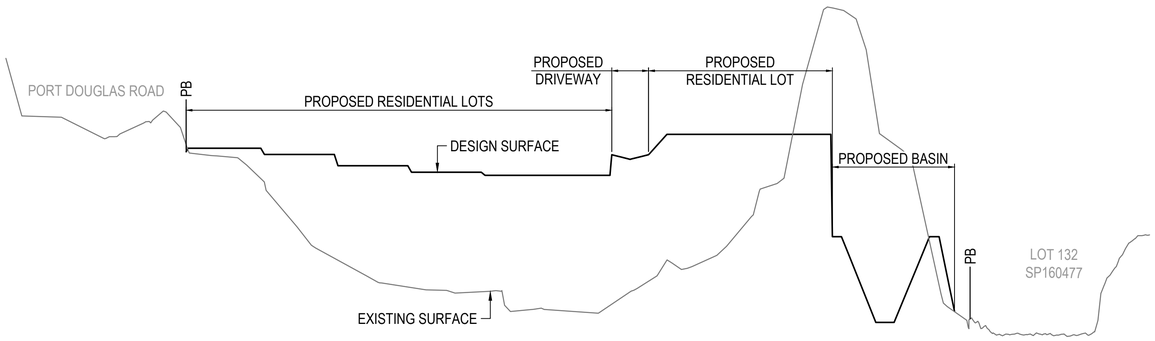
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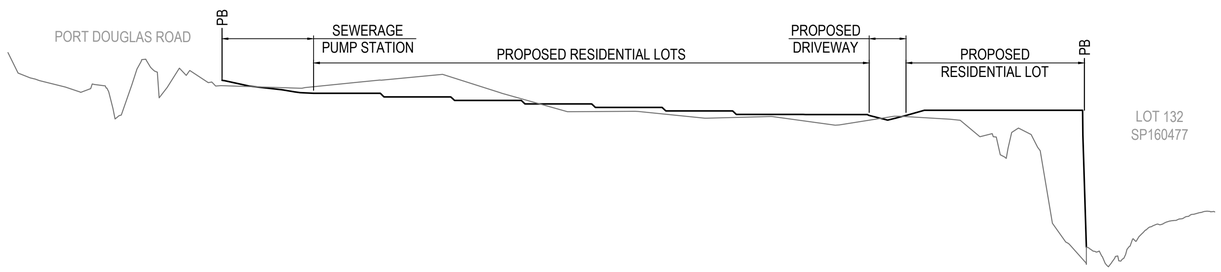
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RL.0.00

SECTION C
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1:50 (V)
DA100



RL.0.00

SECTION D
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1:50 (V)
DA100

NOTES:
- DRAWING IS TO BE READ IN CONJUNCTION WITH DA100 SERIES.
- FOR PROPOSED RETAINING WALL LOCATIONS, REFER TO LAYOUT PLANS PROVIDED IN DA100 SERIES.

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STATUS: FOR APPROVAL

APPROVED: 14278
A. GILBOY 18.12.25

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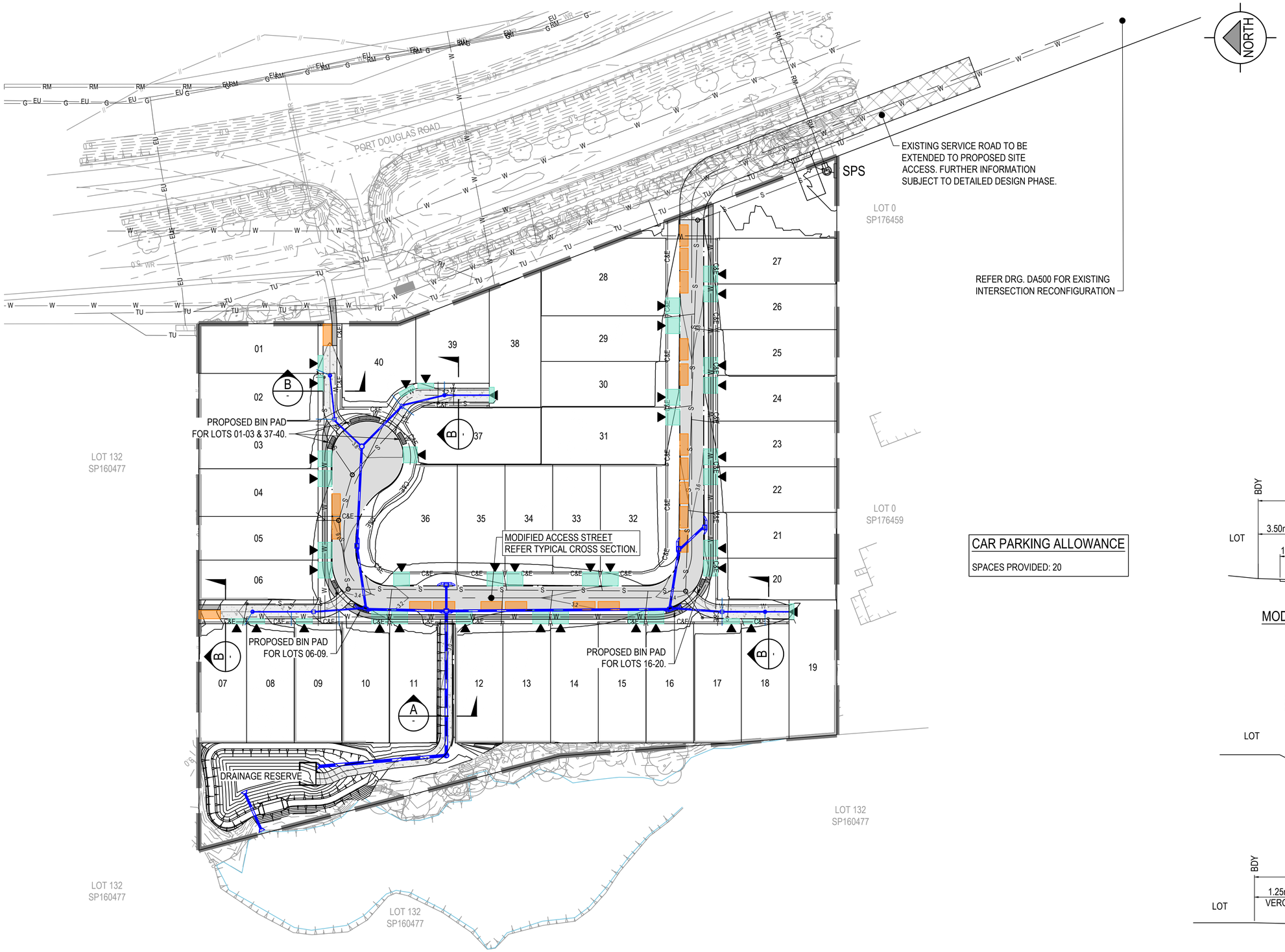
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PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

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BULK EARTHWORKS
SITE CROSS SECTIONS

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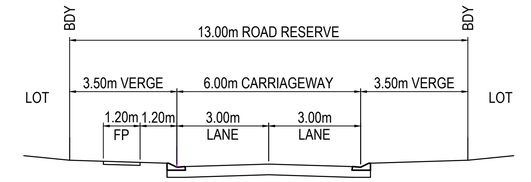
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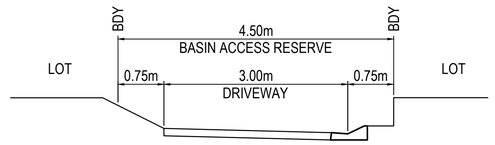
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	STORMWATER GULLY	
	STORMWATER HEADWALL	
	RETAINING WALL	
	ROAD PAVEMENT	
	CONCRETE DRIVEWAY	
	CONCRETE FOOTPATH	
	SERVICE ROAD EXTENSION	
	LOCK RAIL GATE	
	TREE	
S	SEWER MAIN	S
RM	SEWER RISING MAIN	RM
W	WATER MAIN	W
WR	RECYCLED WATER MAIN	
	COMBINED COMMS. & ELEC.	C&E
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TU	TELECOM UNDERGROUND	
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	BUILDING	

CAR PARKING ALLOWANCE

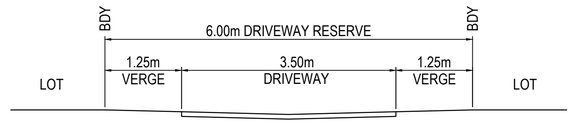
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SECTION B -
1:50 (A1)

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STATUS: FOR APPROVAL

APPROVED: A. GILBOY 18.12.25

14278

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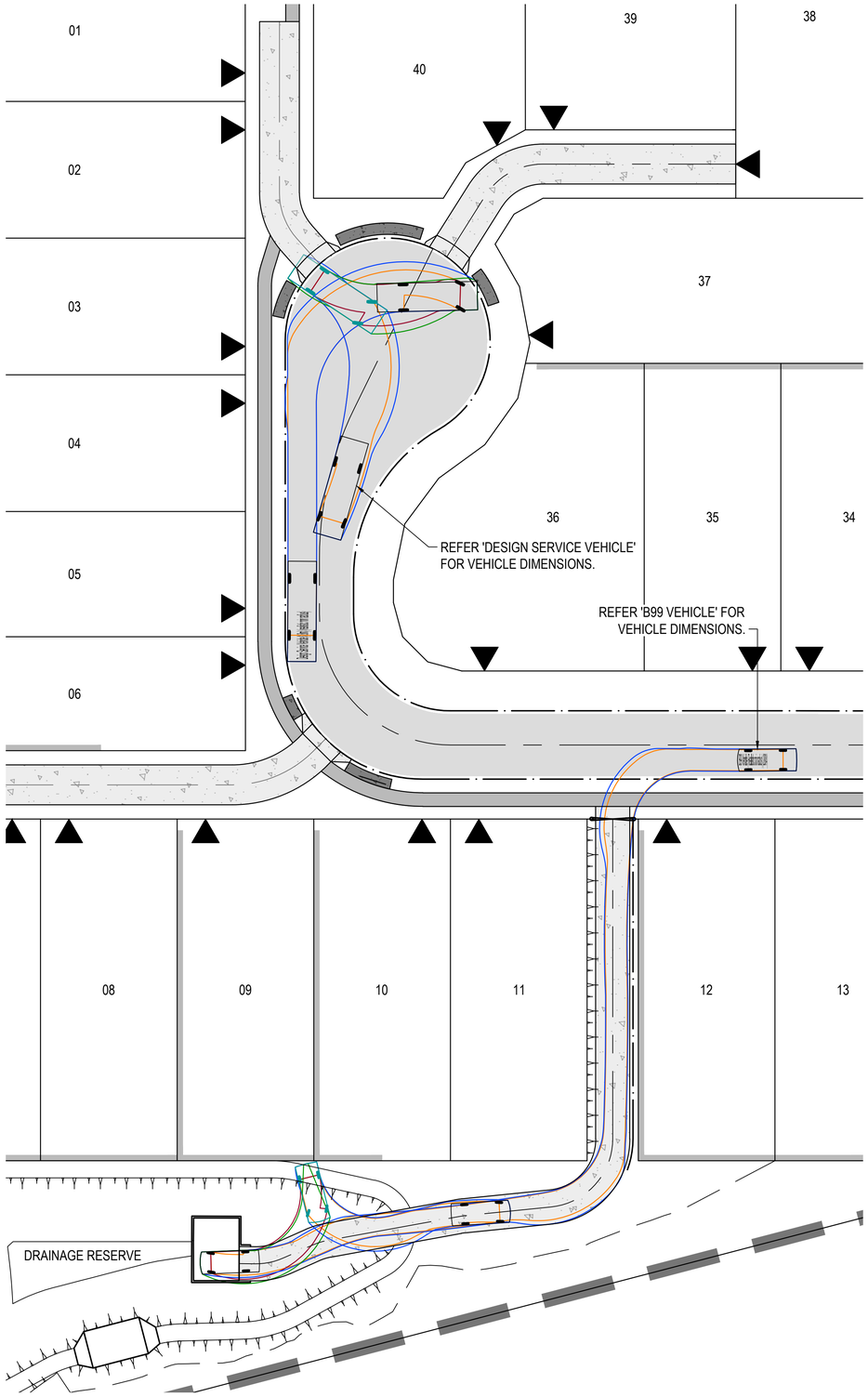
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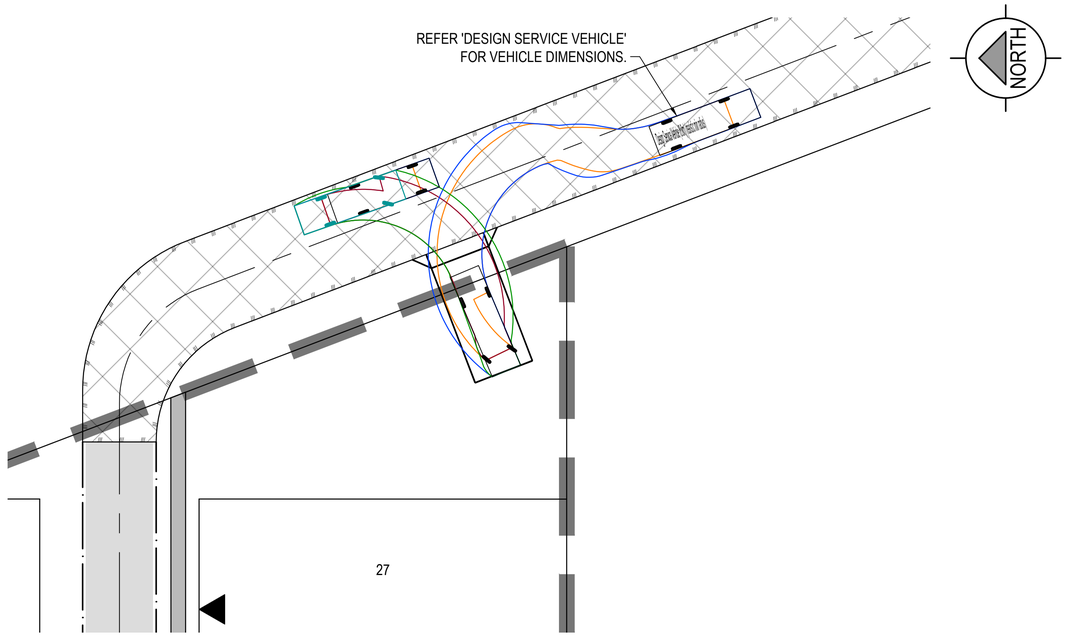
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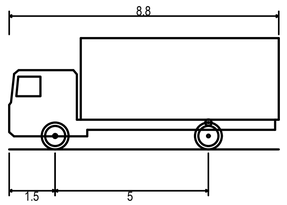
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LAYOUT PLAN

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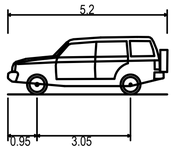




Design Service Vehicle (8.8m) (realistic min radius)

Scale - 1:100

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	36.00°



B99 Vehicle (Realistic min radius) (2004)

Scale - 1:100

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
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STATUS: FOR APPROVAL

APPROVED: 14278 A. GILBOY 18.12.25

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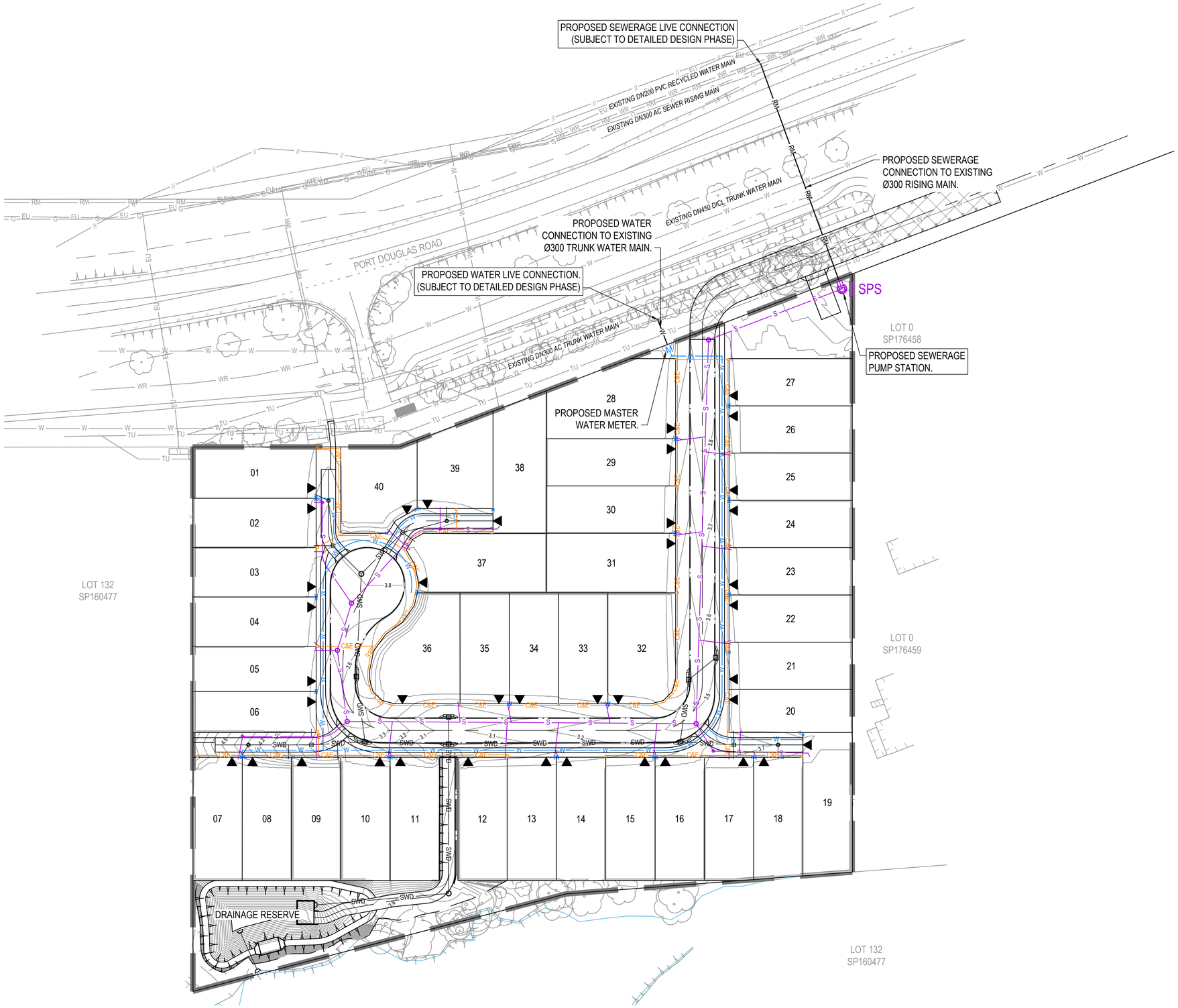
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PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

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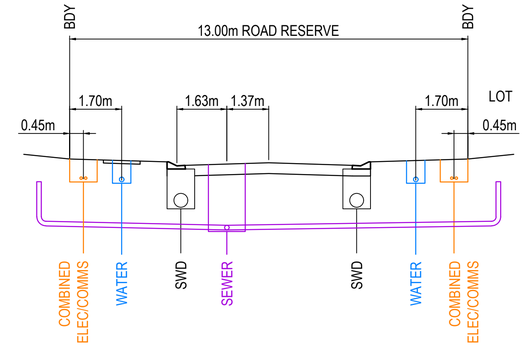
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NORTH

EXISTING	LEGEND	PROPOSED
	SITE BOUNDARY	
	PROPERTY BOUNDARY	
	EASEMENT BOUNDARY	
61.00	CONTOUR	61.0
	ROAD CONTROL	
	KERBS	
RM	SEWER RISING MAIN (PUBLIC)	RM
S	SEWER MAIN (PRIVATE)	S
	WATER MAIN (PRIVATE)	W
W	WATER MAIN (PUBLIC)	W
WR	RECYCLED WATER MAIN	
	COMBINED COMMS. & ELEC.	C&E
	INDICATIVE DRIVEWAY LOCATION	
	STORMWATER DRAINAGE	SWD
	STORMWATER GULLY	
	STORMWATER HEADWALL	
	FIELD INLET STRUCTURE	
	RETAINING WALL	
EU	ELECTRICAL UNDERGROUND	
G	GAS PIPE	
TU	TELECOM UNDERGROUND	
	BUILDING	



TYPICAL UTILITIES CROSS SECTION
SCALE - 1:100 (A1)

SERVICE SIZING NOTE:
1. PROPOSED PRIVATE SEWER MAINS ARE TO BE DN160 PE100 SDR21 U.N.O.
2. PROPOSED PRIVATE WATER MAINS ARE TO BE DN125 PE100 PN16 U.N.O.

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STATUS: FOR APPROVAL
APPROVED: 14278 A. GILBOY 18.12.25

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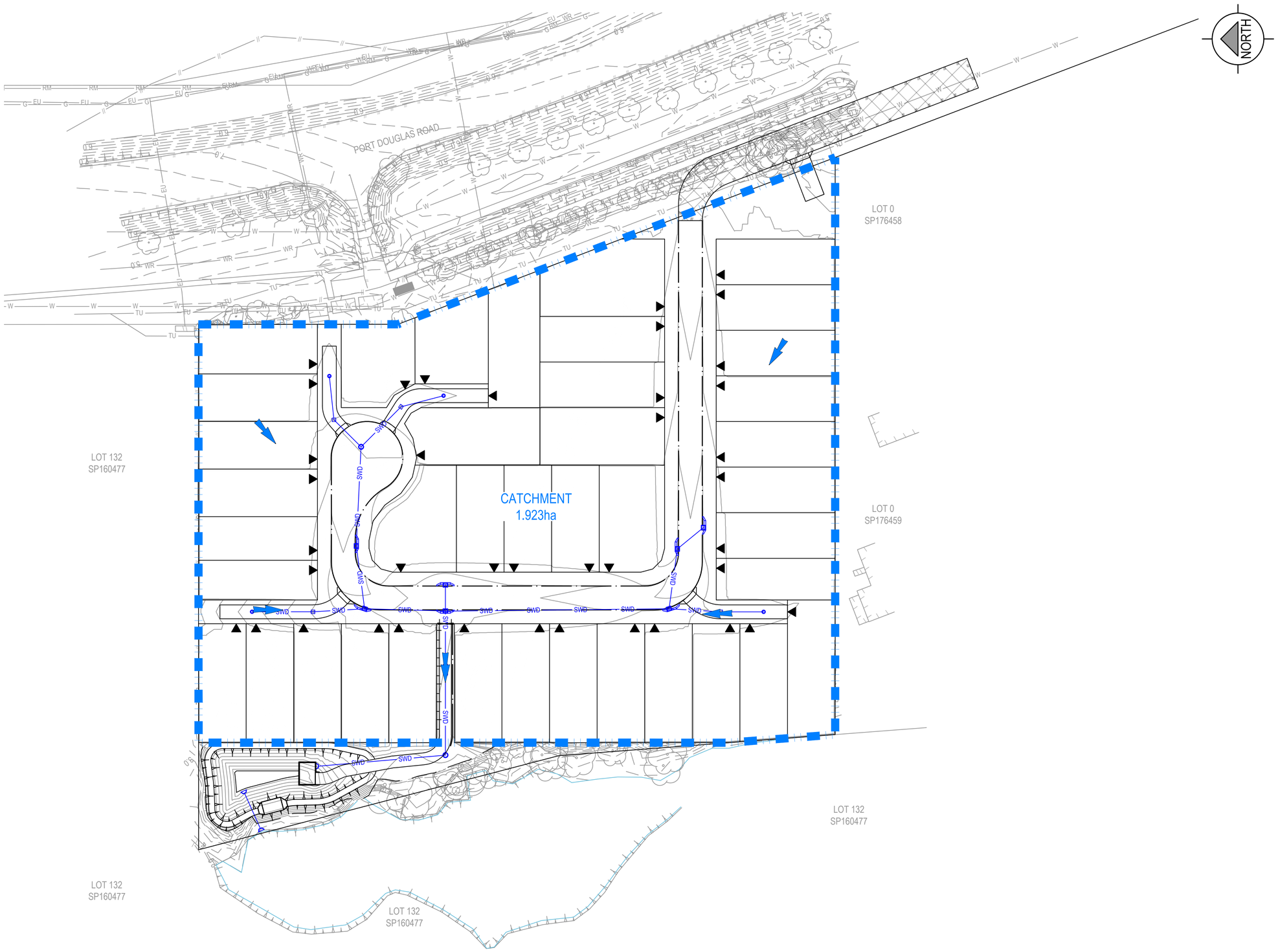
CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE
PRELIMINARY
SEWER AND WATER REICULATION
LAYOUT PLAN

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STATUS: FOR APPROVAL

APPROVED: A. GILBOY 18.12.25

14278

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CLIENT: SEYMOUR

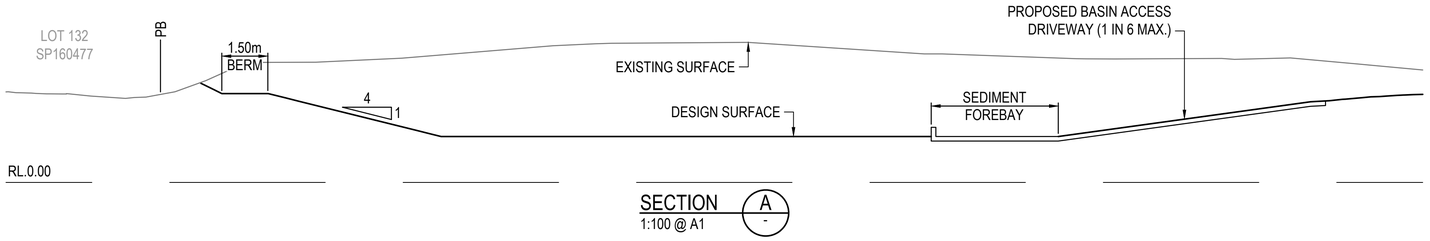
PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE: PRELIMINARY STORMWATER DRAINAGE CATCHMENT PLAN

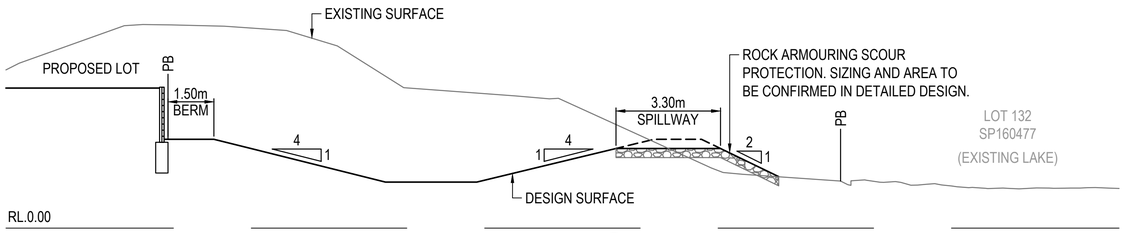
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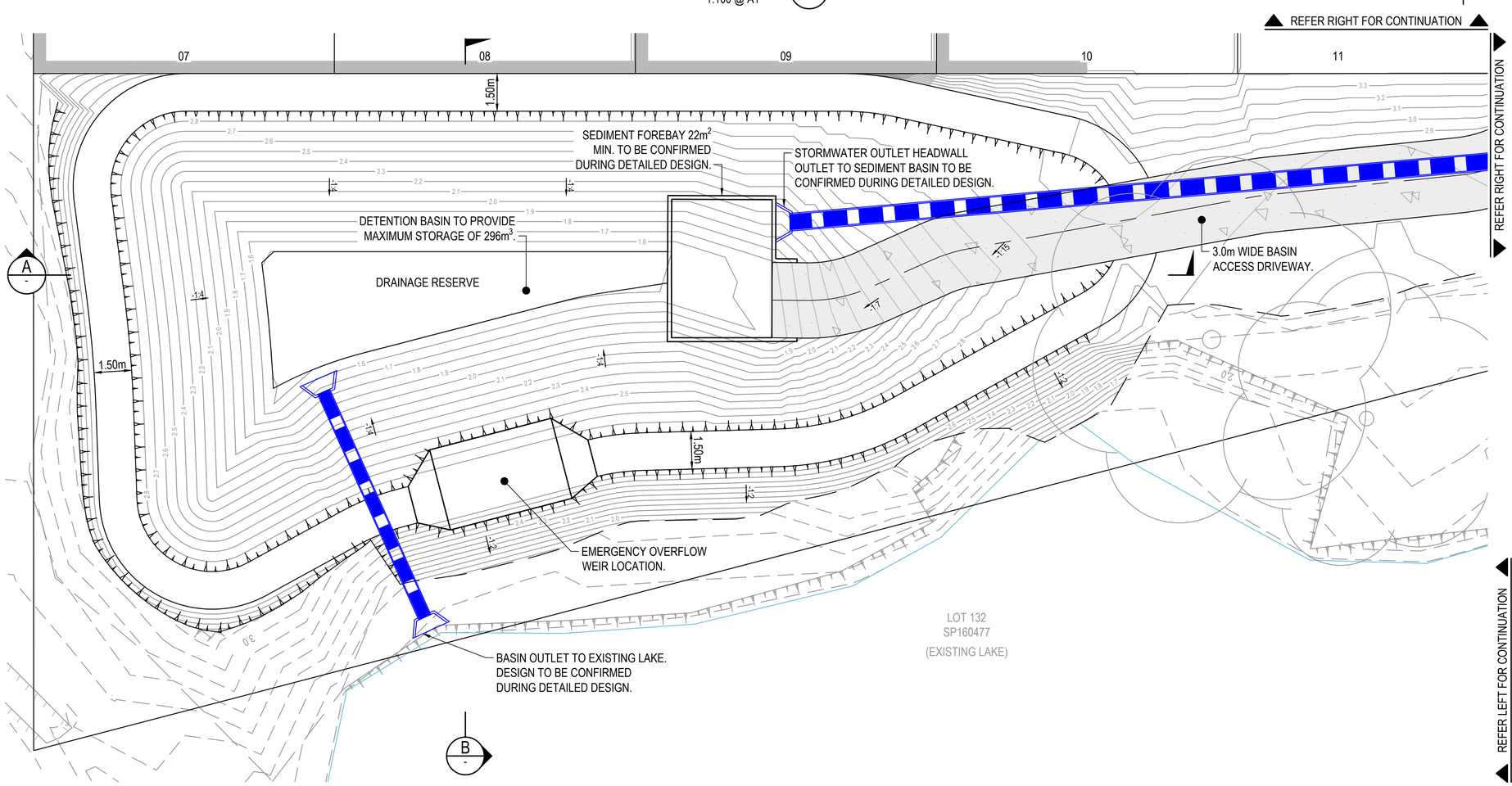
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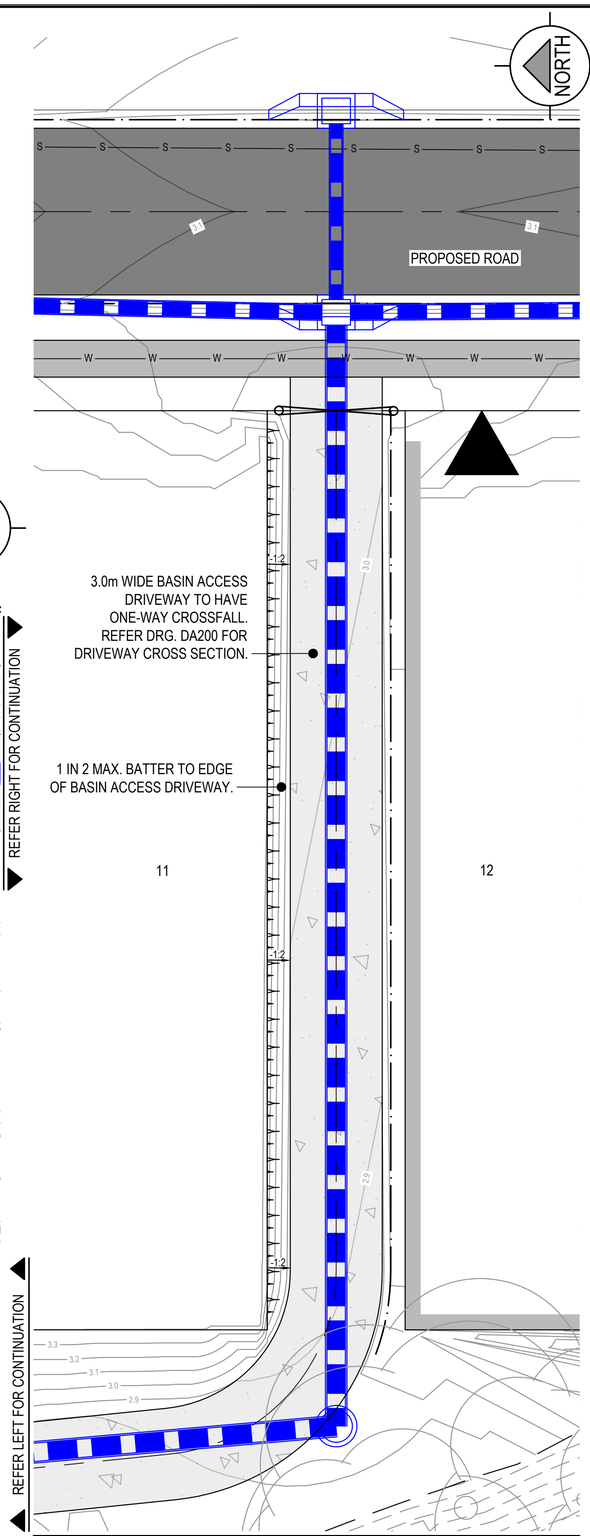


SECTION A
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SECTION B
1:100 @ A1





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APPROVED: A. GILBOY 18.12.25
14278

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SCALE (m)

BOURN ENGINEERS

CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE: PRELIMINARY DETENTION BASIN LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
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STATUS

FOR APPROVAL

APPROVED

A. GILBOY 18.12.25

14278

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A1 1:250 ; A3 1:500
SCALE (m)

BOURN ENGINEERS

CLIENT

SEYMOUR

PROJECT DETAILS

Sanctuary Greens
PORT DOUGLAS

DRAWING TITLE

PRELIMINARY
EXTERNAL INTERSECTION RECONFIGURATION
LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA500	1

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BE LIMITLESS

ASPIRE

Town Planning and Project Services

Attachment 7

Architectural Design Guidelines

Sanctuary Greens

PORT DOUGLAS

DESIGN GUIDELINES

Version 1 - Jan 2026



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1.0 INTRODUCTION

Port Douglas is internationally regarded as a premier tropical destination—admired by visitors and treasured by its residents.

Set within the distinctive natural landscape of North Queensland, this residential enclave has been thoughtfully planned to embrace its tropical setting. Every home should reflect the region's relaxed, outdoor lifestyle and respond gracefully to the climate and vegetation that define Port Douglas.

These guidelines encourage designs that capture this spirit—featuring openness, individuality, and a strong connection to nature—while upholding the character and quality expected within this exclusive community.

2.0 PURPOSE OF THESE GUIDELINES

The Architectural Design Guidelines assist architects, designers, and purchasers in creating homes that are high quality, environmentally responsive, and compatible with the setting and neighbouring properties.

Key Objectives:

- Ensure all residences achieve a consistently premium design standard that enhances the harmony and value of the precinct.
- Maintain a cohesive and attractive streetscape through quality architecture, landscaping, and neighbourly consideration.
- Support energy-efficient design through natural ventilation, solar orientation, shading, and durable materials.
- Encourage sustainable design and construction practices.
- Protect and enhance the long-term value and appeal of the estate.
- Provide a clear, efficient approval process to give purchasers confidence in their design outcomes.
- Promote architectural styles that embody a tranquil, contemporary tropical lifestyle.

3.0 DESIGN PRINCIPLES

These guidelines are performance-based rather than prescriptive. The Architectural Review Committee (ARC) will support designs that meet the overall intent and character of the estate, even if they differ from examples shown.

Preferred solutions are provided for guidance. The ARC may approve variations that fulfil the design intent and maintain amenity and character for adjoining properties.

Guidelines may be updated periodically. Revisions apply to any residence that has not yet received schematic design approval at the time of update.

4.0 AUTHORITIES

These guidelines operate in addition to statutory and regulatory requirements, including the Douglas Shire Planning Scheme and Building Act 1975. Compliance does not replace or override Douglas Shire Council or other relevant authority requirements.

Building plans that vary from the outcomes described in these guidelines, must be approved by the Architectural Review Committee (ARC) prior to submission to the Douglas Shire Council.

5.0 KEY DEFINITIONS

TERM	DEFINITION
Amalgamation	Combination of two or more lots into a single title.
Architectural Review Committee (ARC)	Committee appointed by the Seller to assess applications against these guidelines.
Architectural Design Guidelines	Current design and building standards issued and updated by the ARC.
Building Works	Any external building activity on a lot, including dwellings, additions, landscaping, fences, lighting, and structures.
Corner Lot	Lot with frontages to two or more intersecting roads.
Council / Local Authority	Douglas Shire Council.
Finished Ground Level	Final approved surface level after bulk earthworks.
Lightweight Structures	Decks, terraces, or similar outdoor features (excluding garages or sheds)
Main Dwelling	Principal residence on a lot.
Outdoor Structures	Pergolas, gazebos, storage sheds, shade structures, or similar.
Plant and Utility Equipment	Air conditioners, pool pumps, antennas, solar panels, or other external mechanical equipment.
Primary Street Boundary	The boundary fronting the property's main street address.
Secondary Street Boundary	Secondary frontage for a corner lot.
Site Coverage	Total area of lot covered by buildings or impervious roof structures.
Temporary Structures	ARC approved structures used only during construction.
Variation	ARC approval for works differing from the standard guidelines or previous approvals.

6.0 RESIDENTIAL CHARACTER

Homes should reinterpret tropical Queensland architecture using modern, resort-style design principles. Hallmarks include light colours, shaded walls and windows, shutters, generous eaves, distinctive roof forms, and verandahs.

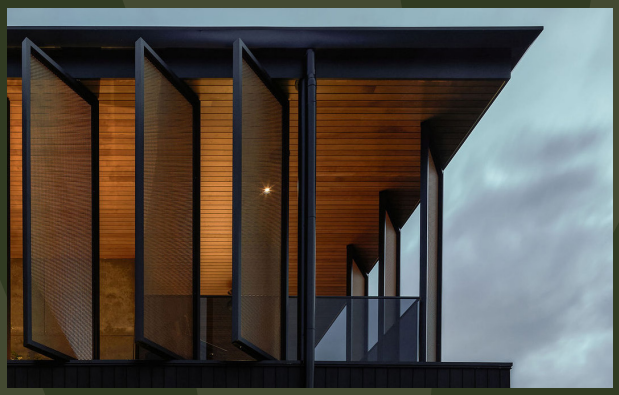
Incorporate landscaping and natural materials to harmonise with the tropical setting while retaining design individuality. Early consultation with the ARC is strongly encouraged to ensure compliance and successful integration of design elements.



7.0 GENERAL GUIDELINES

One main dwelling per lot, plus one secondary dwelling or attached flat (up to 65 m² within the building envelope).

All lots must be maintained in a tidy condition throughout construction and thereafter.



8.0 BUILDING ORIENTATION AND SITING

Orient homes to capture desirable views, breezes, and natural light within the designated building envelope.

Protect neighbouring amenity by respecting adjoining views and utilising screening when appropriate



9.0 CLIMATE DESIGN

Designs must respond to tropical conditions by incorporating generous roof overhangs, screened verandahs, and shaded outdoor spaces. Use landscaping or architectural screens to mitigate strong south-easterly winds.

Sun-control devices such as awnings or shade sails must be in neutral colours (white, beige, or grey) that complement the home.

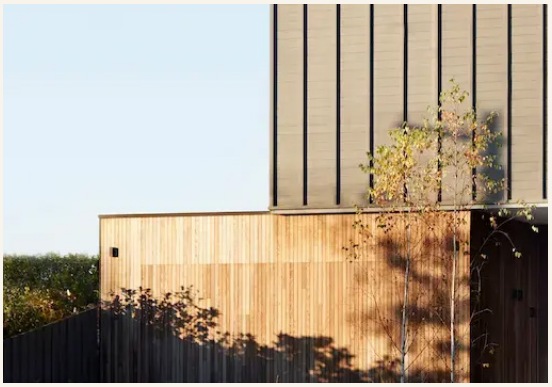
10.0 PRIVACY DESIGN

Prevent direct overlooking between dwellings through thoughtful siting, window placement, and screening.

- Upper levels: Where windows or balconies are within 45° of a neighbour's living space, provide screening such as timber battens, lattice, or louvres in natural or dark finishes.
- Ground level: Employ dense landscaping or approved privacy screens.
- Comply with the Queensland Development Code for obscure glazing.

Non-standard privacy solutions require ARC review and approval.





Image



Image



Image



Image



Image



Image



Image



Image

11.0 ROADS AND DRIVEWAYS

Each lot is permitted one driveway and crossover (two for amalgamated lots) at the locations identified in the Development Approval.

- Approved driveway finishes: masonry or clay pavers, coloured exposed aggregate, coloured concrete, or stone pavers.

12. FENCES

Front fencing must contribute to an attractive streetscape through variation in height, setback, and alignment.

Front Fences:

- On boundary: Maximum height 1.2 m, minimum 50% transparency.
- 1.5 m or greater setback: Maximum 1.8 m, up to 60% frontage—must include landscaping.

Side and Rear Fences:

- Maximum 1.8 m height.
- Materials must complement the dwelling (e.g., rendered masonry, brick, timber, brushwood, or black metal railing).
- Sheet metal fencing is not permitted.

The Seller constructs the Port Douglas Road fence; owners must not modify it.

The Seller constructs the Golf Course boundary fence; owners must not modify it without approval.

13. LANDSCAPING

Landscaping should reinforce the tropical character of the estate. Engagement of a qualified landscape architect is encouraged.

- Incorporate effective drainage and provide automated irrigation where possible.
- Complete front and street landscaping before occupation; side and rear landscaping within six months thereafter.



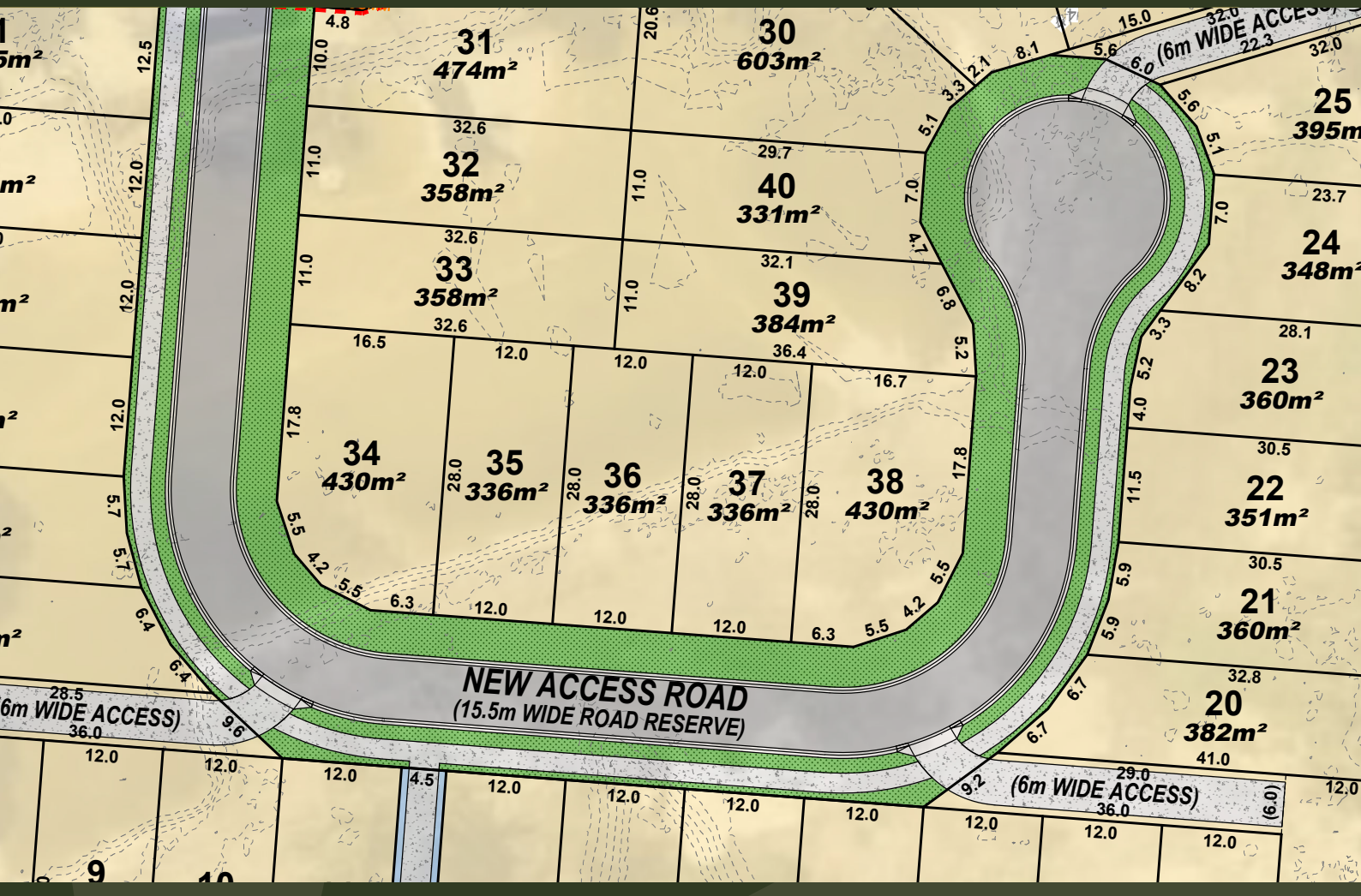






14. BUILDING HEIGHT, SETBACKS, AND SCALE

ELEMENT	REQUIREMENT
Height	Maximum two storeys and 10.5 m. Roof decks ≤ 20% ground floor area, uncovered.
Front Setback	Minimum 5 m to façade (3 m for verandahs/porches).
Secondary Street (Corner)	Minimum 2.5 m to façade.
Side Setback	Minimum 1.5 m to façade, 900 mm to fascia. Garage may be on the boundary on one side only as shown on building envelope drawing
Rear Setback	Minimum 4 m to façade.



15.0 BUILDING CHARACTERISTICS

15.1 Verandahs and Porches

Roof materials must match the primary roof. Supports may be timber, steel, or masonry. Entrance pavilions may be up to 16 m².

15.2 Garages and Carports

Designs must match the main dwelling in style and material.

- May build to side boundary for a maximum of 9 m and 3.6 m height to top of wall.
- Minimum 3 m front setback.
- Provide at least two car spaces (one covered).
- Boats, jet skis, and golf buggies must be housed in an enclosed space. Caravans are not permitted.

16.0 BUILDING COLOURS AND MATERIALS

16.1 Colours

Use light, natural tones that harmonise with the landscape. Accent colours should be used sparingly. The ARC may approve tropical-themed palettes consistent with the estate character.

16.2 Materials

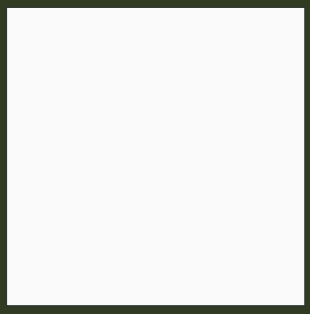
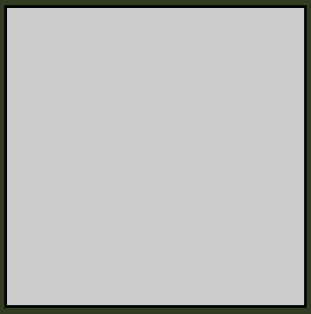
Approved Wall Finishes:

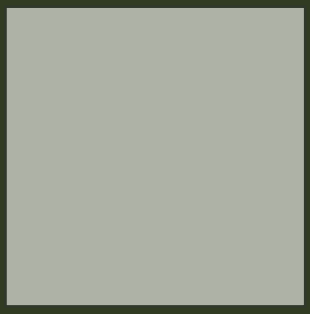
- Timber or compressed sheet weatherboards.
- Painted or rendered masonry or brickwork.
- Bagged or textured finishes.
- Stone cladding (e.g., sandstone).

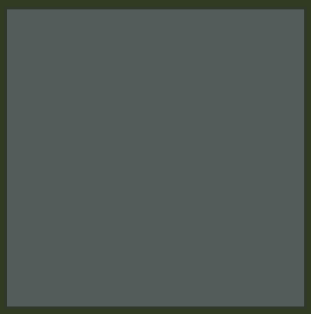
Approved Roof Finishes:

- Colorbond metal roofing.
- Shingle, slate, or tile roofing.
- Timber shakes or shingles.

COLOURS







MATERIALS


Stone Cladding

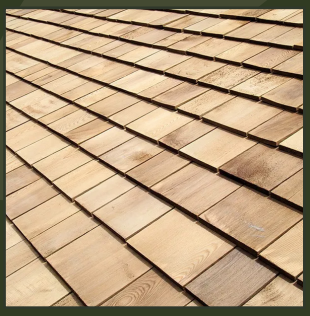

Painted Render


Timber


Weatherboards


Colorbond Roofing


Tiles


Timber Shingles


Slate Roofing

17.0 ANCILLARY STRUCTURES

17.1 Visibility and Screening

All utility equipment—such as solar panels, antennas, and air-conditioning units—must be screened from public view and the golf course where applicable.

17.2 Pools and Spas

- Use high-quality finishes and integrate with landscaping.
- Fencing must meet Council standards (glass or black aluminium).
- Equipment must be enclosed to match the home and reduce noise.

17.3 Outdoor and Temporary Structures

- Use matching materials and colours.
- Storage sheds must be screened from public view.
- Temporary dwellings, caravans, and advertising signs are not permitted without ARC approval.

18.0 ARCHITECTURAL REVIEW COMMITTEE (ARC)

The ARC, appointed by the Seller, reviews all proposals to ensure compliance with these guidelines.

18.1 Review Procedure and Steps

- ARC approval is required prior to Council submission for all Building Works.
- Submit documentation electronically in PDF format.
- A $500 application fee applies (covering schematic review, document assessment, and inspections).

18.2 Sketch Review (Schematic Design)

Application must include:

- Site plan (1:200 or 1:100) showing boundaries, setbacks, building footprint, driveways, and landscaping.
- Floor and roof plans (1:100).
- Elevations showing colours, materials, and roof pitch.
- Optional 3D model.
- Explanation of any proposed variations.

The ARC will respond within 10 business days. Periodic inspections may occur to ensure ongoing compliance during construction.

19.0 BREACH OF GUIDELINES

If a breach occurs, owners will receive notice and a reasonable timeframe for rectification.

If unresolved, the ARC may:

- Approve a variation.
- Correct the issue at the owner's expense.
- Suspend further approvals.
- Pursue mediation or legal action to enforce compliance and recover costs.

Contact:

Architectural Review Committee

Gary Hunt – Architect

gary@huntdesign.com.au

0412 229 233

www.sanctuarygreens.com.au

SEYMOUR

Information contained in this document has been prepared with all reasonable care and is current as at the date of publication but may change after publication. Buyers should refer to the full text of the Design Guideline Covenants in their Sales Contracts and seek independent advice. The Developer reserves its right to amend the Covenants and Guidelines from time to time to reflect changing circumstances, laws and regulations and without notice. Seymour Group Pty Ltd is the Project Manager for the Developer. © 2026.

ASPIRE

Town Planning and Project Services

Attachment 8

Traffic Report

71-85 Port Douglas Rd

Traffic Impact Assessment

Seymour Land Pty Ltd

Level 24, 300 Queen Street,
Brisbane QLD 4000

Prepared by:

SLR Consulting Australia Pty Ltd

SLR Project No.: 620.042901.00002

19 December 2025

Revision: 1.1

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1.0	18 December 2025	Naristi Neale	Kris Stone	Kris Stone
1.1	18 December 2025	Naristi Neale	Kris Stone	Kris Stone

Basis of Report

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Seymour Land Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

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1.0 Introduction

1.1 Overview

SLR Consulting Australia (SLR) has been engaged by Seymour Land Pty Ltd to prepare a Traffic Impact Assessment (TIA) for the proposed residential sub-division development located at 71-85 Port Douglas Road. This report accompanies the Development Application and provides traffic and transport advice and analysis evaluating the proposed development. The development layout is indicated in the Engineering Services Report by Bourn Engineers, attached at **Appendix A**.

1.2 Purpose

The purpose of this report is to document the outcomes of an assessment of the traffic and transport components of the proposed development, with a specific focus regarding:

- Background traffic growth and future traffic demand.
- The traffic generation potential of the proposed development, as well as the distribution and assignment of development-generated traffic demands.
- Operational and safety performance of the external road network inclusive of the proposed development.
- Design of the internal movement infrastructure, including:
  - Road cross-sections and design specifications.
  - Car parking.
  - Active transport infrastructure (such as footpaths).

2.0 Existing Conditions

2.1 Subject Site

The subject development is located in Port Douglas fronting Port Douglas Road as depicted in **Figure 1**.

Figure 1 Subject Site Location



2.2 Surrounding Road Network

The property fronts one road of which the details are summarised in **Table 1**.

Table 1 Surrounding Road Network

Road Name	Authority	Classification	Existing Form	Posted Speed
Port Douglas Road	DTMR	District Road	Two-way, one lane per direction with no median.	60km/h

2.3 Public Transport

There are no existing public transport facilities within the vicinity of the subject site.

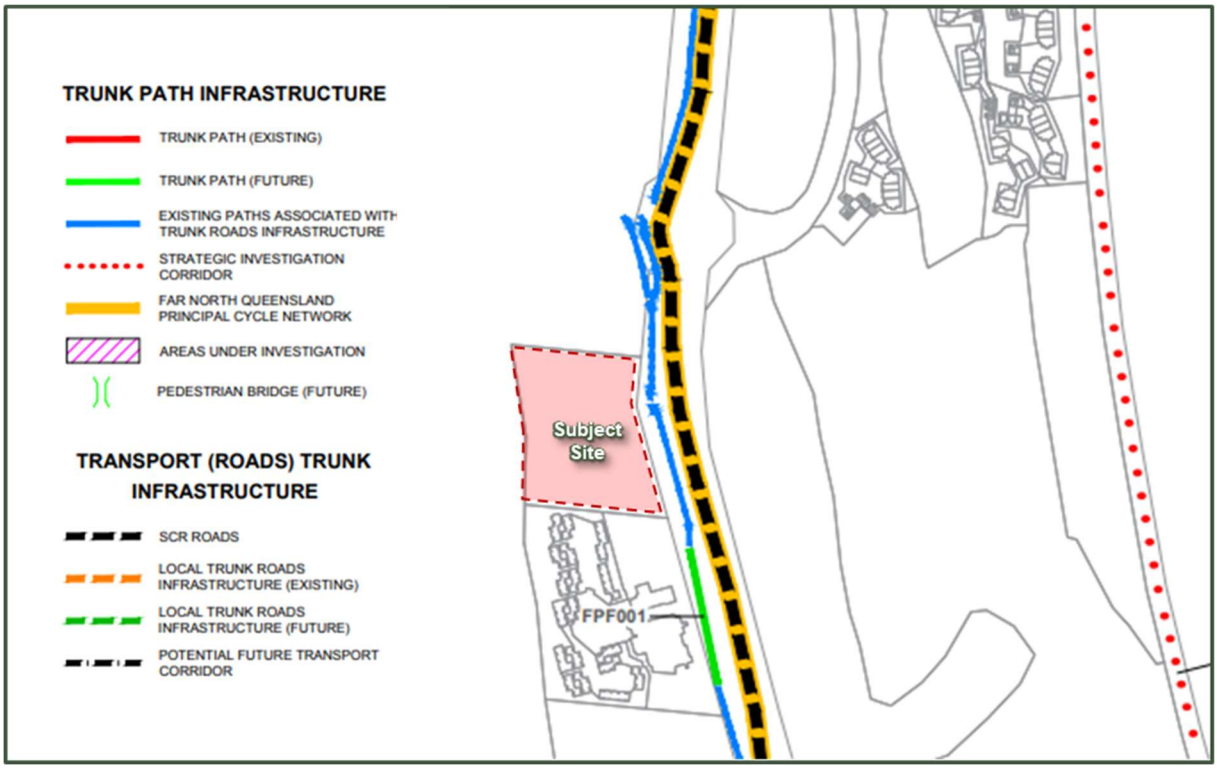
2.4 Active Transport

Port Douglas Road forms part of the Far North Queensland Principal Active Transport Network and includes existing paths associated with trunk road infrastructure, as illustrated in the extract from Council's *Local Government Infrastructure Plan* (LGIP) in **Figure 2**. The property frontage has existing paths associated with with Trunk Road Infrastructure. To the south of the development, where the development proposes access to Port Douglas Road, future path infrastructure is indicated (FPF001). Based on the planning scheme the project details are as follows:

- Map Reference: FPF001
- Road: Port Douglas Road
- Type: Trunk Path
- Length: 140m
- Asset attribute: Concrete path
- Gross value: $ 31,722
- Year: 2016.

The above information was obtained from Council's LGIP, dated 5 June 2018. No updated information is available.

Figure 2 Active Transport in the Vicinity of the Site (Extract from LGIP, Drawing No 1100-416, Rev C, Dated 23/03/18)



2.5 Crash History

Historic traffic crash data in the vicinity of the site was obtained from DTMR's publicly available online dataset. Crash records for the most recent five-year period (2020–2024 inclusive) were reviewed. An assessment of the crash history, including consideration of whether traffic generated by the proposed development may exacerbate any identified crash trends, is provided in **Section 6.1**.

2.6 Road Network Planning

2.6.1 Local Government Road Network Planning

The Council LGIP has been reviewed to identify the location or nature of any planned trunk works in the vicinity of the subject site. The review indicated that that no programmed works are located in proximity to subject site.

2.6.2 State Controlled Road Network Planning

DTMR's *Queensland Transport and Roads Investment Program* (QTRIP) document and the Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) planning policy interactive mapping system has been interrogated to identify whether any works are planned on the state-controlled road network that are of relevance to the assessment documented herein. The review showed that no programmed works are located in proximity to subject site.

3.0 Proposed Development

Based on development plans included in the Engineering Services Report (see **Appendix A**) the proposed development will comprise 40 residential dwelling lots.

3.1 Vehicular Site Access

Access to the development will be provided via the eastern boundary via an extension of the existing Port Douglas Service Road which already connects to Port Douglas Road south of the subject site at the existing access to the Oaks Holiday Resort (see **Figure 1**). As part of the proposed development, it is recommended that left- and right-turn movements be separated at the intersection with Port Douglas Road.

Figure 3 Proposed Access Arrangements



3.2 Internal Road Network

The application proposes that the internal road network will 'private' and will form part of a Community Management Scheme (CMS). The proposed internal road cross sections are narrower than the minimum widths specified in the Far North Queensland Regional Organisation of Councils (FNQROC) Standard Cross Sections. The proposed arrangements are considered acceptable given the low operating speeds and low traffic volumes anticipated within the development. The proposed cross sections are illustrated in **Figure 4** to **Figure 6.**

Figure 4 Modified Access Street Cross Section (13.0m)

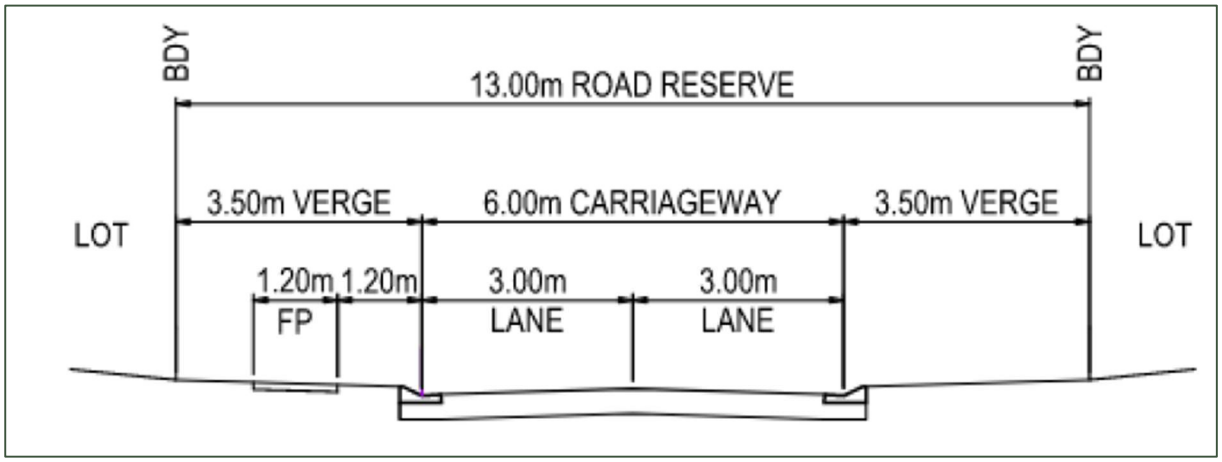


Figure 5 Driveway Cross Section (6.0m)

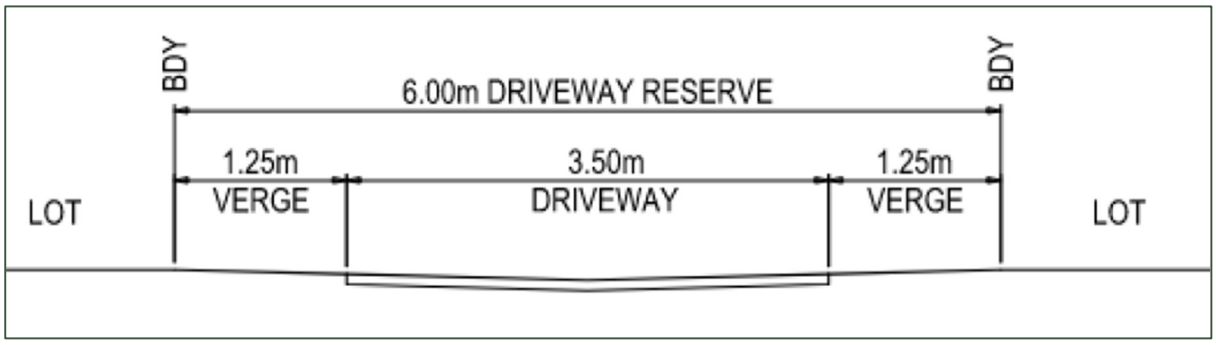
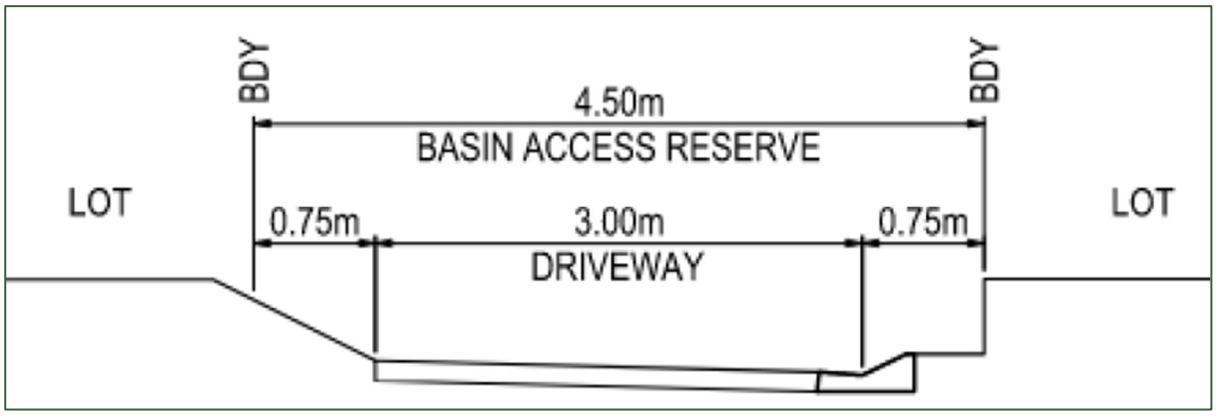


Figure 6 Basin Access Cross Section (4.5m)



3.3 Car Parking

It is understood that each residential lot will provide on-site parking. In addition, the Engineering Services Report (refer to **Appendix A**) indicates that approximately 20 on-street parking spaces could be achieved which equates to a rate of 0.5 spaces per dwelling.

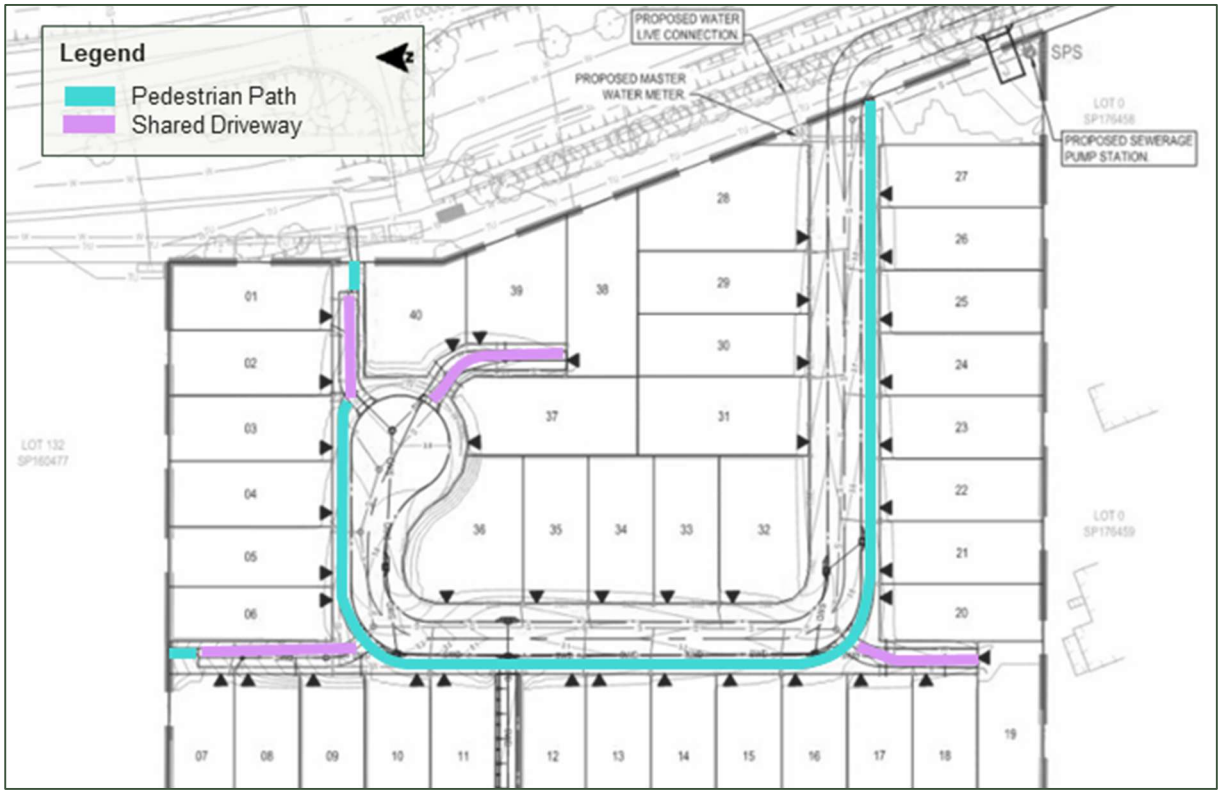
Queensland Streets (IPWEA, 1993) and the Street Design Manual (IPWEA, 2020) identify an on-street parking provision range of 0.25 to 0.75 spaces per dwelling, depending on garage provision and overall density. On this basis, the proposed on-street parking provision is considered sufficient.

3.4 Active Transport

Pedestrian and cyclist movements within the development will be accommodated via 1.2 m footpaths located within one verge of the internal road network, as shown in **Figure 7**. No footpath facilities are proposed within the shared driveways which will function as shared facilities for pedestrians and vehicles. Network permeability is further enhanced via a pedestrian link between the cul-de-sac and existing paths along Port Douglas Road. Additionally, pedestrian movement via the extended Port Douglas Service Road may be possible subject to further detailed design.

The site frontage includes existing pedestrian facilities associated with trunk road infrastructure. Identified LGIP works located to the south of the site (refer **Section 0**) are not prejudiced by the proposed development.

Figure 7 Active Transport Provision



3.5 Servicing

It is envisaged that refuse collection for the residential lots will be undertaken by Council's standard Refuse Collection Vehicles servicing individual bins from the kerbside of each lot. A swept path assessment was conducted as part of the Engineering Service Report (by Bourn Engineers, 16 December 2025, see **Appendix A**) indicates that an 8.8m service vehicle can complete a three-point turn within the carriageway of the proposed cul-de-sac.

While the vehicle's overhang slightly encroaches into the verge area, the manoeuvre can be performed with all wheels remaining on the road pavement. It is consistent with typical operational practice in low-order residential cul-de-sacs.

4.0 Assessed Traffic Demands

4.1 Existing Traffic Demands

4.1.1 Surveyed Traffic

To assess the current traffic demands on the road network surrounding the site, SLR engaged Austraffic to undertake traffic surveys on Port Douglas Road on Wednesday and Thursday 25-26 November 2025.

Based on traffic survey data it was established that the peak hour traffic volumes for 26 November were more and the peak hours were:

- AM peak hour: 8:15 AM – 9:15 AM.
- PM peak hour: 4:30 PM – 5:30 PM.

The surveyed traffic volumes are provided in **Appendix B** and the peak hour traffic volumes have been included in the desktop model and can be seen in **Figure C1** at **Appendix C**.

4.1.2 Existing Development

To determine the turning movement traffic volumes at the intersection of Port Douglas Road and the Service Road, the trip generation of the existing Oaks Port Douglas Resort (see the location in **Figure 1**) was derived based on the **Table 2** assumptions. The resultant resort traffic demand is summarised in **Table 3**.

Table 2 Oaks Port Douglas Resort Trip Generation Assumptions

Aspect		Assumption
Land Use		Holiday Resort
Yield		170 Rooms
Trip Generation Rate [1]	QLD Open data for hotels (85th Percentile)	AM Peak: 0.324 trips/room PM Peak: 0.31 trips/room
	Adopted Rate	0.4 trips/room
In | Out Split		AM Peak: 30% | 70% PM Peak: 60% | 40%
Distribution on Port Douglas Road	North	70%
	South	30%
Access Utilisation	Northern Parking Area	55%
	Southern Parking Area	35%
	Port Cochère	10%

Table 3 Oaks Port Douglas Resort Traffic Demand

Land Use	Yield	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Holiday Resort	170 Rooms	17	39	55	32	21	53

The resort traffic forecast was included in the desktop model (see **Figure C2** at **Appendix C**) and incorporated with the Port Douglas Road surveyed traffic to establish the background traffic (see **Figure C3** at **Appendix C**).

4.2 Background Traffic Growth

The linear background traffic growth rate was determined using DTMR traffic count data from Site *111592*: *Port Douglas Road - 500m north of Mahogany St*, obtained from the Queensland Government Open Data Portal (2012–2024 traffic census data). The most recent 1-, 5- and 10-year average growth rates for this section of Port Douglas Road were all below 0.5%, indicating very low historic growth.

To ensure a conservative assessment and account for potential variability not reflected in recent trends, a higher linear growth rate of 2% per annum has been adopted for projecting future background traffic volumes. This provides a suitably robust basis for the impact assessment. The future year traffic volumes can be seen in **Figure C3** – **C4** at **Appendix C**.

4.3 Development Trip Generation

4.3.1 Trip Generation

The peak hour traffic demand for the subject development has been forecast based upon the *Guide to Transport Impact Assessment Technical guidance for transport practitioners Version 1.1* (TfNSW 2024). The traffic generation rate of 0.85 peak hour vehicle trips per dwelling was adopted, with a directional IN/OUT split of 30%/70% during the AM peak and 60%/40% during the PM peak. The demand forecasts for the development are presented in **Table 4**.

Table 4 Development Traffic Demand

Land Use	Yield	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential Dwellings	40 lots	10	24	34	20	14	34

4.3.2 External Trip Distribution

The adopted trip distribution between north and south on Port Douglas Road is provided in **Table 5**.

Table 5 Trip Distribution

Direction	Distribution
North	70%
South	30%
Total	**100%**

Reflective of all assumptions documented above, the traffic volumes adopted for the operational assessment are included in the desktop model provided in **Appendix C**.

5.0 Operational Assessment

5.1 Performance Criteria

5.1.1 Intersection Performance Thresholds

Study intersections have been assessed in SIDRA Intersection 9.1 (SIDRA); an industry-recognised analysis tool used to estimate the capacity and performance of intersections based on input parameters, including geometry and traffic volumes. SIDRA provides an estimate of an intersection's Degree of Saturation (DOS), queues and delays.

The maximum DOS thresholds identified by the Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments (AGTM12-20) for each intersection type are reproduced in **Table 6** below.

Table 6 Degree of Saturation Thresholds

Intersection type	DOS Threshold
Signalised Intersections	Less than or equal to 0.90
Roundabouts	Less than or equal to 0.85
Priority-Controlled Intersections	Less than or equal to 0.80

DOS values exceeding those presented in **Table 6** indicate that, as the intersection is nearing its practical capacity, upgrade works may be required. Above these threshold values, users of the intersection are likely to experience rapidly increasing delays and queuing.

Importantly, it is noted that DOS is not the only performance indicator and that other measures such as critical delay should also be considered when assessing the performance of an intersection, such as the use of the critical movement delay for assessing the performance of priority-controlled intersections.

5.1.2 Critical Delay

Section 7.4.5 of AGTM03-20 provides a summary of level of service (LOS) criteria based on the average delay per vehicle at intersections and makes further reference to guidance contained in the *Guide to Traffic Generating Developments* (TfNSW, 2002). This guide recommends that the average delay statistic for the critical movement provides a better indication of intersection performance and safety for roundabouts and priority-controlled intersections than DOS. A summary of the recommended delay thresholds is provided in **Table 7** below.

Table 7 Critical Delay Thresholds

LOS	Description	Critical Delay (s)
A	Good operation	< 14 sec
B	Acceptable delays and spare capacity	15 - 28 sec
C	Satisfactory	29 - 42 sec
D	Near capacity	43 - 56 sec
E	At capacity, requires other control mode	57 - 70 sec

NOTE: For traffic signals, the average delay of all movements should be reported. For roundabouts and priority-control intersections, the highest average delay of the critical movement should be reported.

5.2 Assessment Scenarios

The assessment has adopted 2028 as the year of opening. On this basis, intersection performance has been assessed for the following scenarios:

- **2028 'Background'**: To establish the year of opening baseline operating conditions in the absence of the subject development.
- **2028 'With Development'**: To quantify the incremental impact of development traffic on operating conditions at the year of opening.
- **2038 'Background'**: To establish baseline operating conditions at the ten-year design horizon in the absence of the subject development.
- **2038 'With Development'**: To identify the incremental impact of development traffic on operating conditions at the ten-year design horizon.

5.3 SIDRA Assessment

5.3.1 Port Douglas Road / Site Access Buffer Intersection

The Port Douglas Road / Site Access Buffer intersection is proposed as a three-way priority-controlled intersection. The proposed layout as extracted from SIDRA is shown on **Figure 8**. The results of the analysis are summarised in **Table 8** with the detailed SIDRA outputs provided in **Appendix D**.

Figure 8 Port Douglas Road / Site Access Buffer Intersection – Layout

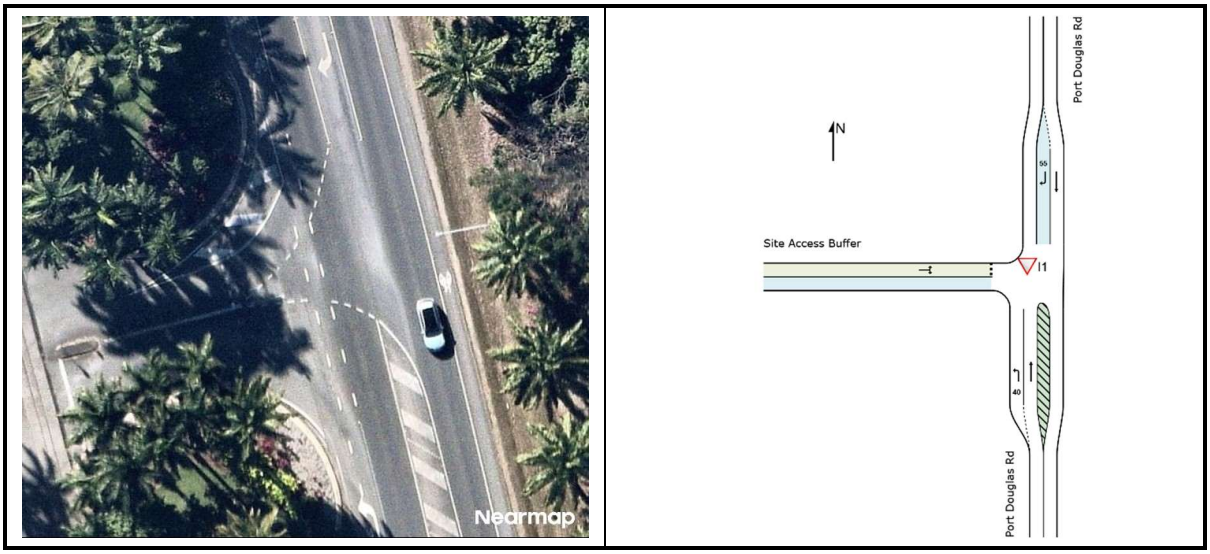


Table 8 Port Douglas Road / Site Access Buffer Intersection – SIDRA Outputs Summary

Scenario	AM Peak			PM Peak		
	Maximum DOS	Critical Delay (s)	95th %ile Queue (m)	Maximum DOS	Critical Delay (s)	95th %ile Queue (m)
Without Development						
2028 Background	0.33	22 (W)	3 (W)	0.28	17 (W)	1 (W)
2038 Background	0.33	23 (W)	5 (W)	0.28	18 (W)	2 (W)
With Development						
2028 Background + Development	0.36	27 (W)	4 (W)	0.31	21 (W)	2 (W)
2038 Background + Development	0.36	29 (W)	6 (W)	0.31	22 (W)	2 (W)

The results of the analysis summarised in **Table 8** show that the existing intersection form is forecast to operate well within the adopted performance thresholds for all background and development scenarios.

Notwithstanding these findings, the development application proposes modifications to the existing arrangement to better accommodate traffic by including left- and right-turn lanes (see **Figure 3**) to improve operational efficiency and safety, and to accommodate development traffic.

5.3.2 Service Road / Site Access Buffer Intersection

The Service Road / Site Access Buffer intersection is proposed as a three-way priority-controlled intersection. The proposed layout as extracted from SIDRA is shown on **Figure 8**.

Figure 9 Service Road / Site Access Buffer Intersection – Layout

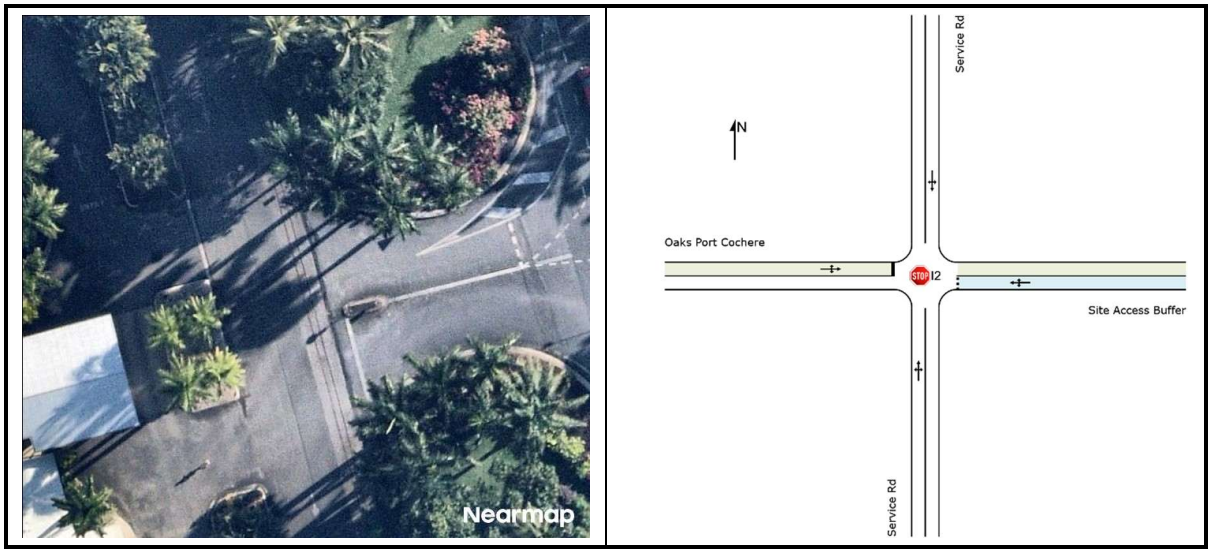


Table 9 Service Road / Site Access Buffer Intersection – SIDRA Outputs Summary

Scenario	AM Peak			PM Peak		
	Maximum DOS	Critical Delay (s)	95th %ile Queue (m)	Maximum DOS	Critical Delay (s)	95th %ile Queue (m)
Without Development						
2028 Background	0.02	8 (W)	0 (E)	0.03	8 (W)	1 (E)
2038 Background	0.03	8 (W)	1 (E)	0.05	8 (W)	1 (E)
With Development						
2028 Background + Development	0.02	8 (W)	0 (E)	0.03	8 (W)	1 (E)
2038 Background + Development	0.03	8 (W)	1 (E)	0.05	8 (W)	1 (E)

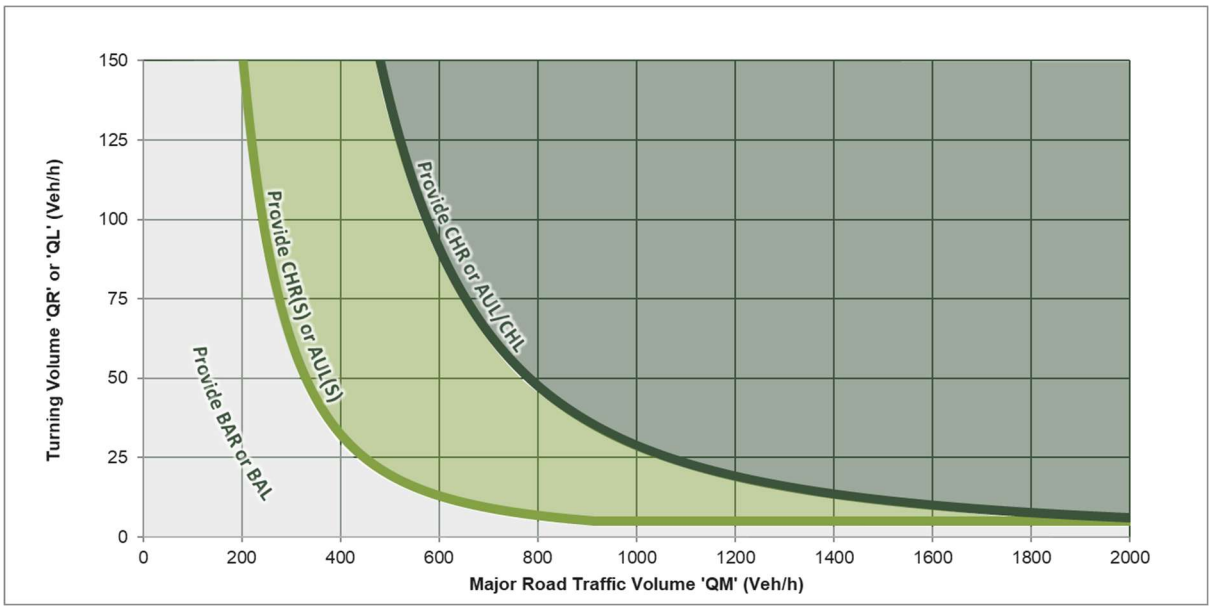
The results of the analysis summarised in **Table 8** show that the existing intersection form is expected to perform within the adopted performance thresholds for all assessed scenarios. The detailed SIDRA outputs of this intersection are provided in **Appendix D**.

Notwithstanding these findings, the **Figure 3** plan also includes modifications to the intersection to improve capacity (queue separation) and legibility (refresh of existing line marking)

5.4 Turn Warrant Assessment

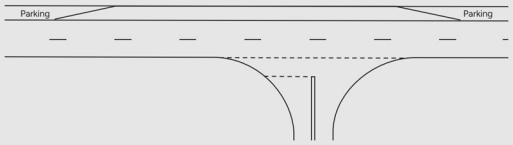
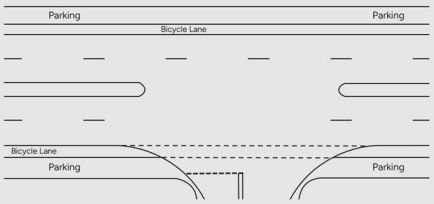
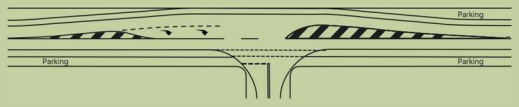
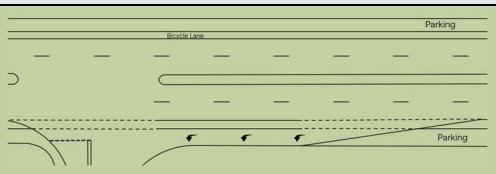
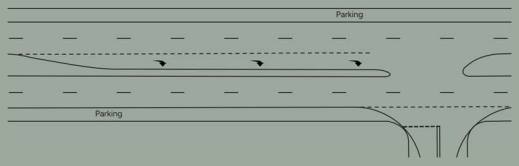
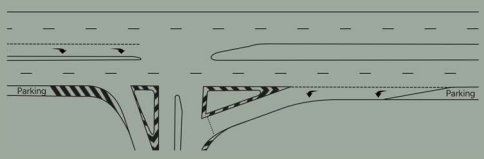
The turn warrant assessment has been undertaken in accordance with research summarised in Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (2021) (AGRD4A). To assist the reader interpretation of the assessment, a pictorial description of the various urban turn treatments that may be considered based on the design speed (*V*) is provided in **Figure 10** and **Table 10** to assist with reader interpretation of this assessment.

Figure 10 Turn Treatment Types and Volume Criteria (*V* ≤ 70km/h)



Source: AGRD4A-20

Table 10 Urban Turn Treatment Types

Acronym	Right Turn Treatment	Left Turn Treatment
BAR or **BAL**	 **BAR** (Basic Right Turn)	 **BAL** (Basic Left Turn)
CHR(S) or **AUL(S)**	 **CHR(S)** (Channelised Right Turn (Short))	 **AUL(S)** (Auxiliary Left Turn (Short))
CHR or **AUL** or **CHL**	 **CHR** (Channelised Right Turn)	 **AUL** (Auxiliary Left Turn)  **CHL** (Channelised Left Turn)

The assessment was based on the following criteria:

- Design Domain – Extended Design Domain / Brownfield
- Road configuration – Two-lane two-way
- Design Year – 10 years
- Design speed – Less than or equal to 70km/h
- Left turn splitter island – No.

Detailed turn warrant assessment is attached at **Appendix E** and indicates that a BAL and CHR(S) are required. As the existing turn treatments exceed these requirements, no further upgrades are warranted.

6.0 Road Safety Assessment

6.1 Crash Data

In order to highlight any safety deficiencies in the surrounding road network in proximity to the subject site, crash data has been extracted from Queensland Data Portal – Road crash locations[1]. Crashes for the most recent five-year period between 2020 and 2024 (inclusive) were evaluated. The locations of the reported crashes are illustrated in **Figure 11** below with details and road user movement (DCA) codes being summarised in **Table 11**.

Figure 11 Crash Locations

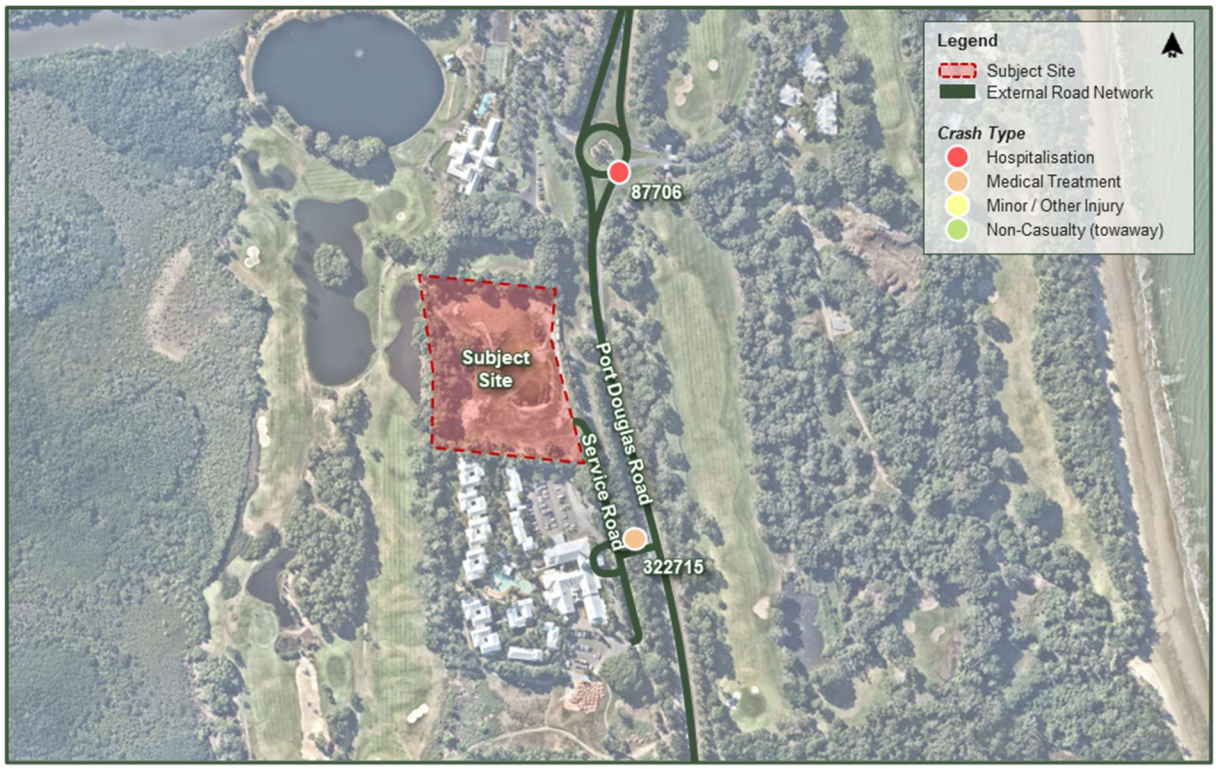


Table 11 Crash Locations (2020 – 2024)

Crash Ref	Year	Location	Crash Severity	DCA Code	DCA Description
87706	2021	Port Douglas Rd	Hospitalisation	705	Off Path-Straight: Out Of Control On Cway
322715	2020		Medical treatment	400	Vehs Manoeuvring: Other

The DTMR crash data, summarised in **Table 11**, identifies two reported crashes in the vicinity of the subject site over the five-year period from 2020 to 2024, with no recorded fatalities. Of these, crash 322715 is the only incident with direct relevance to the proposed development. This incident involved a bus and cyclist in 2020, resulting in medical treatment.

[1] https://www.data.qld.gov.au/dataset/crash-data-from-queensland-roads/resource/e88943c0-5968-4972-a15f-38e120d72ec0

The publicly available data does not establish the details of this particular crash, but it appears it is not a recurring issue and does in and of itself indicate an underlying safety deficiency on the surrounding network. Given the low crash frequency, lack of recurring patterns; the proposed development is not anticipated to materially increase the existing crash risk.

With standard safety measures in place, such as maintaining adequate sight distances (see **Section 6.2**) and noting that the existing turn treatments are appropriate for the forecast traffic demands (see **Section 5.4**), the likelihood of similar incidents occurring is expected to remain low.

6.2 Sight Distance Assessment

Sight distance assessments have been undertaken for the proposed development access point to ensure safe vehicle operations at the intersection of Port Douglas Road / Site Access Buffer. The assessment has been conducted in accordance with Austroads Guide to Road Design *Part 4A: Unsignalised and Signalised Intersections*, considering the design speed of the connecting roads and the required sight triangles for safe turning movements.

The design speed was adopted as 70km/h (assuming 10km/h above the posted speed limit) requiring an intersection sight distance of 151m for approach movements. A review of high-resolution aerial imagery from Nearmap confirms that available sight distance exceeds the requirements in both directions, providing adequate safety margins for vehicles entering and exiting the development.

6.3 Risk Assessment

A risk assessment was carried out in order to evaluate existing safety risks within the study area and also any safety risks introduced or exacerbated by the subject development.

The risk score for any safety issue is assessed using the *Safety Risk Score Matrix* presented in Figure 9.3.2(a) of the GTIA, which is reproduced in **Table 12**, where:

- L = Low Risk
- M = Medium Risk
- H = High Risk

Table 12 Safety Risk Score Matrix

		Potential Consequence				
		Property Only (1)	Minor Injury (2)	Medical Treatment (3)	Hospitalisation (4)	Fatality (5)
Potential Likelihood	Almost Certain (5)	M	M	H	H	H
	Likely (4)	M	M	M	H	H
	Moderate (3)	L	M	M	M	H
	Unlikely (2)	L	L	M	M	M
	Rare (1)	L	L	L	M	M

The GTIA provides the following criteria for mitigation of safety risks:

- The object of the assessment is return the 'With Development' risk score to the 'Without Development' risk score and below the 'high' risk score with mitigation measures; and
- Any risk item in the 'high' category requires mitigation, regardless of whether this risk is a pre-existing condition.

Table 13 Risk Assessment

Risk Item	Without Development			With Development			Mitigation Measures	With Development and Mitigation		
	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score		Likelihood	Consequence	Risk Score
The introduction of additional traffic at the intersection of Port / the site buffer increases the likelihood (exposure) of crashes.	-	-	-	4	3	M	Separate left- and right-turn lanes are proposed to improve operational efficiency and safety.	2	3	M
							The existing turn treatments (CHR and AUL) are consistent with the requirements identified in the turn-warrant assessment.	2	3	M
							A sight-distance assessment confirms that SISD is achieved at the access, reducing the likelihood of vehicle conflict.	2	3	M

The risk assessment findings indicate the incremental risks can be addressed.

7.0 Conclusion and Summary

SLR Consulting Australia (SLR) has been engaged by Seymour Land Pty Ltd to prepare a Traffic Impact Assessment (TIA) for the proposed Residential Development at 71-85 Port Douglas Road comprising 40 low-density residential lots.

Based on the findings of the assessment detailed herein, the following conclusions are made:

- The internal road cross sections are narrower than the minimum widths specified in the FNQROC Standard Cross Sections. This is considered acceptable given the low operating speeds, low anticipated traffic volumes and the internal road network will operate as a private road network.
- Active transport is accommodated via footpaths within the internal road network, including a pedestrian link between the cul-de-sac and Port Douglas Road, as well as a connection to the northern lot, providing direct connectivity to the surrounding area.
- Refuse collection will be undertaken through the servicing of individual bins kerbside. The Engineering Service Report confirms that an 8.8m service vehicle can turn around within the cul-de-sac, with minor overhang into the verge considered operationally acceptable.
- Traffic generation associated with the development is estimated at approximately 34 vehicle trips during the peak periods.
- Operational assessments of development access within the study area confirm that all intersections operate within acceptable thresholds under both existing and future traffic conditions. No upgrades are required to accommodate development traffic.
- The turn warrant assessment indicated that the existing turn treatments are sufficient to accommodate the development traffic.

Appendix A Engineering Services Report

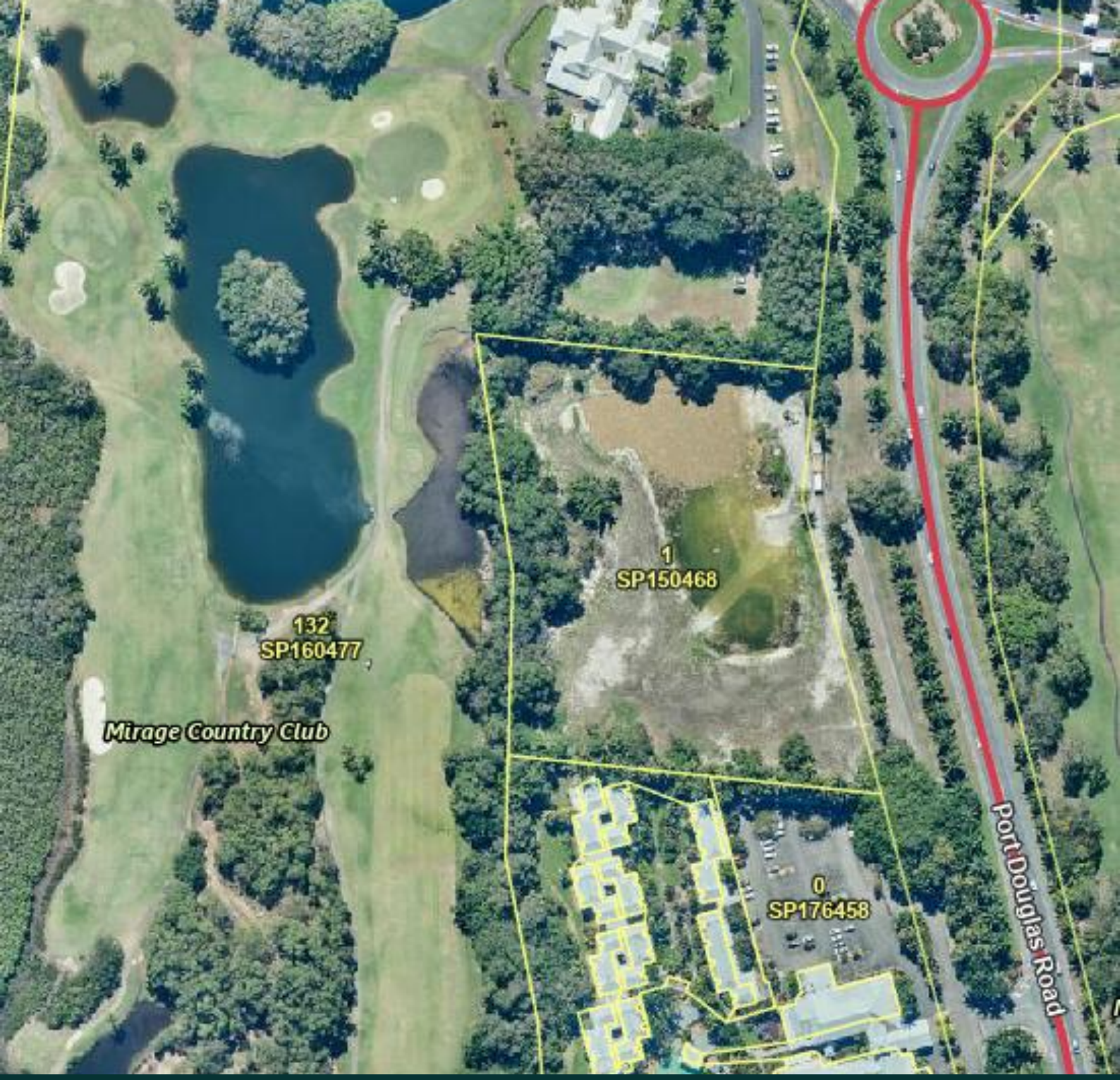
71-85 Port Douglas Rd

Traffic Impact Assessment

Seymour Land Pty Ltd

SLR Project No.: 620.042901.00002

19 December 2025



Engineering Services Report

71-85 Port Douglas Road, Port Douglas

Prepared for **Seymour Land Pty. Ltd.**

Reference No. **BE25041**

16 December 2025

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Approved By



Aaron Gilboy

RPEQ: 14278

Director

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1 Introduction

Bourn Engineers have been commissioned by Seymour Land Pty. Ltd. to prepare an engineering assessment for the proposed development at 71-85 Port Douglas Road, Port Douglas. The proposed site consists of a 40-lot residential subdivision. The proposed subdivision is proposed to be maintained in private ownership with internal site assets to be provided as private assets. It is noted the subject site was previously subject to a development application for a resort complex which did not progress through to an approval. The site has been previously subject to initial earthworks, resulting in a partial existing basement excavation within the site area which currently is observed to be holding water.

The proposed site layout is shown on Figure 1-1 below.



Figure 1-1 Proposed site layout

2 Site Description

2.1 Existing Site Characteristics

The proposed development is located at 71-85 Port Douglas Road, Port Douglas, which is described as Lot 1 on SP150468. The site is zoned as Tourist Accommodation under Douglas Shire Council's Planning Scheme Zone Map. The site is bound by Port Douglas Road to the east, the Oaks Port Douglas Resort to the south, the Mirage Country Club to the west and north. The site location and surroundings are shown on Figure 2-1 below.



Figure 2-1 Proposed development location and surroundings

The site currently consists of natural vegetation and a large, excavated area resulting from previously completed earthworks activities which functions as a water collection point. The site generally grades towards the west with stormwater discharging from the site generally into an existing water body within the adjacent Mirage Country Club golf course.

3 Bulk Earthworks

3.1 Proposed Works

A significant amount of fill will be required to be brought in to backfill the existing excavation and flatten the lot to a suitable profile to support the proposed development.

The assessment notes the following earthworks volumes:

- Total cut: 4,871m^3
- Total fill: 14,138m^3.

All earthworks including filling and excavation are proposed to be undertaken in accordance with the Douglas Shire Council Planning Scheme Policy, relevant DSC sediment and erosion control guidelines, International Erosion Control Association (IECA) Sediment and Erosion Control Guidelines and Australian Standards AS3798-2007.

Retaining walls to selected allotment boundaries are proposed in order to achieve suitable building platforms for all allotments. Proposed retaining walls are between 0.4m and 2.6m in height. All retaining walls are to be fully contained within private allotments.

A schematic of the proposed earthworks for the development site is shown on Figure 3-1 below.



Figure 3-1 Concept bulk earthworks layout plan

3.2 Erosion and Sediment Control

The development site has been configured with consideration of erosion and sediment control measures to control overland flows in accordance with existing erosion and sediment control management plans.

The location and configuration of the proposed detention and stormwater treatment basins enable the establishment of erosion and sediment controls within the site which are able to be maintained for the duration of proposed bulk earthworks operation. It is proposed to establish these areas as interim sediment basins during the civil works construction period during prior to the commencement of bulk earthworks construction.

Local sediment and erosion control facilities shall be provided in a staged manner in line with construction works such that the upstream clean water flows are diverted around active construction sites where possible. Local controls shall be provided within each active construction site in order to capture and mitigate the discharge of dirty stormwater flows into downstream stormwater drainage systems and receiving properties.

Regular and ongoing maintenance to the erosion and sediment control facilities should be completed throughout the bulk earthworks and civil works construction process in order to ensure that controls retain capacity to manage future storm events. Following rainfall events efforts should be made to flocculate, de-water and restore capacity to sediment control facilities within 5 business days.

Early stabilisation of exposed sites should be completed progressively throughout construction in order to reduce sediment run off from completed bulk earthworks areas and assist in management of sediment loss generally. The civil contractor shall prepare their own detailed site management plan to achieve compliance with sediment and erosion control guidelines and maintain this as a live document throughout the construction program.

4 Roadworks

The site is proposed to be accessed via an extension of the service road which fronts the Oaks Port Douglas Resort, just south of the subject site. It is proposed that this service road is extended to service the subject site, which will minimise impact on the state-controlled Port Douglas Road. Eliminating the introduction of a new intersection on a short stretch of road (currently approximately 350m between intersections on either side of this lot's access) will be favourable in minimising disruption on a busy main road through Port Douglas.

The proposed service road will be a two-lane two-way road which leads into the private road which provides access to each individual lot. This is shown on Figure 4-1 below.

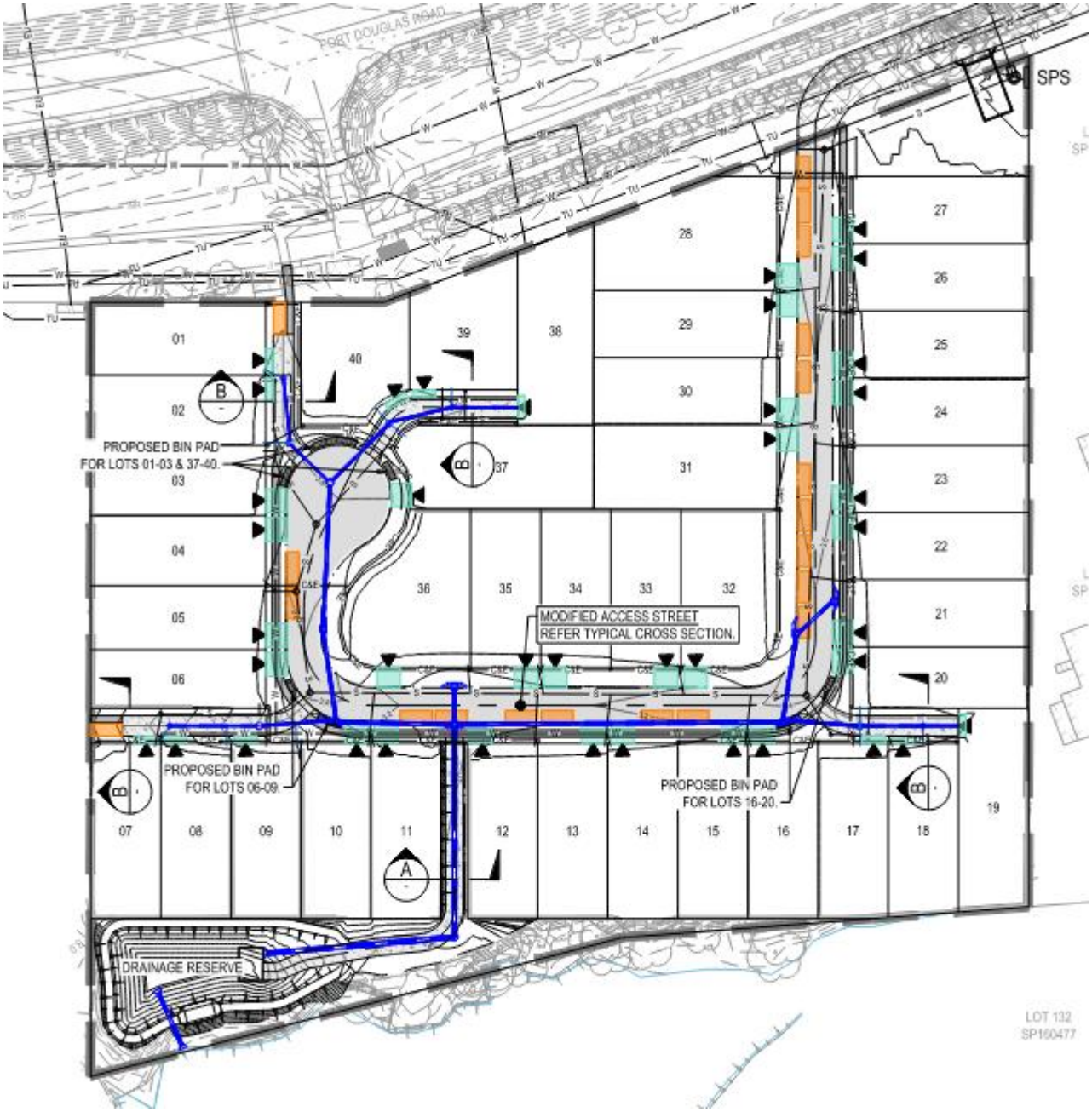


Figure 4-1 Internal road layout plan

It is noted a 3.0m wide basin access driveway is also provided to the detention basin located in the north-western corner of the site. The typical cross-sections for the extended service road, basin access reserve and driveway reserve are shown on Figure 4-2 below.

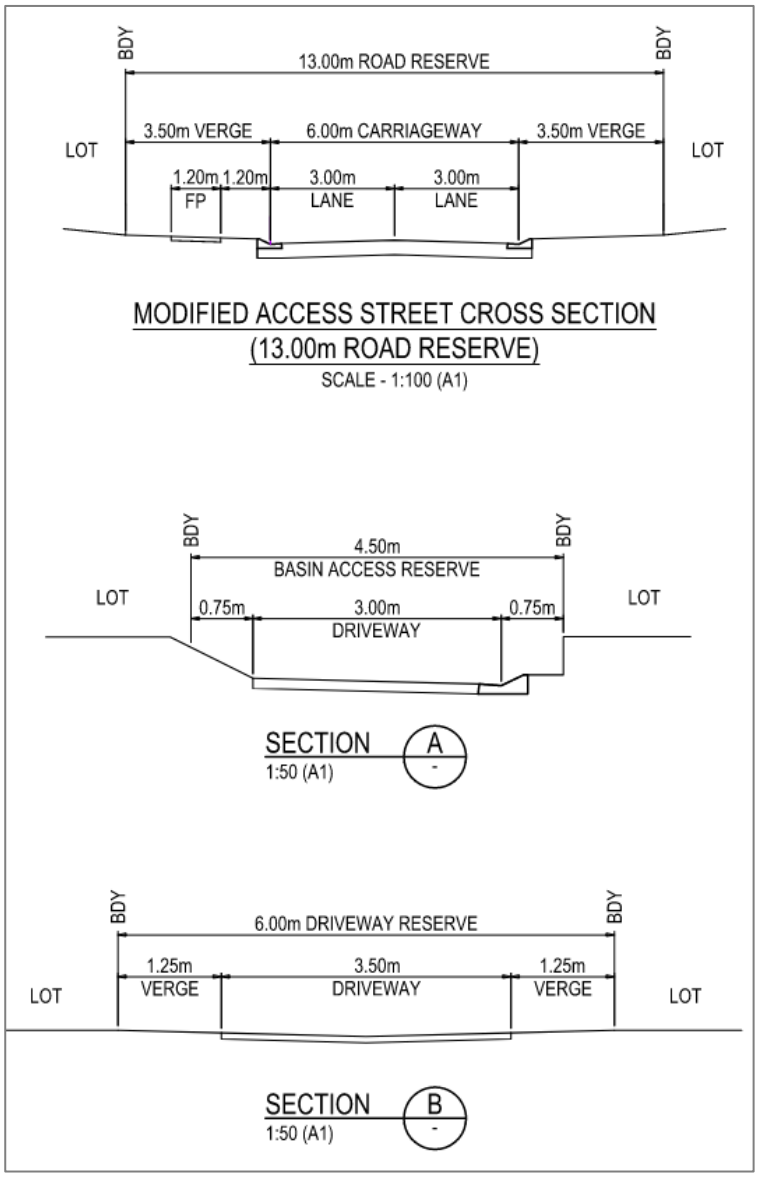


Figure 4-2 Typical road cross-sections

It is noted that all allotments which are proposed to be accessed via shared driveways are shown to be provided with dedicated bin pads located behind the back of kerb at the nearest available location within the surrounding roadway.

The site also features pedestrian footpath connections to the surrounding external networks. A connection is provided to the existing Port Douglas Road footpath from the end of a shared driveway located off of the internal cul-de-sac. Footpath connections are also provided from the end of a shared driveway to the site northern boundary in order to provide connection with the pedestrian footpath network within the golf course which accesses the Mirage Country Club house.

4.2 On-Street Parking

The proposed site consists of a 40-lot residential subdivision, all of which have access driveways off the internal road and private parking. 20 on-street parking spaces have also been provided to accommodate any visitors, which are highlighted in orange on Figure 4-1 above. The provided on-street parking allowances are compliant with Douglas Shire Council requirements for 1 visitor parking space per 2 lots.

5 Water and Sewerage

5.1 Equivalent Population

The design of the works has been completed in accordance with Version 01/09 of the FNQROC Development Manual Operational Works Design Guidelines D7.

The following table shows the Equivalent Population (EP) derived for the proposed development for water and sewerage services. The EP is calculated in accordance with the Table 7.1 of the Operational Works Design Guidelines.

Land Use	Yield	Rate	Total EP
Residential Lots < 400m^2	33 lots	2.5 EP per single family dwelling	83 EP
Residential Lots 401m^2 < 900m^2	7 lots	2.8 EP per single family dwelling	20 EP
TOTAL			**103 EP**

5.2 Water Supply Infrastructure

The development will be serviced by a conventional water reticulation network installed within the verge of the internal road to efficiently supply all allotments. A master meter is proposed at the south-east corner of the site, providing connection to the external network via an existing 300mm diameter water reticulation main located along the site frontage on Port Douglas Drive. The water meter assembly is proposed to be installed immediately inside the property boundary and detailed in accordance with Douglas Shire Council above ground 100mm water meter assembly details. The general water reticulation arrangement is shown on Figure 5-1 and Figure 5-2.

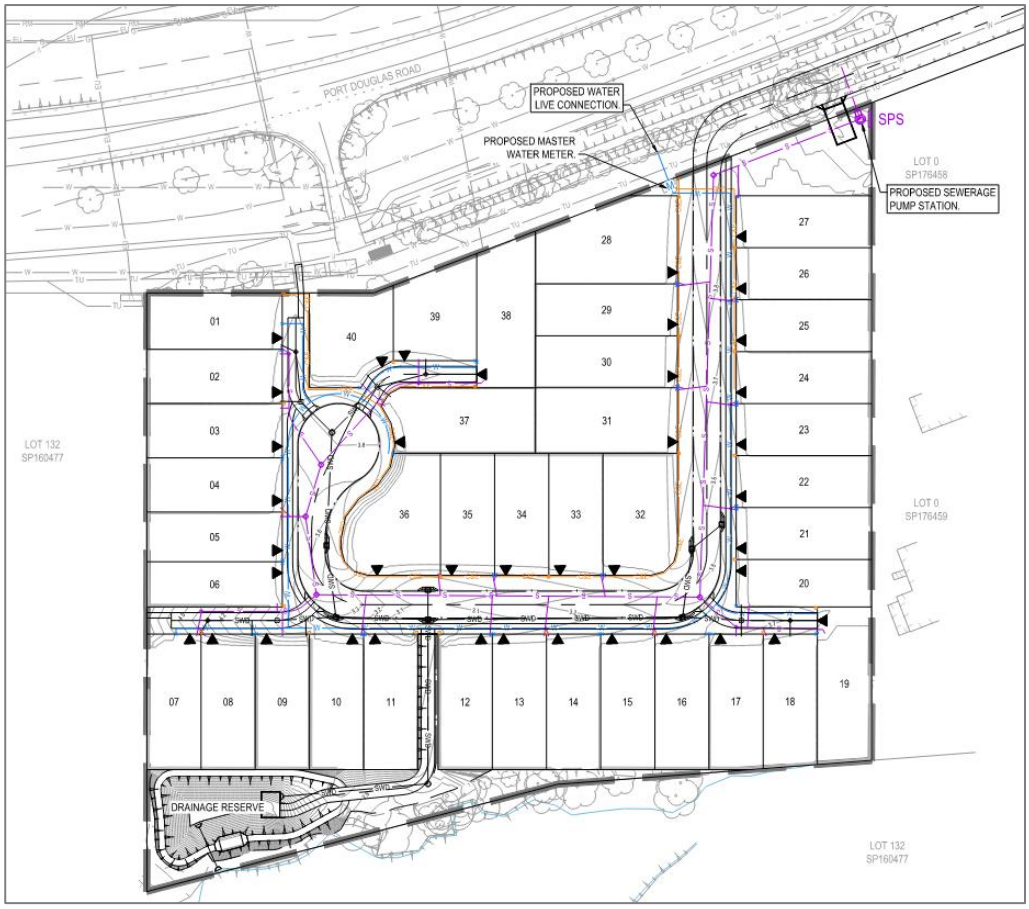


Figure 5-1 Preliminary Water and Sewer Reticulation Layout Plan

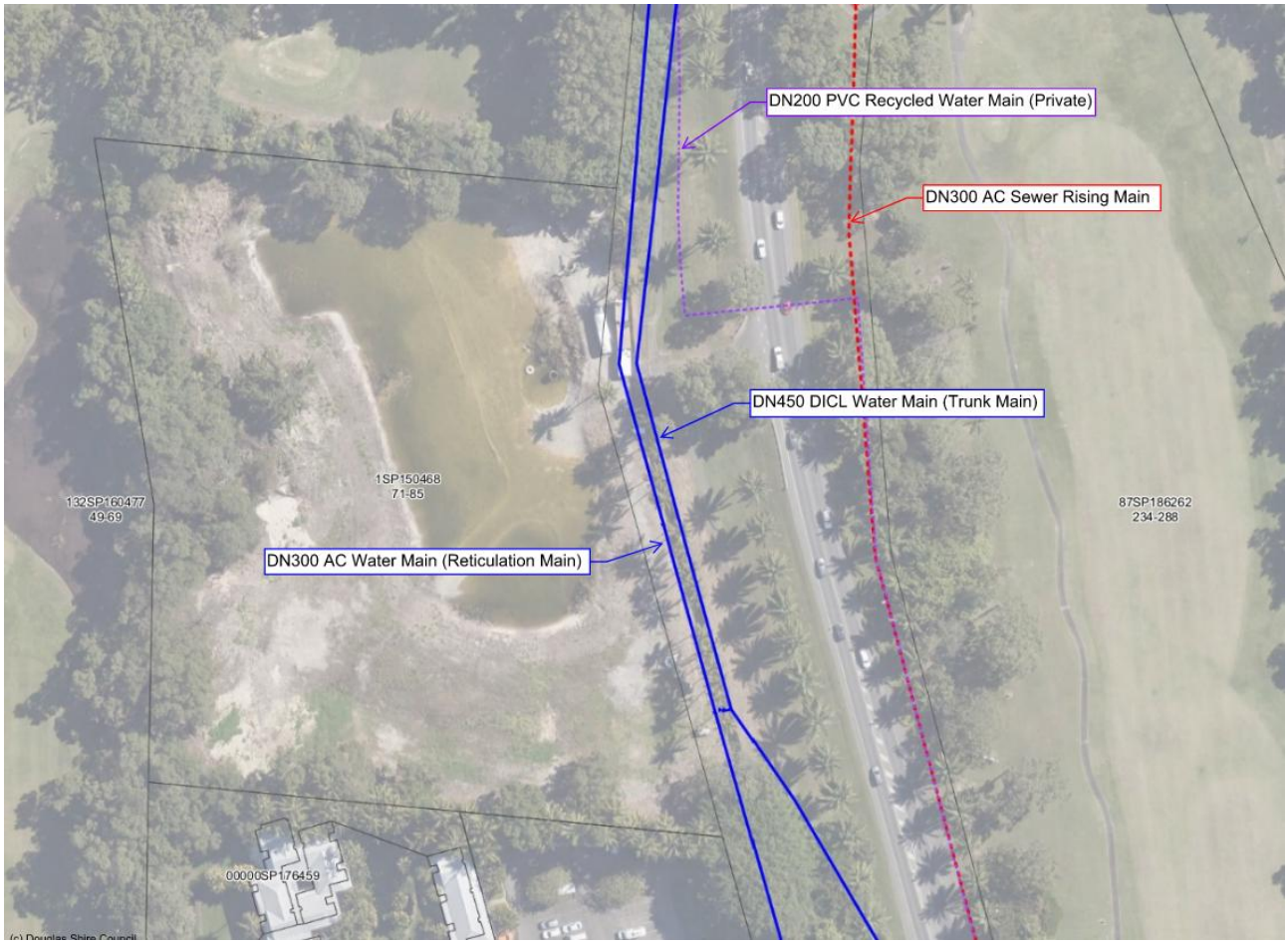


Figure 5-2 Water and Sewer Plan

It is anticipated that the surrounding water main network will have sufficient supply to support the proposed development, however, detailed network modelling will be provided under separate cover to confirm.

5.3 Sewerage Infrastructure

The proposed development will be serviced by a conventional gravity sewer main located within the footprint of the internal road pavement. Individual properties will connect directly to this main via house connections.

The network is designed as a single catchment to correspond with the site's topography.

The proposed development includes a private sewage pumping station (SPS) which will be located in the south-eastern corner of the property. All sewage flows from the site be conveyed via a conventional gravity main to this SPS and be subsequently discharged into the surrounding municipal network by connecting into the 300mm diameter sewer rising main on the opposite side of Port Douglas Road. Due to the flat terrain beyond the site, the system will require a rising main to pump flows to the existing network. Figure 5-1 above illustrates the site services layout plan. The existing main is highlighted in red on Figure 5-2.

It is noted that odour control devices and landscape screening will be provided to the proposed SPS in order to minimise the impacts of this device upon the amenity of the development. The SPS will also be fitted with an automatic well washer which will be programmed to wash at least once a day after peak flows and to assist with odour control.

Following receipt of network model data from Douglas Shire Council modelling of the proposed sewerage pumping arrangement will be completed in order to confirm network capacity to accommodate the proposed development and detail the appropriate pump sizing and duty required to overcome the operating pressure within the external pressure sewerage network.

The proposed water and sewer networks are shown indicatively on the engineering conceptual drawings included within Appendix A.

6 Stormwater

6.1 Stormwater Network

In its existing form, the site typically grades from Port Douglas Road to the rear with stormwater discharging into the existing lake on the Mirage Country Club golf course.

The proposed development forms a single catchment area, with the lawful point of discharge (LPOD) located in the north-western corner of the site. It is proposed that the site's stormwater will flow down and discharge into the on-site detention basin provided, before releasing onto the golf course. This is shown on Figure 6-1.

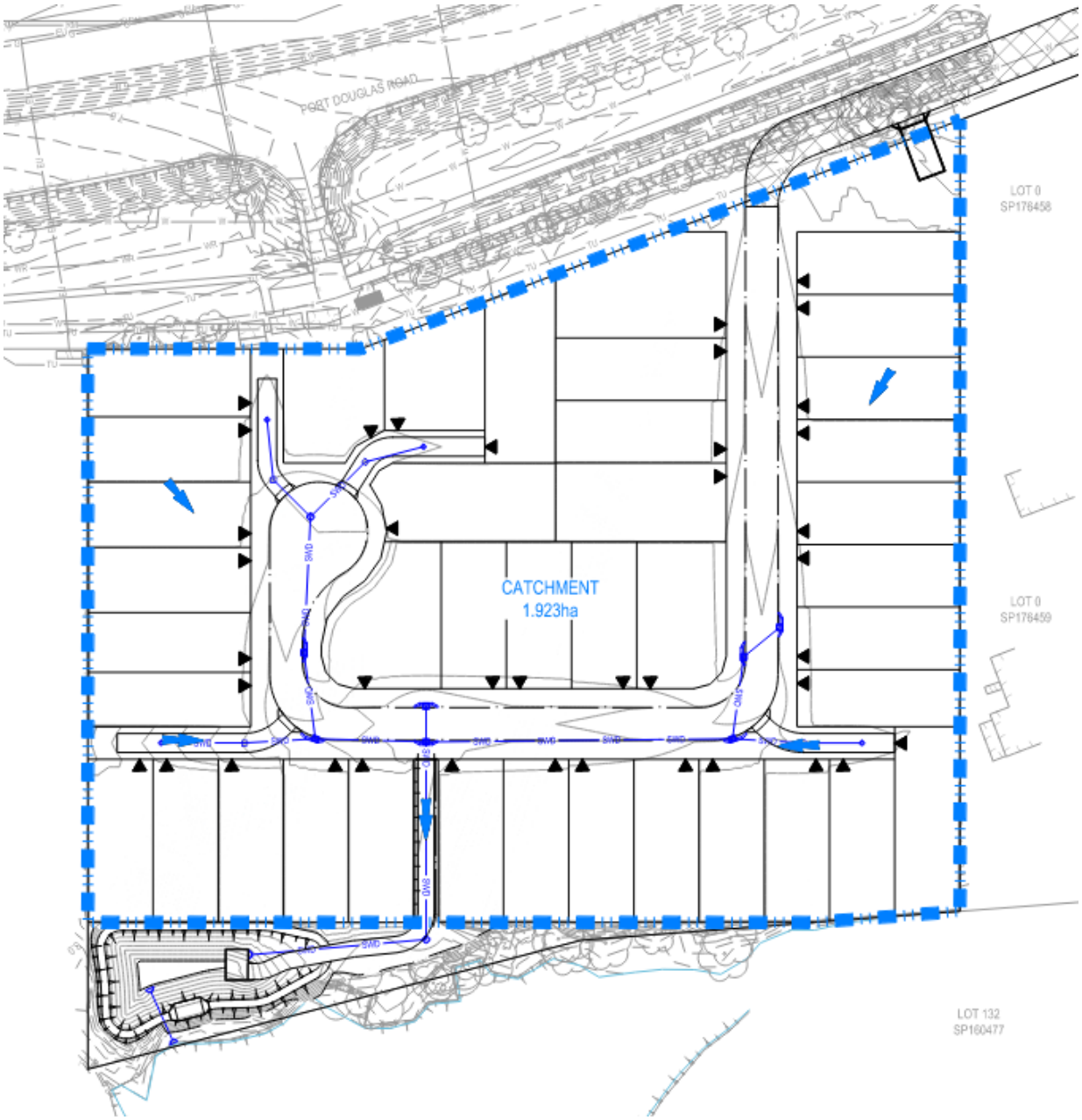


Figure 6-1 Stormwater drainage catchment plan

6.2 Stormwater Quantity Management & Detention Strategy

As the proposed development will increase the fraction imperviousness of the site, it is expected there will be an increase in the peak discharge stormwater flow at the lawful point of discharge in stormwater events. As such, an on-site stormwater detention system has been provided to manage stormwater quantity. Stormwater runoff from the site's catchment will discharge into the detention basin which can store up to 296m^3 of water. The basin will contain a controlled outlet, to be further detailed as part of operational works engineering design to ensure no worsening of peak flows to be discharged into the existing water body within the adjacent Mirage Country Club golf course.

7 Electrical and Telecommunications Assessment

Electricity and communications will be provided as part of the development. Electricity and communications will be connected into the existing infrastructure along the site frontage on Port Douglas Road. It has been confirmed that the existing pad mount substation located along Port Douglas Road near the north-eastern corner of the site has sufficient capacity to service the proposed development.

Electrical and telecommunications agreements are to be entered into with the relevant service providers in tandem with the operational works approval of the civil construction by Council.

8 Gas

There is an existing 110mm MDPE (Medium Pressure – 110 kPa) LPG main that is located on the eastern side of Port Douglas Road.

Should gas services be required for the development, a new connection to the existing bas main will be able to be achieved from the existing main and provided within the proposed external road reserve. The size and capacity of any connection and reticulation mains for the development will be further develoed through the detailed design process and negotiated directly with APA.

9 Conclusion

Based upon the assessment within the above report, the proposed works and infrastructure detailed within the report to support this application is adequate to service the proposed development in accordance with Council's standards and guidelines.

Appendix A

Engineering Conceptual Drawings

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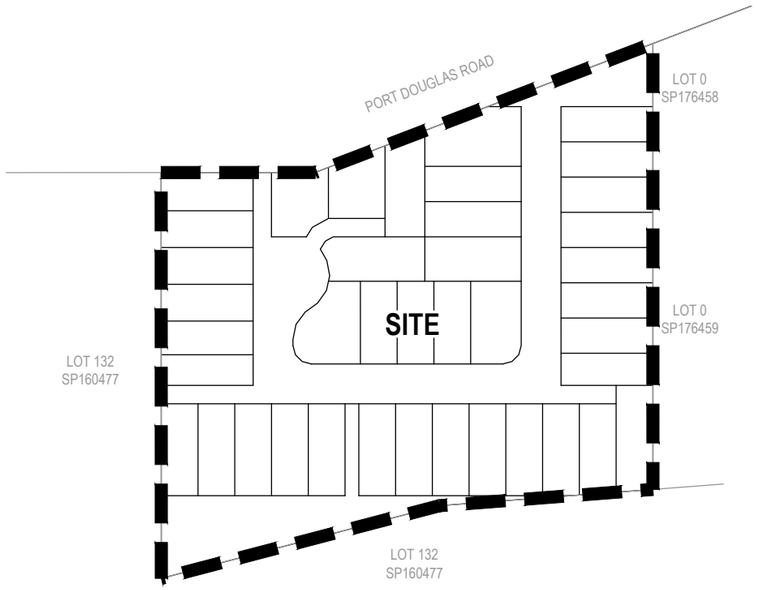
SANCTUARY GREENS
PORT DOUGLAS

BOURN ENGINEERS



LOCALITY PLAN
N.T.S

NORTH



KEY PLAN
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NORTH

IN PARTNERSHIP WITH

SEYMOUR GROUP

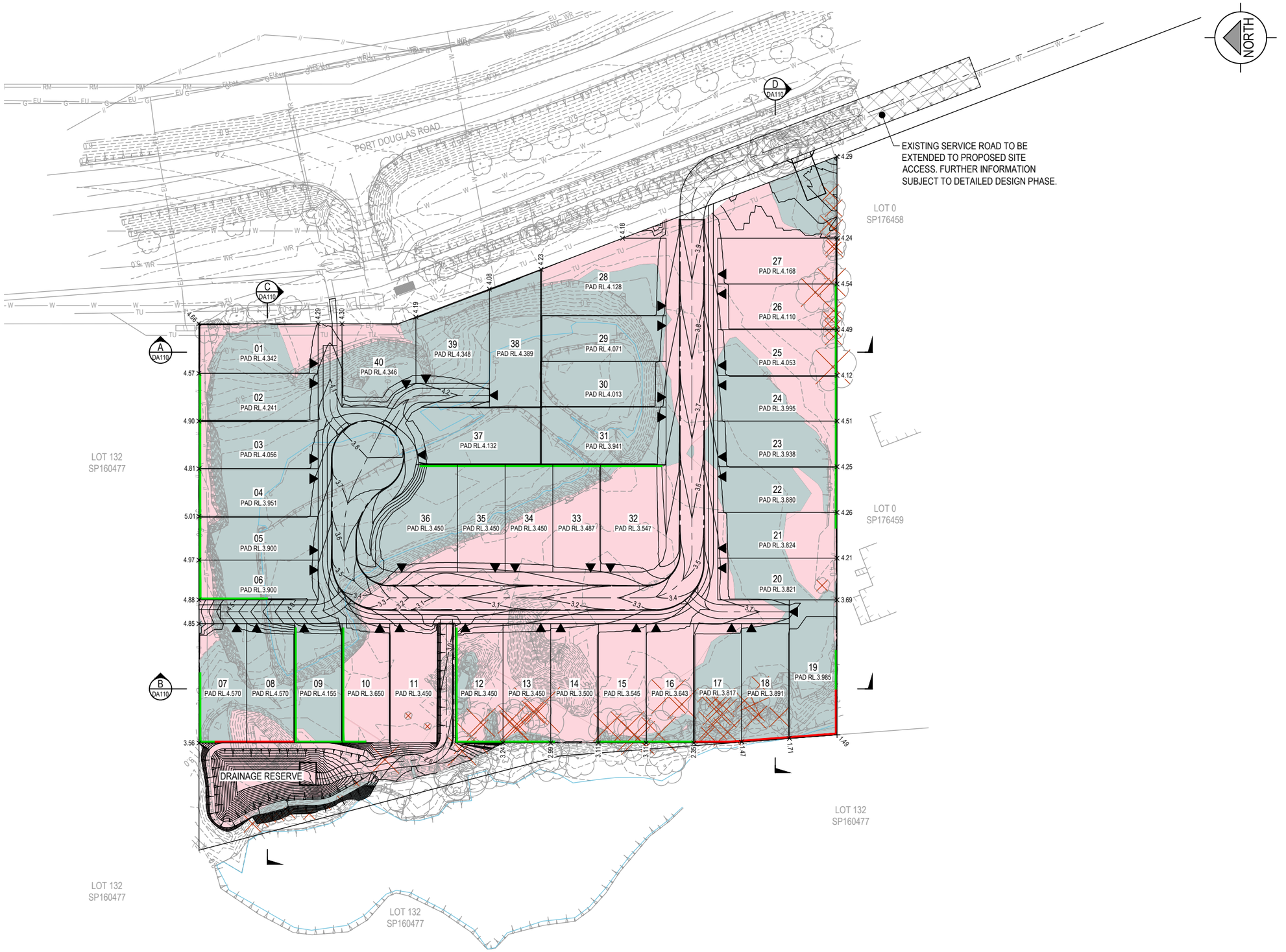
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DRAWING	TITLE
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BE25041-001-DA100	PRELIMINARY BULK EARTHWORKS LAYOUT PLAN
BE25041-001-DA110	PRELIMINARY BULK EARTHWORKS SITE CROSS SECTIONS
BE25041-001-DA200	PRELIMINARY ROADWORKS AND DRAINAGE LAYOUT PLAN
BE25041-001-DA205	PRELIMINARY ROADWORKS VEHICLE SWEPT PATH LAYOUT PLAN
BE25041-001-DA300	PRELIMINARY SEWER AND WATER RETICULATION LAYOUT PLAN
BE25041-001-DA400	PRELIMINARY STORMWATER DRAINAGE CATCHMENT PLAN
BE25041-001-DA401	PRELIMINARY DETENTION BASIN LAYOUT PLAN
BE25041-001-DA500	PRELIMINARY EXTERNAL INTERSECTION RECONFIGURATION LAYOUT PLAN

DEVELOPMENT APPLICATION

FAR NORTH QUEENSLAND REGION OF COUNCILS
SITE ADDRESS: LOT 1 ON SP150468 (85 PORT DOUGLAS ROAD, PORT DOUGLAS)
No. PROPOSED LOTS = 40
SITE AREA: 2.07ha

PROJECT NUMBER	DRAWING NUMBER	REVISION	STATUS
BE25041-001	DA001	1	FOR APPROVAL

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LEGEND

EXISTING		PROPOSED
	SITE BOUNDARY	
	PROPERTY BOUNDARY	
— 2.0 —	CONTOUR	— 3.0 —
× 4.22	SURFACE SPOT LEVEL	PAD RL3.450
	TOP OF BATTER	
	RETAINING WALL 'TYPE A' - 0.4m - 1.5m HIGH	
	RETAINING WALL 'TYPE B' - 1.5m - 2.5m HIGH	
	EARTHWORKS CUT	
	EARTHWORKS FILL	
	SERVICE ROAD EXTENSION	
	INDICATIVE DRIVEWAY LOCATION	
D	STORMWATER DRAINAGE	
W	WATER MAIN	
WR	RECYCLED WATER MAIN	
EU	ELECTRICAL UNDERGROUND	
G	GAS PIPE	
TU	TELECOM UNDERGROUND	
//	FENCE	
	BUILDING	
	TREE / TREE TBR	

BULK EARTHWORKS VOLUMES

Comparison between tin EXST and tin DSGN*
(*Bulk earthworks surface including road boxing)

TYPE	m^3
CUT	-4,871
FILL	+14,138
BALANCE (-SPOIL | +IMPORT)	+9,267

No allowance for topsoil stripping
No allowance for bulking factors

NOTES:
REFER DA110 SERIES FOR SITE CROSS SECTIONS.

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: **FOR APPROVAL**

APPROVED: 14278 A. GILBOY 18.12.25

SCALE: 0 5 10 20 30 — A1 1:500 ; A3 1:1000 SCALE (m)

BOURN ENGINEERS

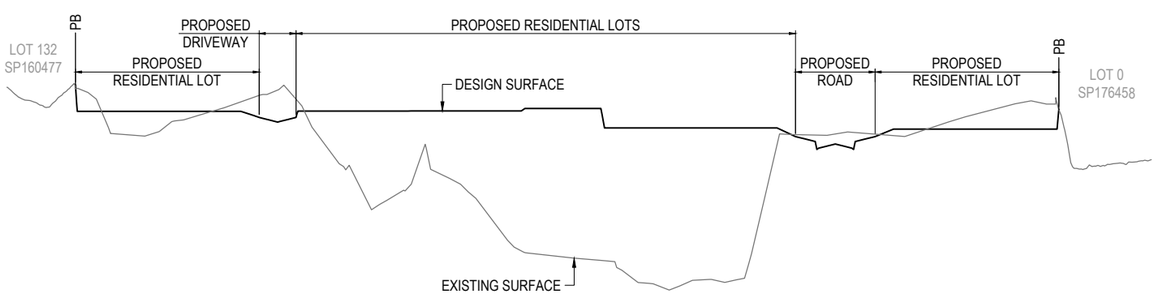
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PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

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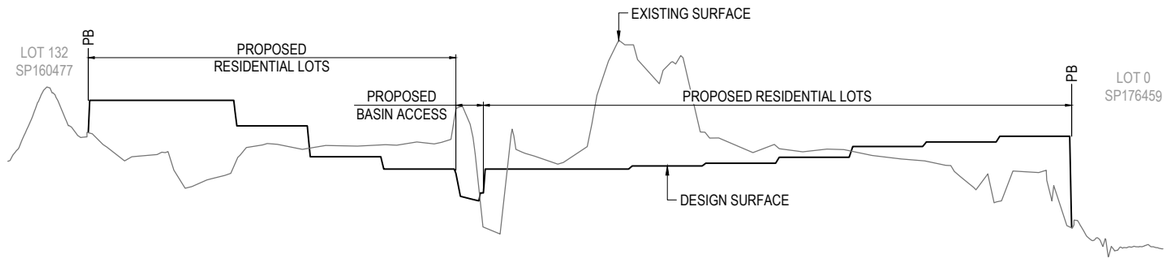
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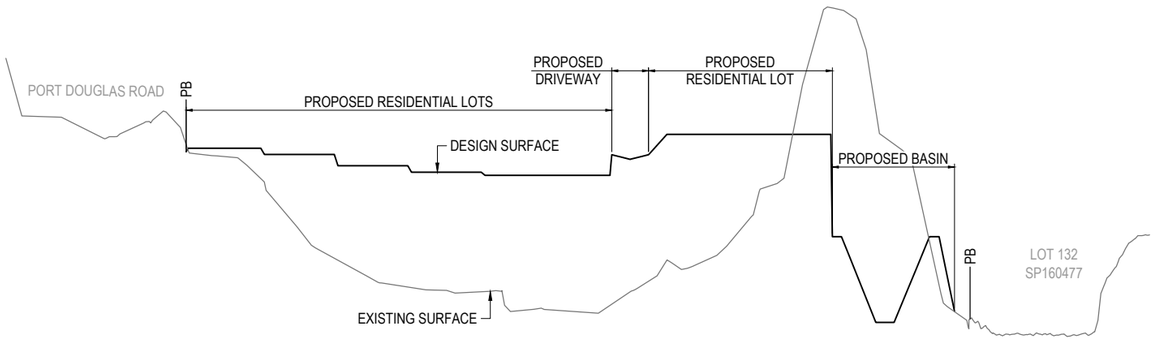
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1:50 (V)
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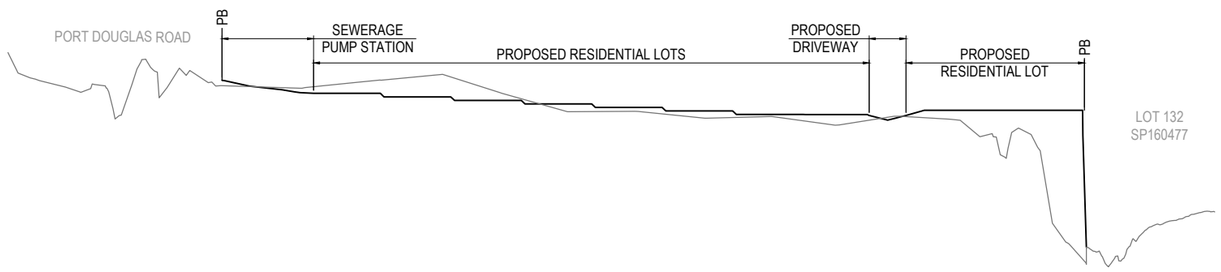
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RL.0.00

SECTION C
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1:50 (V)
DA100



RL.0.00

SECTION D
1:500 (H)
1:50 (V)
DA100

NOTES:
- DRAWING IS TO BE READ IN CONJUNCTION WITH DA100 SERIES.
- FOR PROPOSED RETAINING WALL LOCATIONS, REFER TO LAYOUT PLANS PROVIDED IN DA100 SERIES.

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL

APPROVED: 14278
A. GILBOY 18.12.25

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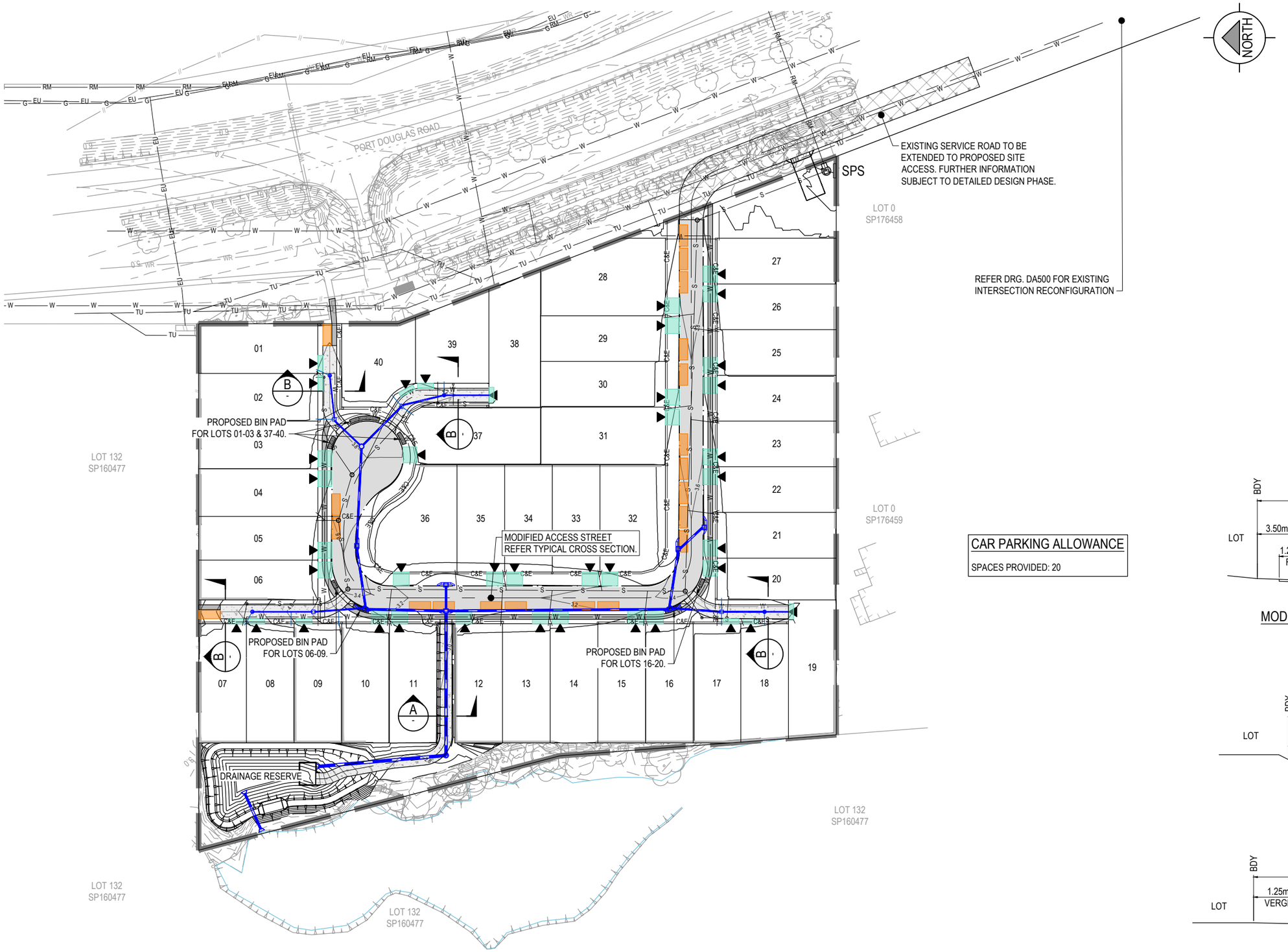
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PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE
PRELIMINARY
BULK EARTHWORKS
SITE CROSS SECTIONS

PROJECT NUMBER	DRAWING NUMBER	REVISION
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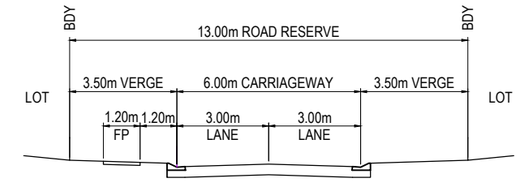


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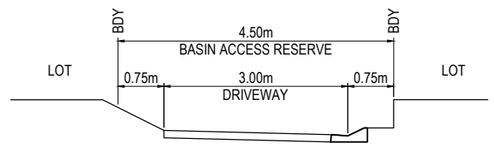
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	ON-STREET PARALLEL PARKING	
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	STORMWATER GULLY	
	STORMWATER HEADWALL	
	RETAINING WALL	
	ROAD PAVEMENT	
	CONCRETE DRIVEWAY	
	CONCRETE FOOTPATH	
	SERVICE ROAD EXTENSION	
	LOCK RAIL GATE	
	TREE	
S	SEWER MAIN	S
RM	SEWER RISING MAIN	RM
W	WATER MAIN	W
WR	RECYCLED WATER MAIN	
	COMBINED COMMS. & ELEC.	C&E
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G	GAS PIPE	
TU	TELECOM UNDERGROUND	
	FENCE	
	BUILDING	

CAR PARKING ALLOWANCE

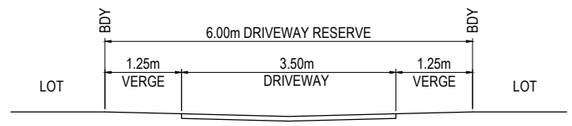
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SECTION A
1:50 (A1)



SECTION B
1:50 (A1)

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
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SCALE
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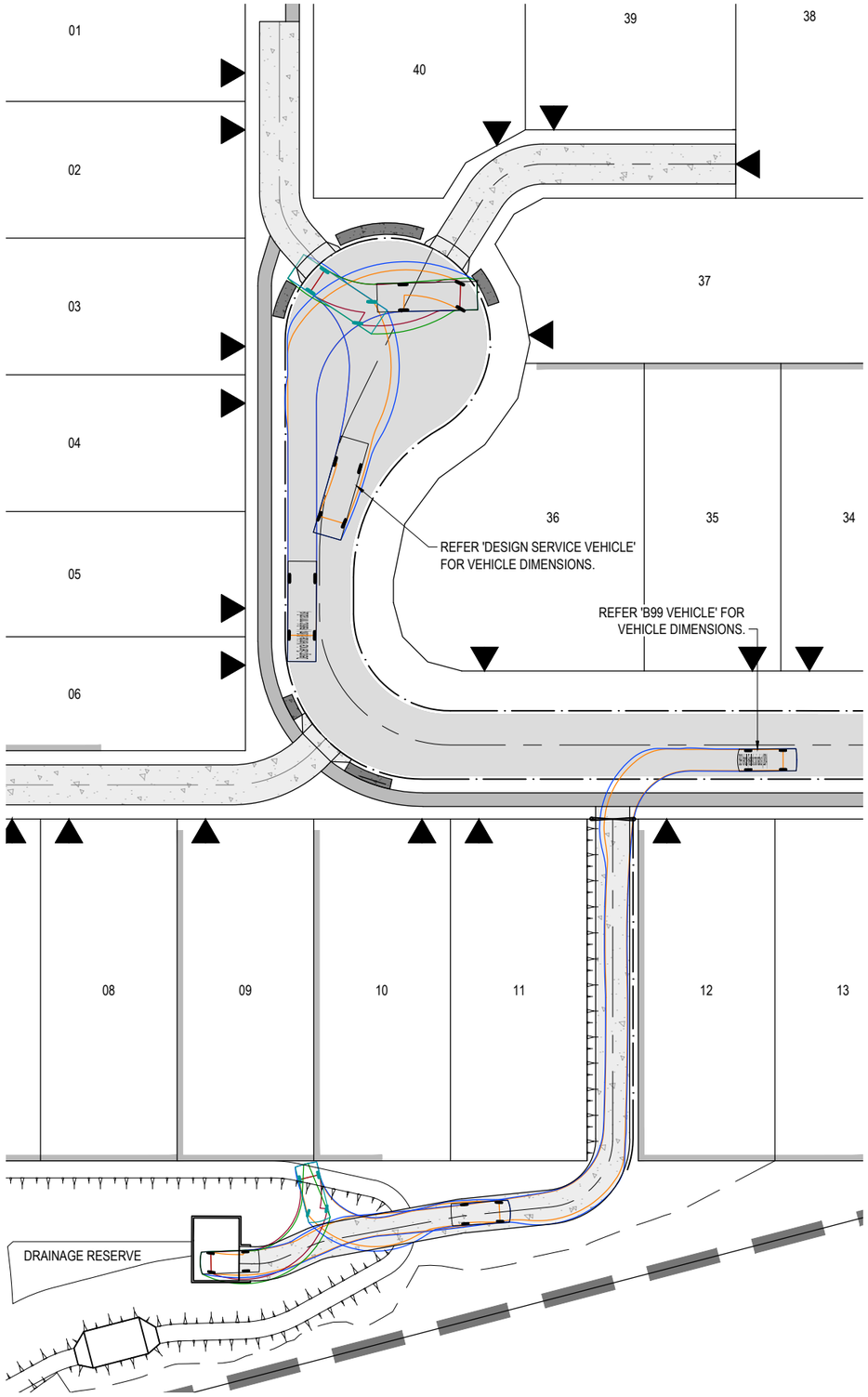
CLIENT: SEYMOUR

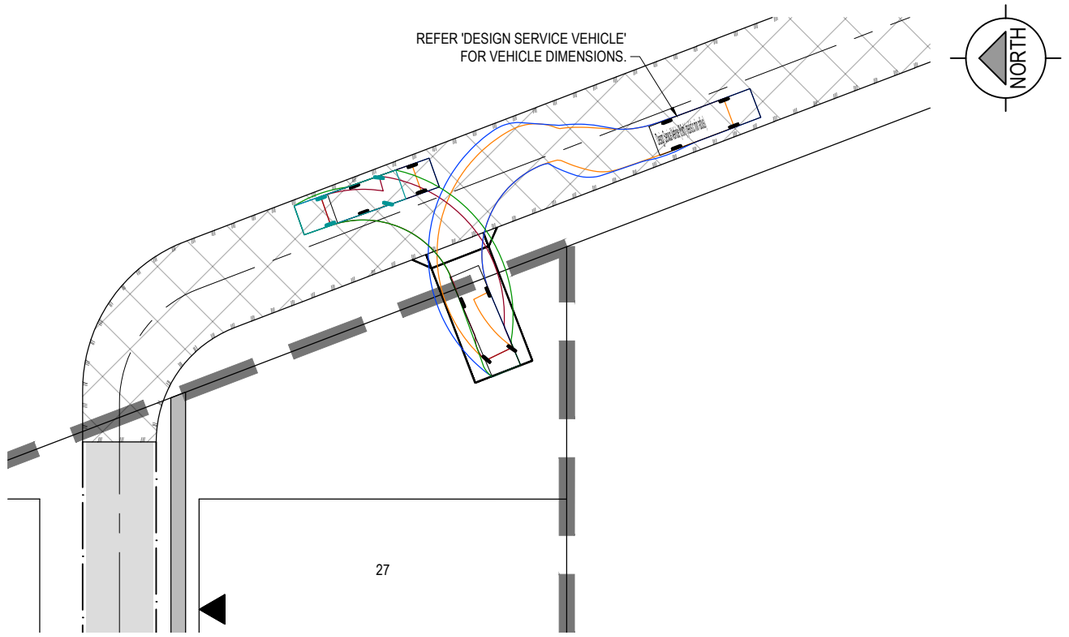
PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

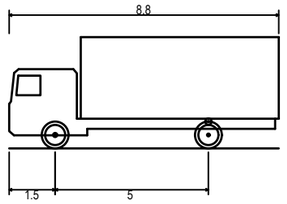
DRAWING TITLE
PRELIMINARY
ROADWORKS AND DRAINAGE
LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA200	1

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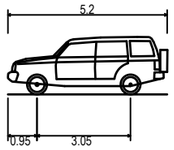




Design Service Vehicle (8.8m) (realistic min radius)

Scale - 1:100

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	36.00°



B99 Vehicle (Realistic min radius) (2004)

Scale - 1:100

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL

APPROVED: A. GILBOY 18.12.25

14278

SCALE

0 2.5 5 10 15
A1 1:250 ; A3 1:500
SCALE (m)

0 1 2 4 6
A1 1:100 ; A3 1:200
SCALE (m)

BOURN ENGINEERS

CLIENT: SEYMOUR

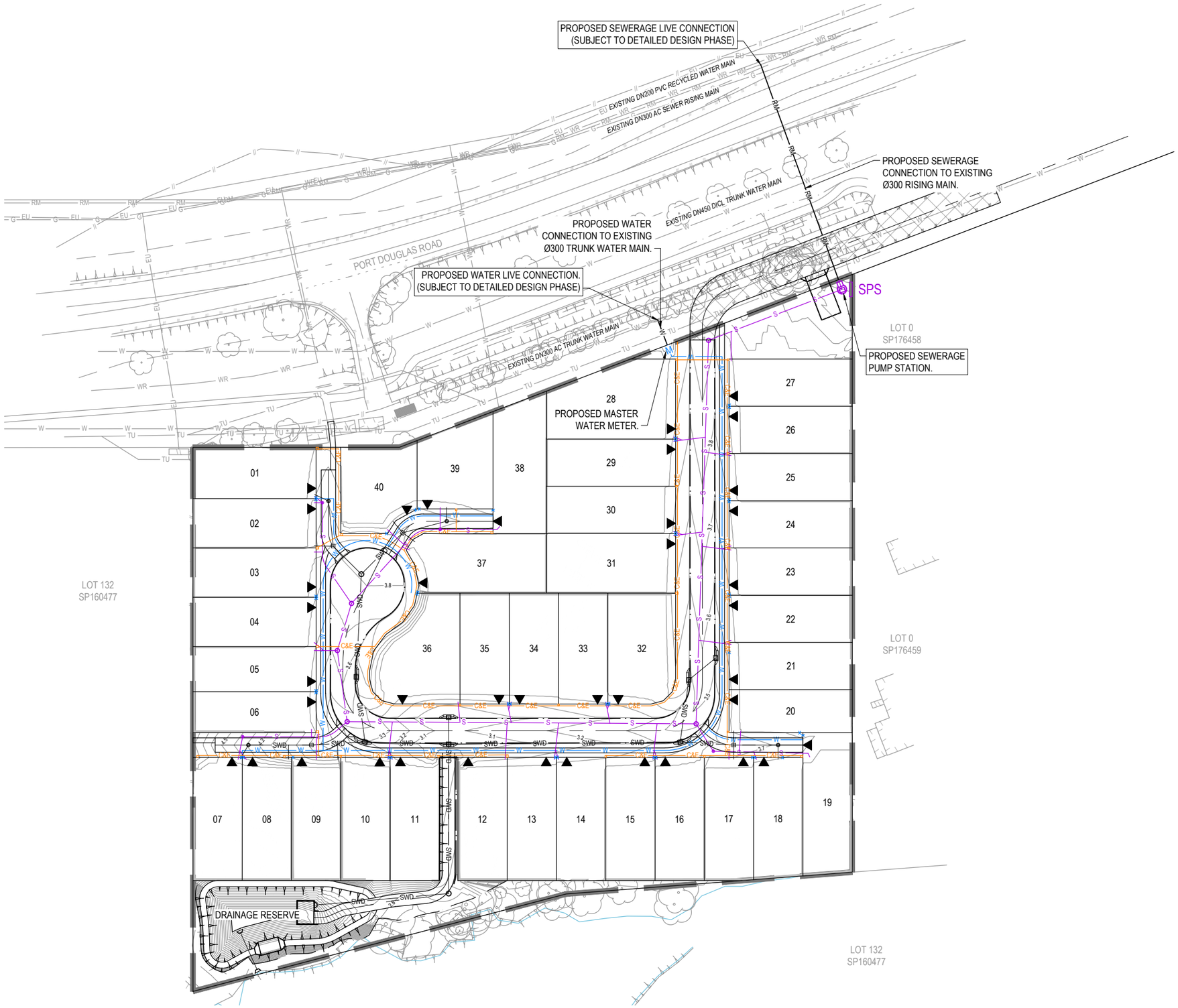
PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE

PRELIMINARY
ROADWORKS VEHICLE SWEPT PATHS
LAYOUT PLAN

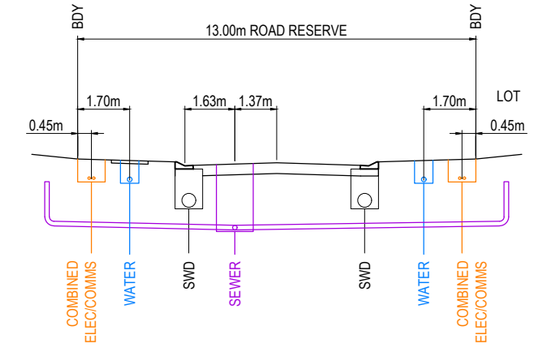
PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA205	1

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NORTH

EXISTING	LEGEND	PROPOSED
	SITE BOUNDARY	
	PROPERTY BOUNDARY	
	EASEMENT BOUNDARY	
61.00	CONTOUR	61.0
	ROAD CONTROL	
	KERBS	
RM	SEWER RISING MAIN (PUBLIC)	RM
S	SEWER MAIN (PRIVATE)	S
	WATER MAIN (PRIVATE)	W
W	WATER MAIN (PUBLIC)	W
WR	RECYCLED WATER MAIN	
	COMBINED COMMS. & ELEC.	C&E
	INDICATIVE DRIVEWAY LOCATION	
	STORMWATER DRAINAGE	SWD
	STORMWATER GULLY	
	STORMWATER HEADWALL	
	FIELD INLET STRUCTURE	
	RETAINING WALL	
EU	ELECTRICAL UNDERGROUND	
G	GAS PIPE	
TU	TELECOM UNDERGROUND	
	BUILDING	



TYPICAL UTILITIES CROSS SECTION
SCALE - 1:100 (A1)

SERVICE SIZING NOTE:
1. PROPOSED PRIVATE SEWER MAINS ARE TO BE DN160 PE100 SDR21 U.N.O.
2. PROPOSED PRIVATE WATER MAINS ARE TO BE DN125 PE100 PN16 U.N.O.

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL
APPROVED: 14278 A. GILBOY 18.12.25

SCALE
0 5 10 20 30
A1 1:500 ; A3 1:1000 SCALE (m)
0 1 2 4 6
A1 1:100 ; A3 1:200 SCALE (m)

BOURN ENGINEERS

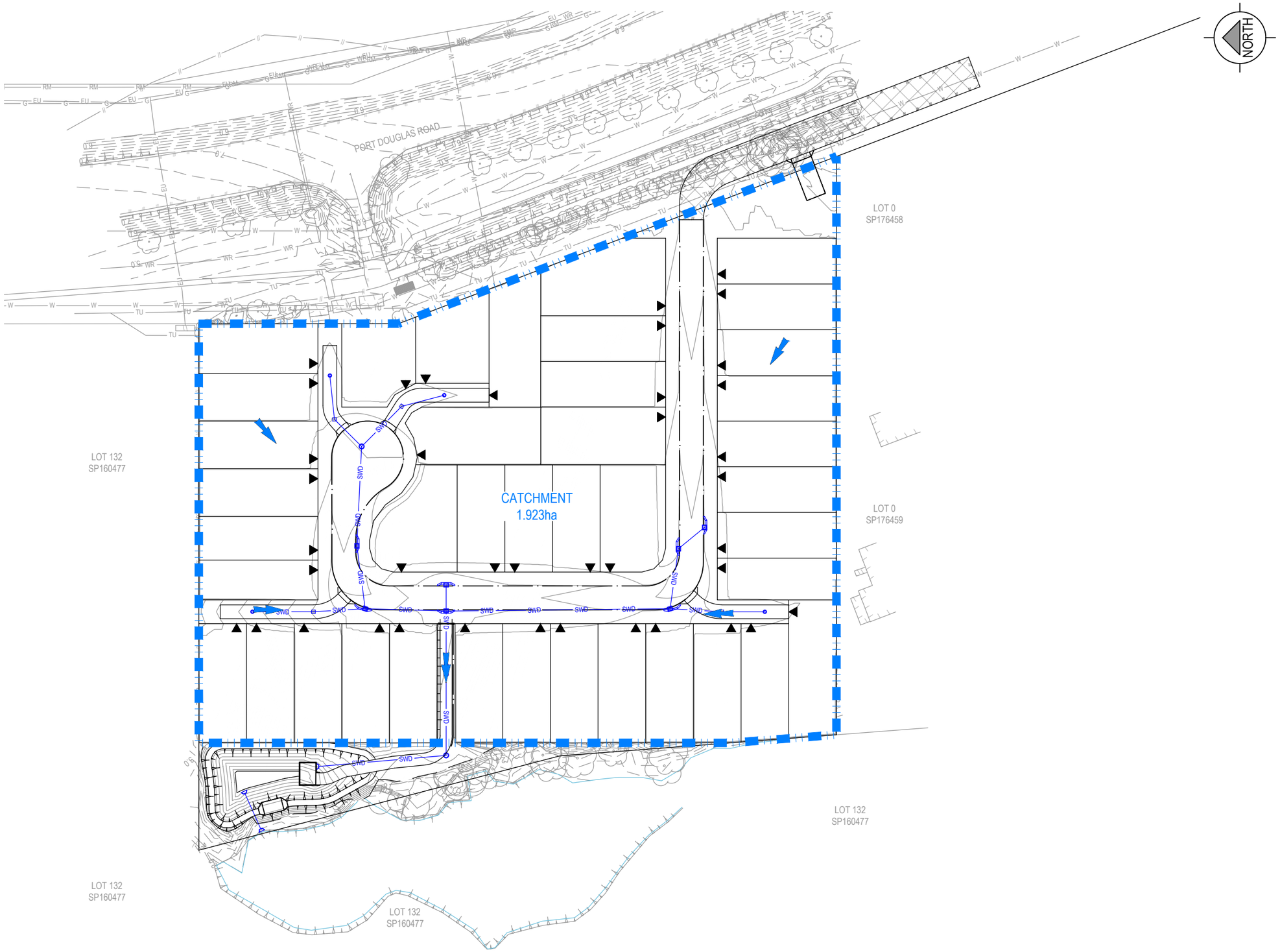
CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE: PRELIMINARY SEWER AND WATER REICULATION LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA300	1

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NOTE:
REFER DRAWING BE25041-001-DA200 FOR LEGEND

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL

APPROVED: A. GILBOY 18.12.25

14278

SCALE: 0 5 10 20 30
A1 1:500 ; A3 1:1000
SCALE (m)

BOURN ENGINEERS

CLIENT: SEYMOUR

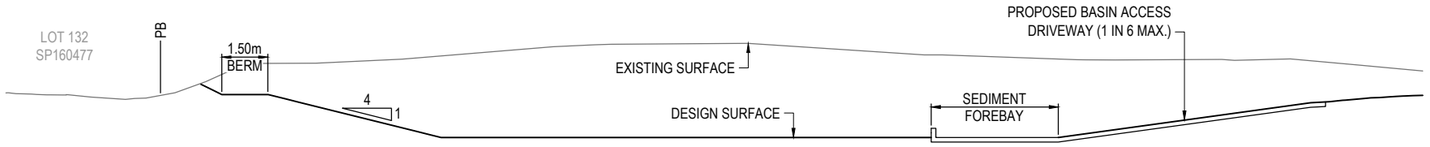
PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE:
PRELIMINARY
STORMWATER DRAINAGE
CATCHMENT PLAN

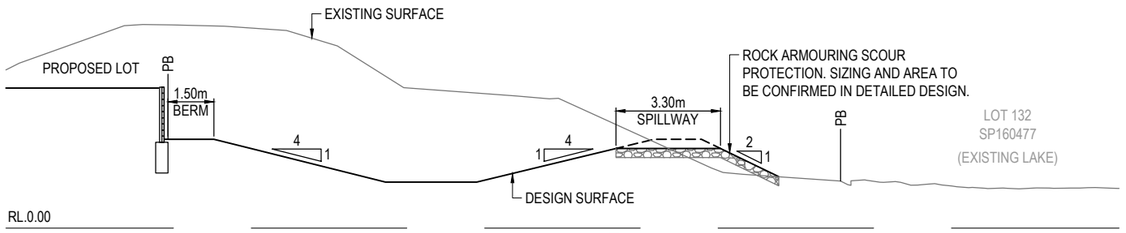
PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA400	1

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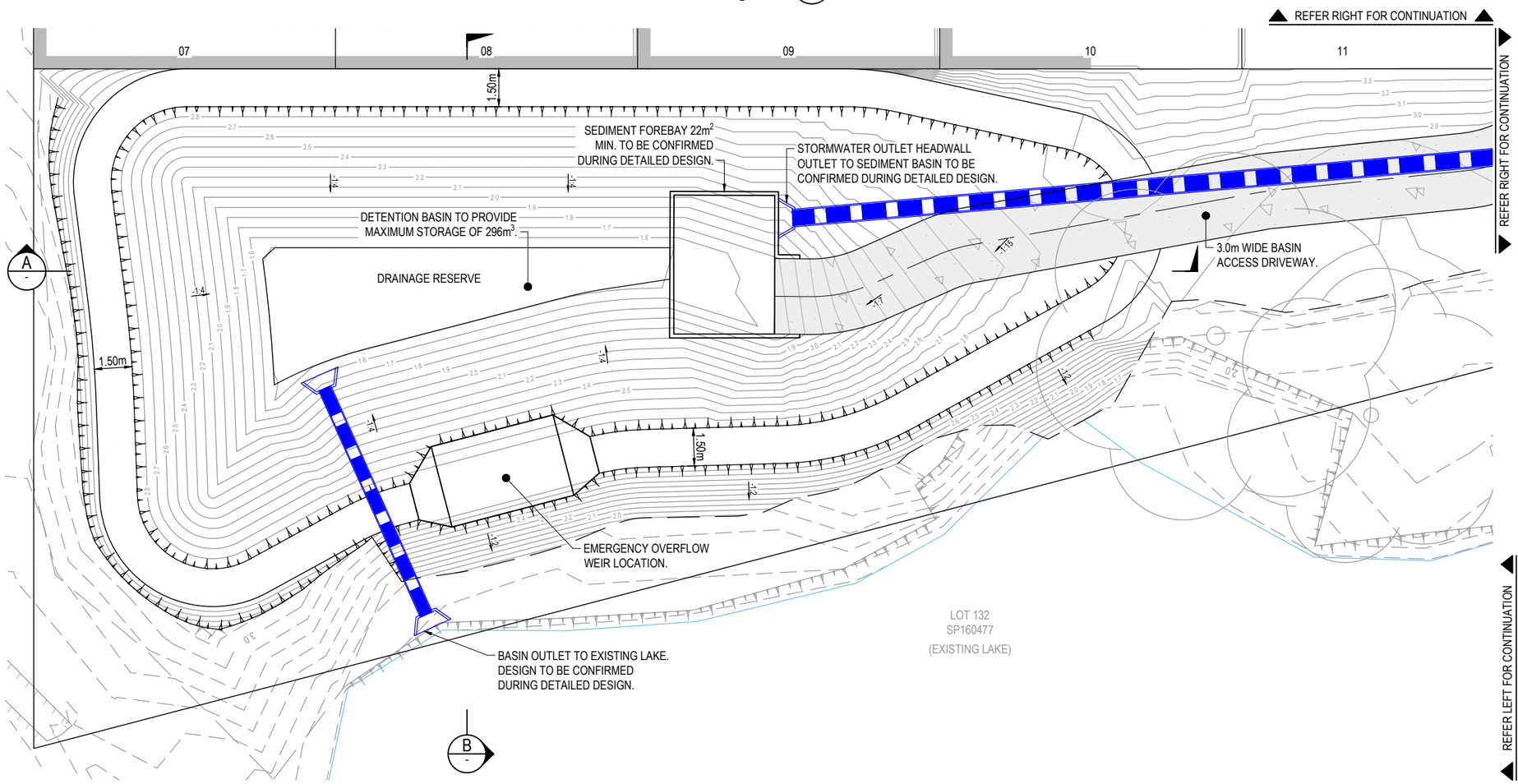
NOTE:
REFER DRAWING BE25041-001-DA200 FOR LEGEND.

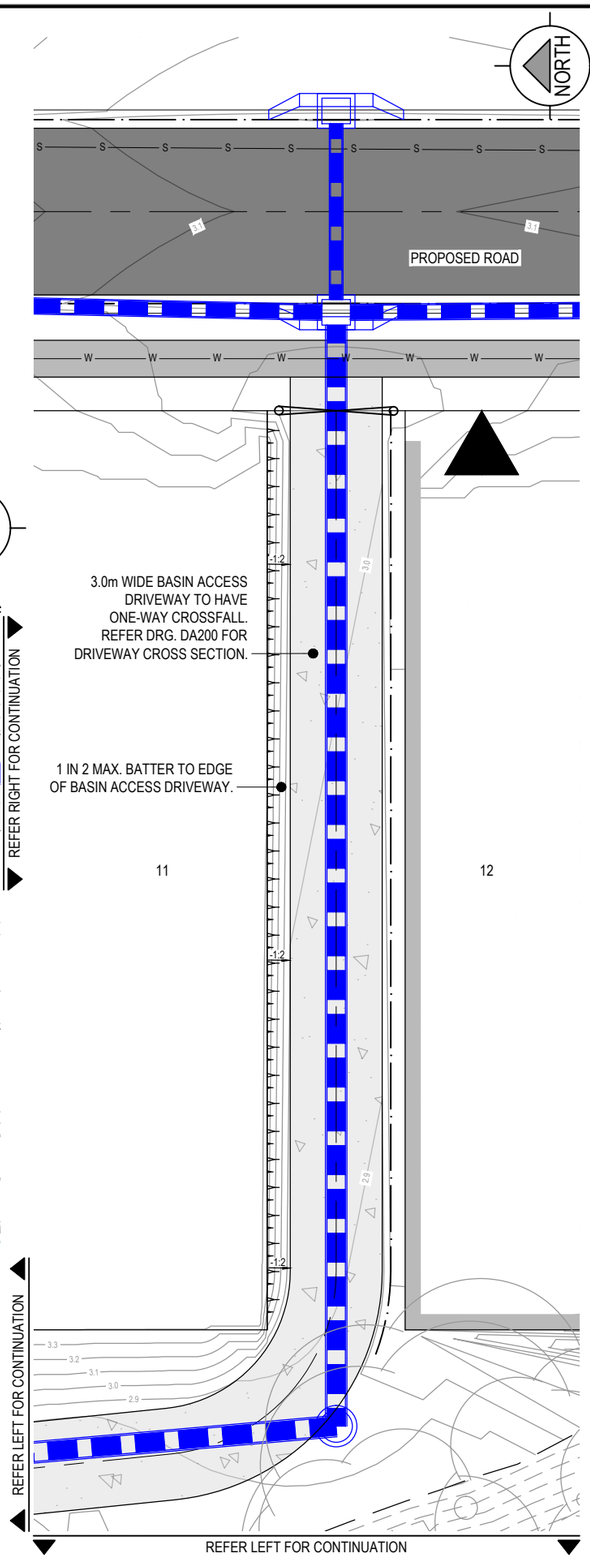


SECTION A
1:100 @ A1



SECTION B
1:100 @ A1





REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL
APPROVED: A. GILBOY 18.12.25

SCALE: 0 1 2 4 6
A1 1:100 ; A3 1:200
SCALE (m)

BOURN ENGINEERS

CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE: PRELIMINARY DETENTION BASIN LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA401	1

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REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS

FOR APPROVAL

APPROVED

A. GILBOY 18.12.25

14278

SCALE

0 2.5 5 10 15

A1 1:250 ; A3 1:500
SCALE (m)

BOURN ENGINEERS

CLIENT

SEYMOUR

PROJECT DETAILS

Sanctuary Greens
PORT DOUGLAS

DRAWING TITLE

PRELIMINARY
EXTERNAL INTERSECTION RECONFIGURATION
LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA500	1

C:\Users\BrettFerguson\Bourn Engineers\Bourn Engineers - Documents\4.0 Projects\BE25041 71-85 Port Douglas Rd\06 Technical\001 Stage 1\Acad\BE25041-001-DA500.dwg 17.12.25 11:40

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Suite 16, Plumridge House
36 Agnes Street
Fortitude Valley, QLD 4006
admin@bourn.com.au

BE LIMITLESS

Appendix B Surveyed Traffic

71-85 Port Douglas Rd

Traffic Impact Assessment

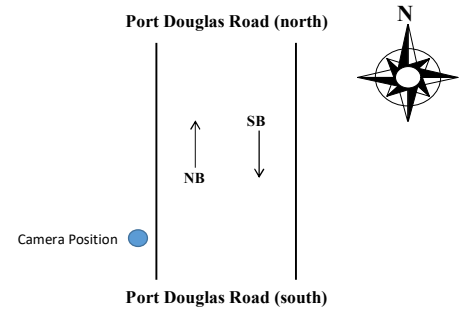
Seymour Land Pty Ltd

SLR Project No.: 620.042901.00002

19 December 2025

AUSTRAFFIC VIDEO MIDBLOCK COUNT

Site No.: 1 **Weather:** Fine
Location: 71-85 Port Douglas Road, Port Douglas
Day/Date: Tuesday, 25 November 2025
AM Peak: *Hour ending - 10:15 AM*
PM Peak: *Hour ending - 5:30 PM*



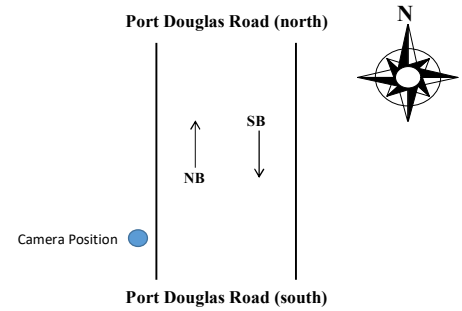


TIME (1/4 hr end)	Northbound Traffic			Southbound Traffic			Two-Way Totals		
	Light Vehicles	*Heavy Vehicles*	***Total***	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Light Vehicles*	*Heavy Vehicles*	***Total***
12:15 AM	6	0	**6**	12	0	**12**	18	0	**18**
12:30 AM	3	0	**3**	7	0	**7**	10	0	**10**
12:45 AM	2	0	**2**	1	0	**1**	3	0	**3**
1:00 AM	1	0	**1**	3	0	**3**	4	0	**4**
1:15 AM	1	0	**1**	2	0	**2**	3	0	**3**
1:30 AM	2	0	**2**	2	0	**2**	4	0	**4**
1:45 AM	1	0	**1**	2	0	**2**	3	0	**3**
2:00 AM	2	0	**2**	2	0	**2**	4	0	**4**
2:15 AM	0	0	**0**	0	0	**0**	0	0	**0**
2:30 AM	0	0	**0**	1	0	**1**	1	0	**1**
2:45 AM	1	0	**1**	1	0	**1**	2	0	**2**
3:00 AM	0	0	**0**	0	0	**0**	0	0	**0**
3:15 AM	2	0	**2**	1	0	**1**	3	0	**3**
3:30 AM	2	0	**2**	1	1	**2**	3	1	**4**
3:45 AM	4	0	**4**	0	0	**0**	4	0	**4**
4:00 AM	3	0	**3**	2	0	**2**	5	0	**5**
4:15 AM	2	0	**2**	1	0	**1**	3	0	**3**
4:30 AM	6	0	**6**	1	0	**1**	7	0	**7**
4:45 AM	6	0	**6**	3	0	**3**	9	0	**9**
5:00 AM	20	0	**20**	2	0	**2**	22	0	**22**
5:15 AM	16	1	**17**	8	0	**8**	24	1	**25**
5:30 AM	21	2	**23**	8	1	**9**	29	3	**32**
5:45 AM	25	0	**25**	9	1	**10**	34	1	**35**
6:00 AM	52	1	**53**	21	0	**21**	73	1	**74**
6:15 AM	65	9	**74**	21	0	**21**	86	9	**95**
6:30 AM	65	5	**70**	22	2	**24**	87	7	**94**
6:45 AM	66	3	**69**	33	3	**36**	99	6	**105**
7:00 AM	122	8	**130**	50	3	**53**	172	11	**183**
7:15 AM	80	8	**88**	53	1	**54**	133	9	**142**
7:30 AM	101	3	**104**	40	2	**42**	141	5	**146**
7:45 AM	107	6	**113**	58	6	**64**	165	12	**177**
8:00 AM	149	8	**157**	57	4	**61**	206	12	**218**
8:15 AM	114	10	**124**	67	4	**71**	181	14	**195**
8:30 AM	132	6	**138**	66	7	**73**	198	13	**211**
8:45 AM	125	5	**130**	80	6	**86**	205	11	**216**
9:00 AM	157	2	**159**	88	4	**92**	245	6	**251**
9:15 AM	124	10	**134**	91	4	**95**	215	14	**229**
9:30 AM	126	11	**137**	77	10	**87**	203	21	**224**
9:45 AM	118	10	**128**	90	8	**98**	208	18	**226**
10:00 AM	130	5	**135**	104	9	**113**	234	14	**248**
10:15 AM	124	4	**128**	104	6	**110**	228	10	**238**
10:30 AM	79	6	**85**	113	6	**119**	192	12	**204**
10:45 AM	86	3	**89**	104	7	**111**	190	10	**200**
11:00 AM	101	5	**106**	89	7	**96**	190	12	**202**
11:15 AM	110	6	**116**	103	10	**113**	213	16	**229**
11:30 AM	120	3	**123**	114	6	**120**	234	9	**243**
11:45 AM	101	4	**105**	90	4	**94**	191	8	**199**
12:00 PM	95	2	**97**	108	6	**114**	203	8	**211**
12:15 PM	88	3	**91**	98	5	**103**	186	8	**194**
12:30 PM	116	3	**119**	105	5	**110**	221	8	**229**
12:45 PM	105	4	**109**	112	4	**116**	217	8	**225**
1:00 PM	103	6	**109**	107	8	**115**	210	14	**224**
1:15 PM	91	2	**93**	114	4	**118**	205	6	**211**
1:30 PM	89	6	**95**	98	5	**103**	187	11	**198**
1:45 PM	78	4	**82**	96	5	**101**	174	9	**183**
2:00 PM	96	5	**101**	103	5	**108**	199	10	**209**
2:15 PM	80	0	**80**	93	5	**98**	173	5	**178**
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2:45 PM	68	3	**71**	120	3	**123**	188	6	**194**
3:00 PM	80	6	**86**	113	6	**119**	193	12	**205**
3:15 PM	87	5	**92**	126	6	**132**	213	11	**224**
3:30 PM	95	0	**95**	114	6	**120**	209	6	**215**
3:45 PM	97	4	**101**	120	5	**125**	217	9	**226**
4:00 PM	98	3	**101**	114	2	**116**	212	5	**217**
4:15 PM	83	3	**86**	141	1	**142**	224	4	**228**
4:30 PM	88	2	**90**	118	5	**123**	206	7	**213**

4:45 PM	88	2	**90**	126	4	**130**	214	6	**220**
5:00 PM	95	3	**98**	108	4	**112**	203	7	**210**
5:15 PM	103	1	**104**	156	5	**161**	259	6	**265**
5:30 PM	107	1	**108**	125	0	**125**	232	1	**233**
5:45 PM	75	2	**77**	81	2	**83**	156	4	**160**
6:00 PM	79	0	**79**	88	1	**89**	167	1	**168**
6:15 PM	68	0	**68**	72	0	**72**	140	0	**140**
6:30 PM	71	1	**72**	74	1	**75**	145	2	**147**
6:45 PM	61	1	**62**	69	1	**70**	130	2	**132**
7:00 PM	50	0	**50**	67	1	**68**	117	1	**118**
7:15 PM	42	1	**43**	70	0	**70**	112	1	**113**
7:30 PM	44	1	**45**	57	0	**57**	101	1	**102**
7:45 PM	35	0	**35**	63	1	**64**	98	1	**99**
8:00 PM	26	0	**26**	49	1	**50**	75	1	**76**
8:15 PM	17	1	**18**	45	0	**45**	62	1	**63**
8:30 PM	15	0	**15**	37	0	**37**	52	0	**52**
8:45 PM	17	0	**17**	38	0	**38**	55	0	**55**
9:00 PM	25	0	**25**	39	0	**39**	64	0	**64**
9:15 PM	11	0	**11**	46	0	**46**	57	0	**57**
9:30 PM	16	0	**16**	20	1	**21**	36	1	**37**
9:45 PM	12	0	**12**	35	0	**35**	47	0	**47**
10:00 PM	8	1	**9**	23	0	**23**	31	1	**32**
10:15 PM	8	0	**8**	30	1	**31**	38	1	**39**
10:30 PM	10	1	**11**	13	0	**13**	23	1	**24**
10:45 PM	7	0	**7**	22	0	**22**	29	0	**29**
11:00 PM	6	0	**6**	12	1	**13**	18	1	**19**
11:15 PM	5	1	**6**	13	0	**13**	18	1	**19**
11:30 PM	6	0	**6**	14	0	**14**	20	0	**20**
11:45 PM	4	0	**4**	8	0	**8**	12	0	**12**
12:00 AM	4	0	**4**	8	1	**9**	12	1	**13**
24 hr Total	**5503**	**226**	**5729**	**5510**	**236**	**5746**	**11013**	**462**	**11475**
AM Peak	**498**	**30**	**528**	**375**	**33**	**408**	**873**	**63**	**936**
PM Peak	**393**	**7**	**400**	**515**	**13**	**528**	**908**	**20**	**928**

AUSTRAFFIC VIDEO MIDBLOCK COUNT

Site No.: 1 **Weather:** Fine
Location: 71-85 Port Douglas Road, Port Douglas
Day/Date: Wednesday, 26 November 2025
AM Peak: *Hour ending - 9:15 AM*
PM Peak: *Hour ending - 5:30 PM*





TIME (1/4 hr end)	Northbound Traffic			Southbound Traffic			Two-Way Totals		
	Light Vehicles	*Heavy Vehicles*	***Total***	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Light Vehicles*	*Heavy Vehicles*	***Total***
12:15 AM	3	1	**4**	6	0	**6**	9	1	**10**
12:30 AM	5	0	**5**	1	0	**1**	6	0	**6**
12:45 AM	4	0	**4**	7	0	**7**	11	0	**11**
1:00 AM	1	0	**1**	1	0	**1**	2	0	**2**
1:15 AM	0	0	**0**	7	0	**7**	7	0	**7**
1:30 AM	0	0	**0**	3	0	**3**	3	0	**3**
1:45 AM	3	0	**3**	2	0	**2**	5	0	**5**
2:00 AM	1	0	**1**	5	0	**5**	6	0	**6**
2:15 AM	0	0	**0**	0	0	**0**	0	0	**0**
2:30 AM	1	0	**1**	2	0	**2**	3	0	**3**
2:45 AM	1	0	**1**	0	0	**0**	1	0	**1**
3:00 AM	0	0	**0**	1	0	**1**	1	0	**1**
3:15 AM	4	0	**4**	2	0	**2**	6	0	**6**
3:30 AM	2	0	**2**	3	0	**3**	5	0	**5**
3:45 AM	3	0	**3**	2	0	**2**	5	0	**5**
4:00 AM	3	0	**3**	1	0	**1**	4	0	**4**
4:15 AM	1	0	**1**	1	0	**1**	2	0	**2**
4:30 AM	6	0	**6**	2	0	**2**	8	0	**8**
4:45 AM	10	0	**10**	1	0	**1**	11	0	**11**
5:00 AM	17	0	**17**	9	0	**9**	26	0	**26**
5:15 AM	11	0	**11**	4	1	**5**	15	1	**16**
5:30 AM	15	3	**18**	6	0	**6**	21	3	**24**
5:45 AM	38	0	**38**	15	0	**15**	53	0	**53**
6:00 AM	51	0	**51**	22	0	**22**	73	0	**73**
6:15 AM	56	5	**61**	22	1	**23**	78	6	**84**
6:30 AM	60	2	**62**	25	1	**26**	85	3	**88**
6:45 AM	77	3	**80**	34	4	**38**	111	7	**118**
7:00 AM	112	8	**120**	42	3	**45**	154	11	**165**
7:15 AM	74	3	**77**	67	1	**68**	141	4	**145**
7:30 AM	97	5	**102**	60	5	**65**	157	10	**167**
7:45 AM	105	3	**108**	59	1	**60**	164	4	**168**
8:00 AM	171	11	**182**	71	8	**79**	242	19	**261**
8:15 AM	118	5	**123**	79	6	**85**	197	11	**208**
8:30 AM	149	6	**155**	93	8	**101**	242	14	**256**
8:45 AM	159	6	**165**	104	9	**113**	263	15	**278**
9:00 AM	137	6	**143**	95	2	**97**	232	8	**240**
9:15 AM	137	6	**143**	93	2	**95**	230	8	**238**
9:30 AM	143	10	**153**	77	6	**83**	220	16	**236**
9:45 AM	104	4	**108**	89	7	**96**	193	11	**204**
10:00 AM	127	2	**129**	92	5	**97**	219	7	**226**
10:15 AM	106	3	**109**	100	2	**102**	206	5	**211**
10:30 AM	100	5	**105**	119	5	**124**	219	10	**229**
10:45 AM	108	6	**114**	98	7	**105**	206	13	**219**
11:00 AM	105	1	**106**	103	7	**110**	208	8	**216**
11:15 AM	110	5	**115**	111	6	**117**	221	11	**232**
11:30 AM	105	3	**108**	116	7	**123**	221	10	**231**
11:45 AM	98	3	**101**	99	6	**105**	197	9	**206**
12:00 PM	110	5	**115**	105	3	**108**	215	8	**223**
12:15 PM	88	4	**92**	120	2	**122**	208	6	**214**
12:30 PM	109	2	**111**	97	1	**98**	206	3	**209**
12:45 PM	102	8	**110**	104	3	**107**	206	11	**217**
1:00 PM	100	7	**107**	108	3	**111**	208	10	**218**
1:15 PM	76	2	**78**	102	5	**107**	178	7	**185**
1:30 PM	97	2	**99**	103	5	**108**	200	7	**207**
1:45 PM	82	3	**85**	114	3	**117**	196	6	**202**
2:00 PM	76	6	**82**	104	8	**112**	180	14	**194**
2:15 PM	86	0	**86**	108	4	**112**	194	4	**198**
2:30 PM	73	3	**76**	100	3	**103**	173	6	**179**
2:45 PM	86	3	**89**	91	3	**94**	177	6	**183**
3:00 PM	98	2	**100**	127	5	**132**	225	7	**232**
3:15 PM	104	4	**108**	109	6	**115**	213	10	**223**
3:30 PM	91	1	**92**	98	2	**100**	189	3	**192**
3:45 PM	93	2	**95**	122	1	**123**	215	3	**218**
4:00 PM	93	3	**96**	107	3	**110**	200	6	**206**
4:15 PM	88	1	**89**	127	1	**128**	215	2	**217**
4:30 PM	98	5	**103**	122	1	**123**	220	6	**226**

4:45 PM	92	1	**93**	107	3	**110**	199	4	**203**
5:00 PM	98	1	**99**	122	4	**126**	220	5	**225**
5:15 PM	89	3	**92**	152	4	**156**	241	7	**248**
5:30 PM	105	0	**105**	136	1	**137**	241	1	**242**
5:45 PM	80	4	**84**	97	0	**97**	177	4	**181**
6:00 PM	107	2	**109**	115	2	**117**	222	4	**226**
6:15 PM	82	1	**83**	91	1	**92**	173	2	**175**
6:30 PM	74	2	**76**	71	2	**73**	145	4	**149**
6:45 PM	67	0	**67**	60	1	**61**	127	1	**128**
7:00 PM	36	0	**36**	59	2	**61**	95	2	**97**
7:15 PM	45	1	**46**	84	0	**84**	129	1	**130**
7:30 PM	48	0	**48**	76	1	**77**	124	1	**125**
7:45 PM	33	1	**34**	61	0	**61**	94	1	**95**
8:00 PM	22	0	**22**	46	1	**47**	68	1	**69**
8:15 PM	29	1	**30**	46	0	**46**	75	1	**76**
8:30 PM	26	0	**26**	46	2	**48**	72	2	**74**
8:45 PM	14	1	**15**	45	0	**45**	59	1	**60**
9:00 PM	18	0	**18**	52	1	**53**	70	1	**71**
9:15 PM	22	1	**23**	46	0	**46**	68	1	**69**
9:30 PM	20	0	**20**	48	0	**48**	68	0	**68**
9:45 PM	15	1	**16**	42	1	**43**	57	2	**59**
10:00 PM	12	1	**13**	30	1	**31**	42	2	**44**
10:15 PM	8	0	**8**	21	1	**22**	29	1	**30**
10:30 PM	5	1	**6**	12	0	**12**	17	1	**18**
10:45 PM	10	0	**10**	17	0	**17**	27	0	**27**
11:00 PM	8	1	**9**	13	1	**14**	21	2	**23**
11:15 PM	9	0	**9**	13	0	**13**	22	0	**22**
11:30 PM	10	1	**11**	10	1	**11**	20	2	**22**
11:45 PM	2	0	**2**	7	0	**7**	9	0	**9**
12:00 AM	1	0	**1**	11	0	**11**	12	0	**12**
24 hr Total	**5675**	**202**	**5877**	**5755**	**202**	**5957**	**11430**	**404**	**11834**
AM Peak	**582**	**24**	**606**	**385**	**21**	**406**	**967**	**45**	**1012**
PM Peak	**384**	**5**	**389**	**517**	**12**	**529**	**901**	**17**	**918**

Appendix C Traffic Flow Diagrams

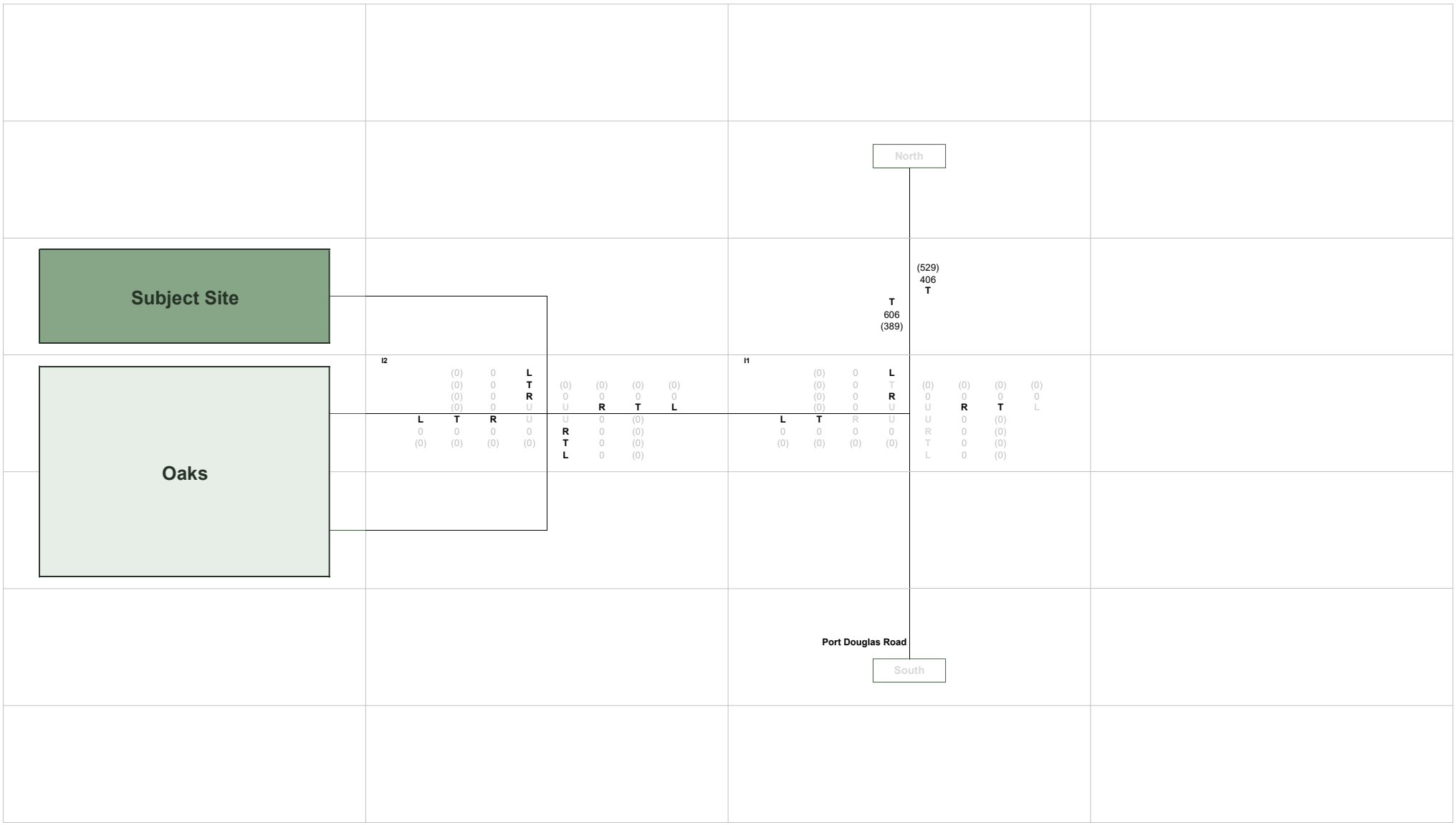
71-85 Port Douglas Rd

Traffic Impact Assessment

Seymour Land Pty Ltd

SLR Project No.: 620.042901.00002

19 December 2025



C1

2025 Survey Traffic Volumes

620.042901.00002

71-85 Port Douglas Rd

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

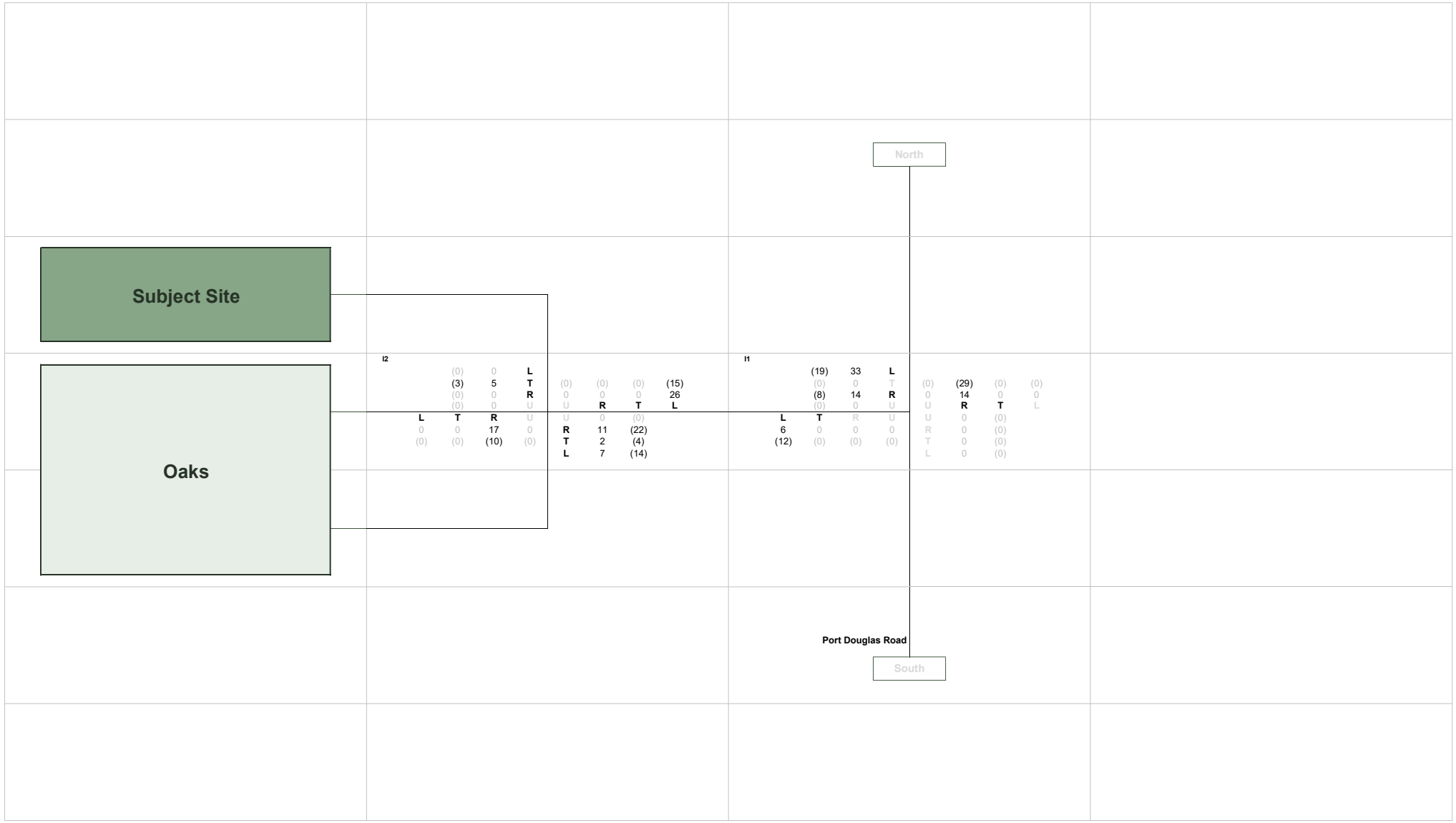
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



C2

Oaks Traffic Volumes

620.042901.00002

71-85 Port Douglas Rd

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

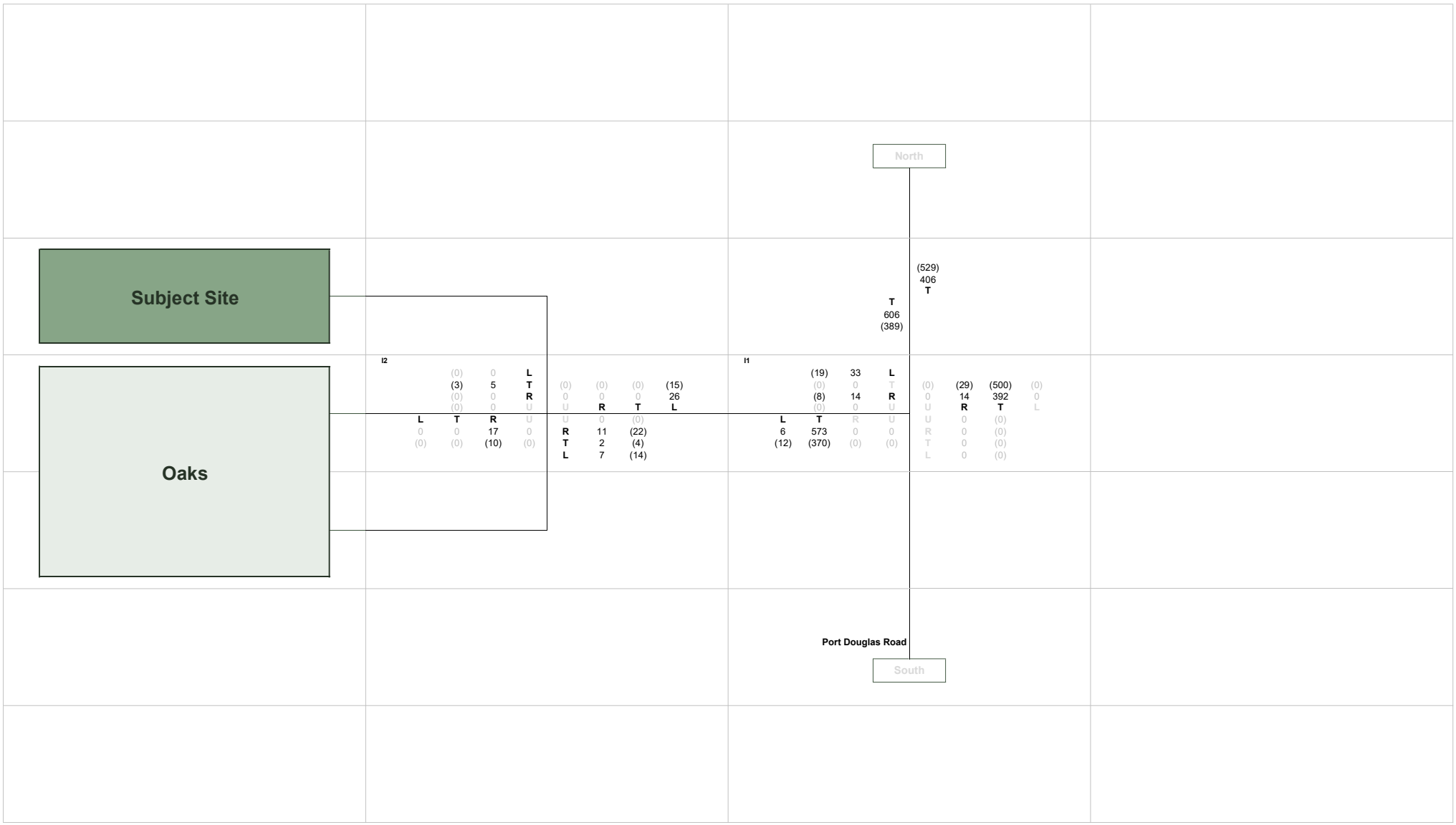
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



C3

2025 Background Traffic Volumes (Surveyed + Oaks Traffic)

620.042901.00002

71-85 Port Douglas Rd

SLR

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

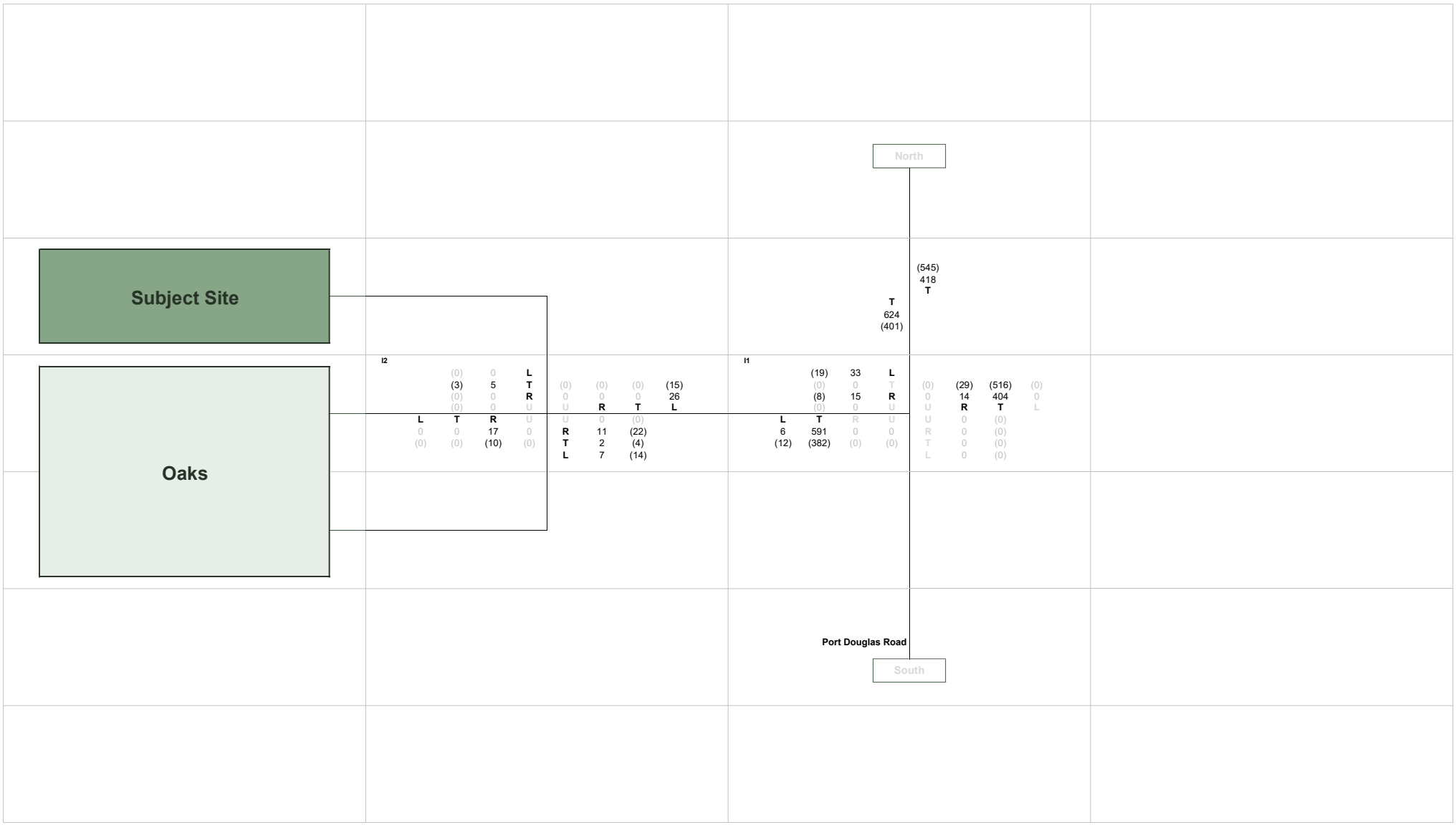
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



C4

2028 Background Traffic Volumes (Including Oaks) - Year of Opening

620.042901.00002

71-85 Port Douglas Rd

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

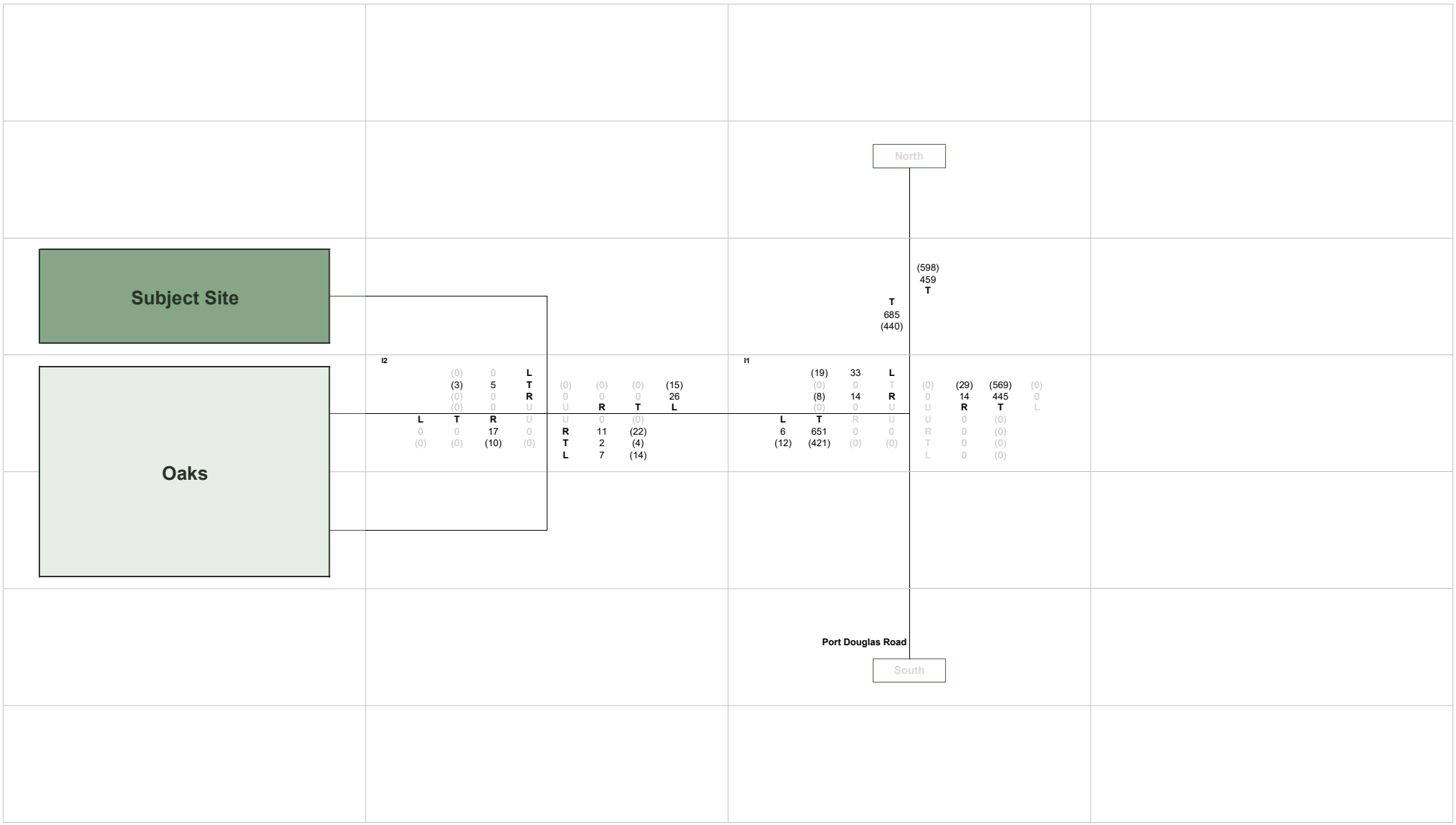
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



C5

2038 Background Traffic Volumes (Including Oaks) - Design Horizon

620.042901.00002

71-85 Port Douglas Rd

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

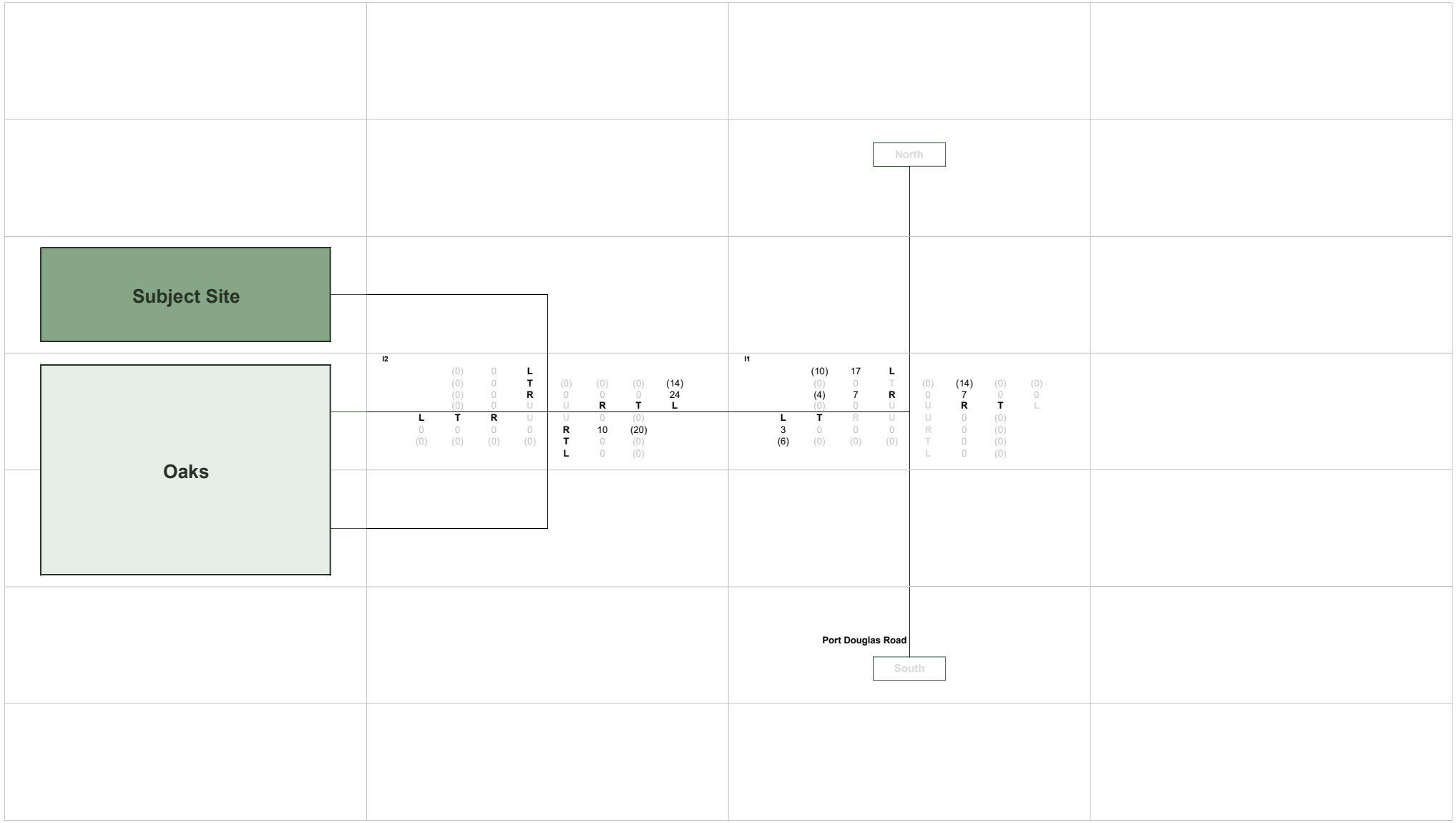
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



C6

Development Traffic Generation

620.042901.00002

71-85 Port Douglas Rd

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

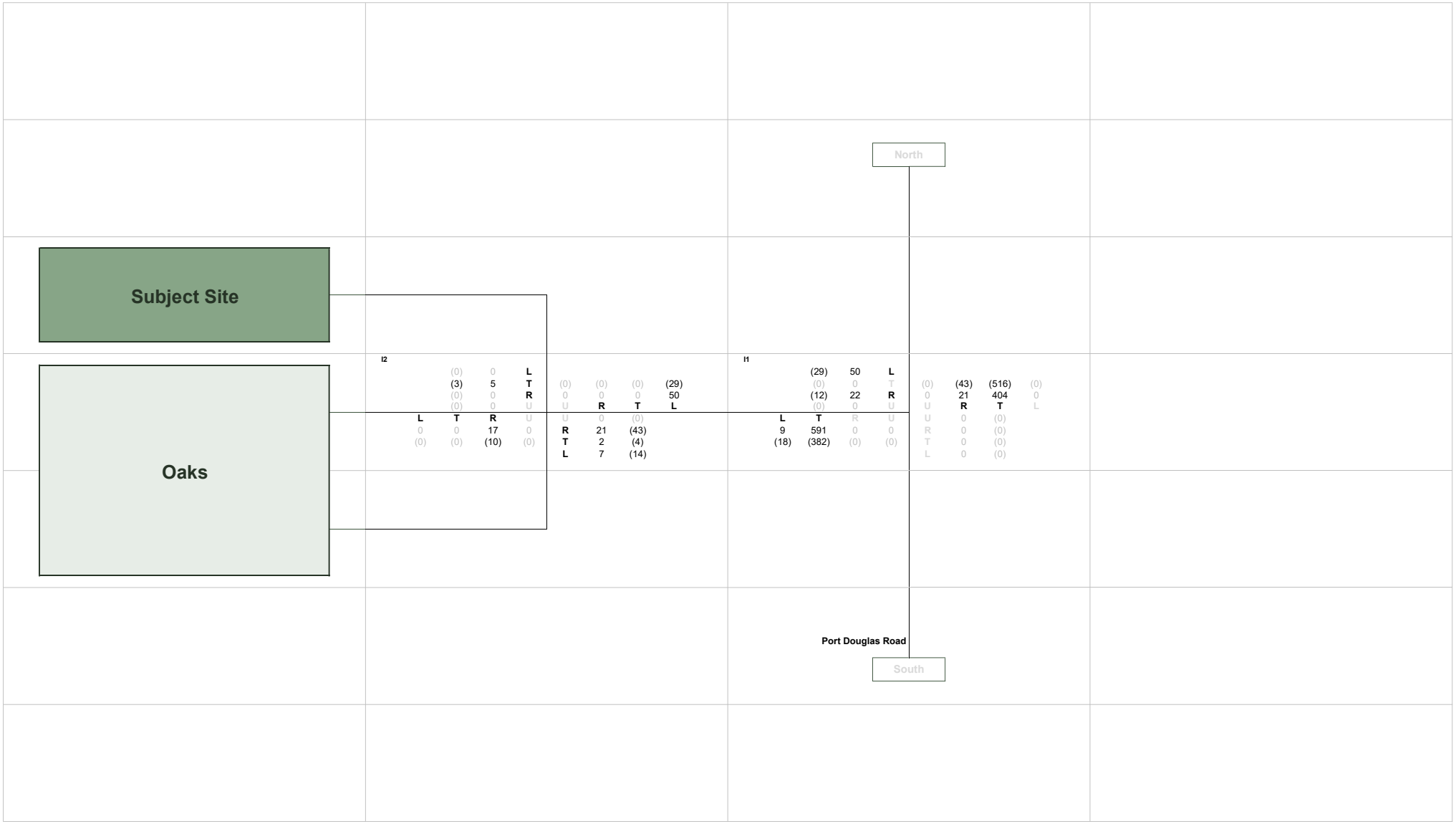
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



C7

2028 Background with Development Traffic Volumes (Year of Opening)

620.042901.00002

71-85 Port Douglas Rd

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

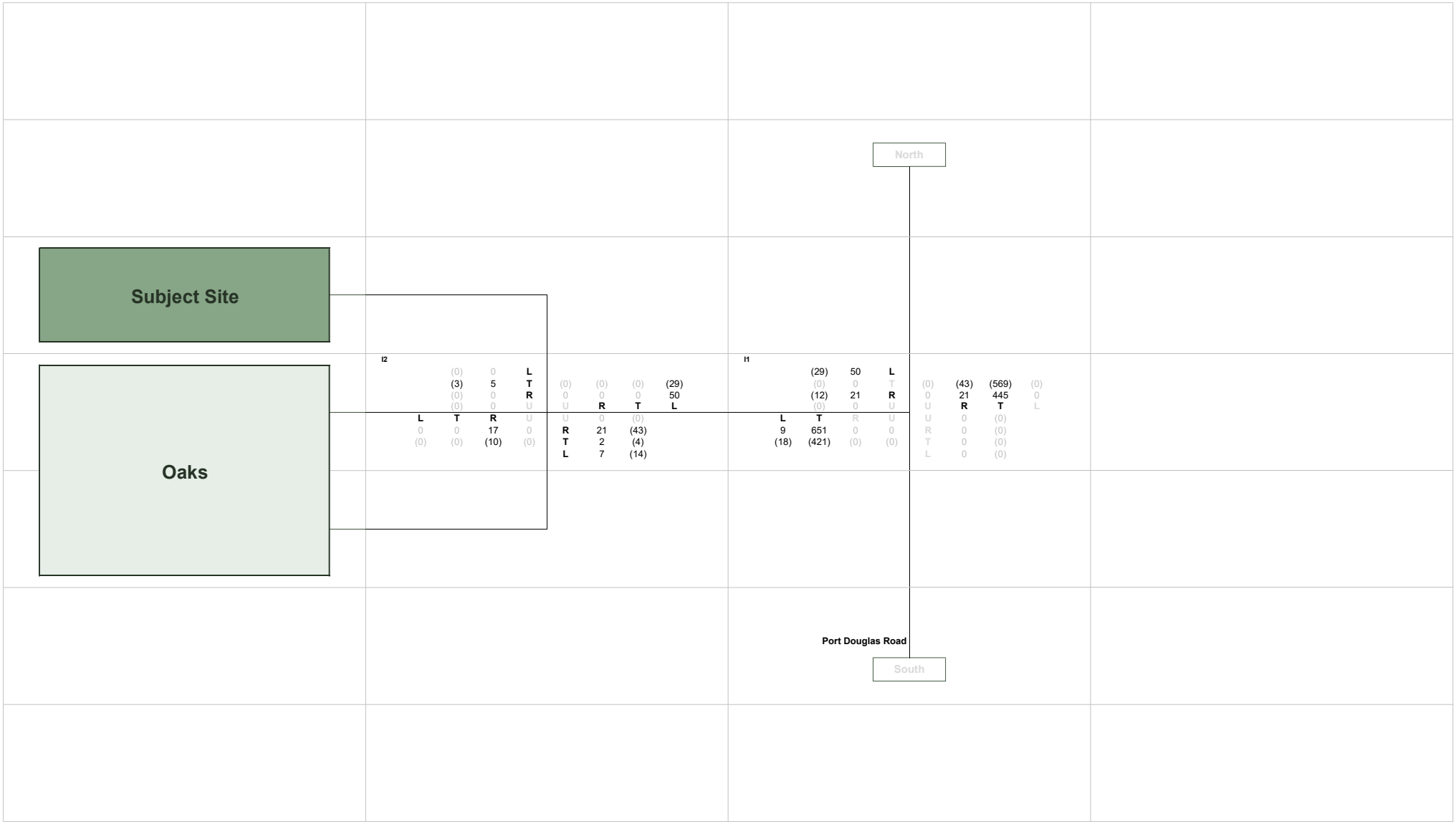
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



C8

2038 Background with Development Traffic Volumes (Design Horizon)

620.042901.00002

71-85 Port Douglas Rd

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N

Appendix D SIDRA Results

71-85 Port Douglas Rd

Traffic Impact Assessment

Seymour Land Pty Ltd

SLR Project No.: 620.042901.00002

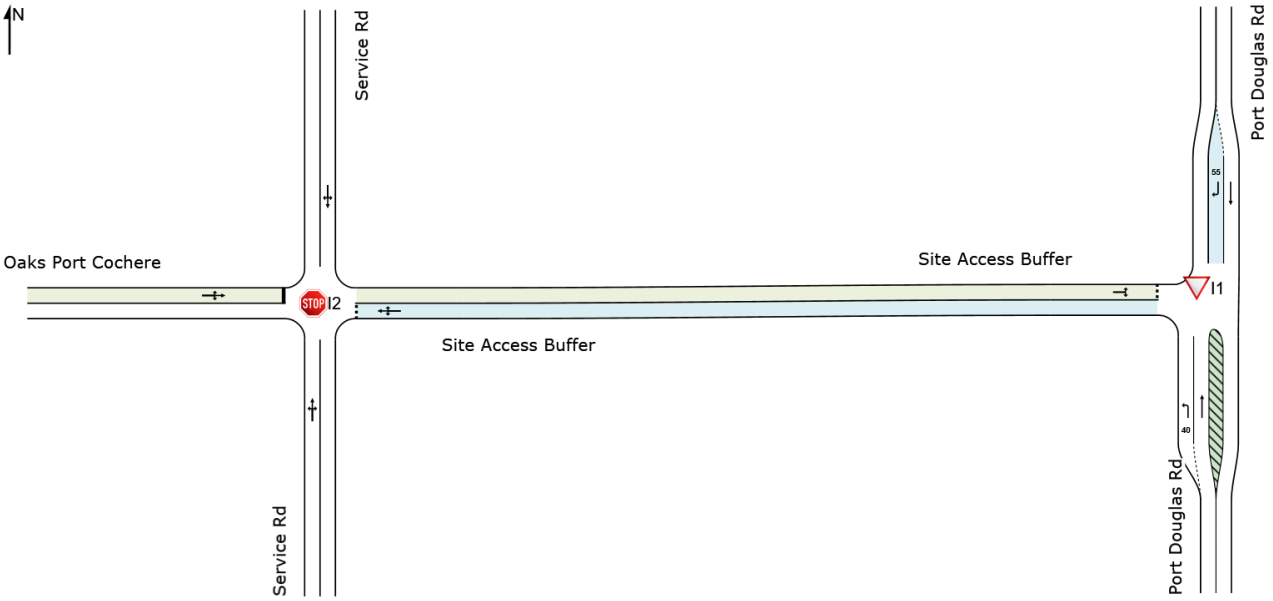
19 December 2025

NETWORK LAYOUT

Network: N101 [2028 BG AM (Network Folder: General)]

New Network
Network Category: (None)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
I1	NA	I1-2028 BG AM
I2	NA	I2-2028 BG AM

SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: SLR CONSULTING AUSTRALIA | Licence: NETWORK / 1PC | Created: Thursday, 18 December 2025 11:19:42 AM
Project: \\au.slr.local\Corporate\Projects-SLR\620-BNE\620-BNE\620.042901.00001 71-85 Port Douglas Rd, Port Do\08 TA\02 Analysis\05_SIDRA\620.042901-Port Douglas SIDRA-v0.3-20251210.sip9

MOVEMENT SUMMARY

Site: I1 [I1-2028 BG AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2028 BG AM (Network Folder: General)]

Port Douglas Rd / Oaks Service Rd
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Port Douglas Rd															
1	L2	All MCs	6	1.0	6	1.0	0.003	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	50.9
2	T1	All MCs	622	4.0	622	4.0	0.327	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			628	4.0	628	4.0	0.327	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
North: Port Douglas Rd															
8	T1	All MCs	425	5.2	425	5.2	0.225	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	15	1.0	15	1.0	0.023	9.1	LOS A	0.1	0.6	0.55	0.72	0.55	46.3
Approach			440	5.1	440	5.1	0.225	0.4	NA	0.1	0.6	0.02	0.02	0.02	59.6
West: Site Access Buffer															
10	L2	All MCs	35	1.0	35	1.0	0.137	6.5	LOS A	0.4	3.2	0.70	0.85	0.70	41.9
12	R2	All MCs	15	1.0	15	1.0	0.137	21.5	LOS C	0.4	3.2	0.70	0.85	0.70	41.9
Approach			51	1.0	51	1.0	0.137	11.1	LOS B	0.4	3.2	0.70	0.85	0.70	41.9
All Vehicles			1119	4.3	1119	4.3	0.327	0.7	NA	0.4	3.2	0.04	0.05	0.04	59.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [I1-2028 BG PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N102 [2028 BG PM (Network Folder: General)]

Port Douglas Rd / Oaks Service Rd
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Port Douglas Rd															
1	L2	All MCs	13	1.0	13	1.0	0.007	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	50.9
2	T1	All MCs	402	1.3	402	1.3	0.208	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			415	1.3	415	1.3	0.208	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
North: Port Douglas Rd															
8	T1	All MCs	543	2.3	543	2.3	0.283	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	All MCs	30	1.0	30	1.0	0.033	7.4	LOS A	0.1	0.9	0.45	0.65	0.45	48.4
Approach			574	2.2	574	2.2	0.283	0.5	NA	0.1	0.9	0.02	0.03	0.02	59.5
West: Site Access Buffer															
10	L2	All MCs	20	1.0	20	1.0	0.060	4.4	LOS A	0.2	1.4	0.59	0.71	0.59	44.7
12	R2	All MCs	9	1.0	9	1.0	0.060	16.9	LOS C	0.2	1.4	0.59	0.71	0.59	44.7
Approach			29	1.0	29	1.0	0.060	8.3	LOS A	0.2	1.4	0.59	0.71	0.59	44.7
All Vehicles			1017	1.8	1017	1.8	0.283	0.6	NA	0.2	1.4	0.03	0.05	0.03	59.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [I1-2028 BG+D AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2028 BG+D AM (Network Folder: General)]

Port Douglas Rd / Oaks Service Rd
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Port Douglas Rd															
1	L2	All MCs	6	1.0	6	1.0	0.003	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	50.9
2	T1	All MCs	686	4.0	686	4.0	0.361	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			692	4.0	692	4.0	0.361	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
North: Port Douglas Rd															
8	T1	All MCs	468	5.2	468	5.2	0.248	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	15	1.0	15	1.0	0.025	9.8	LOS A	0.1	0.6	0.59	0.76	0.59	45.5
Approach			483	5.1	483	5.1	0.248	0.4	NA	0.1	0.6	0.02	0.02	0.02	59.6
West: Site Access Buffer															
10	L2	All MCs	35	1.0	35	1.0	0.162	7.3	LOS A	0.5	3.7	0.75	0.88	0.75	40.0
12	R2	All MCs	15	1.0	15	1.0	0.162	27.2	LOS D	0.5	3.7	0.75	0.88	0.75	40.1
Approach			50	1.0	50	1.0	0.162	13.2	LOS B	0.5	3.7	0.75	0.88	0.75	40.0
All Vehicles			1225	4.3	1225	4.3	0.361	0.8	NA	0.5	3.7	0.04	0.05	0.04	59.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [I1-2028 BG+D PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2028 BG+D PM (Network Folder: General)]

Port Douglas Rd / Oaks Service Rd
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Port Douglas Rd															
1	L2	All MCs	13	1.0	13	1.0	0.007	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	50.9
2	T1	All MCs	443	1.3	443	1.3	0.229	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			456	1.3	456	1.3	0.229	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
North: Port Douglas Rd															
8	T1	All MCs	599	2.3	599	2.3	0.312	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	All MCs	30	1.0	30	1.0	0.035	7.7	LOS A	0.1	0.9	0.47	0.67	0.47	48.0
Approach			629	2.2	629	2.2	0.312	0.5	NA	0.1	0.9	0.02	0.03	0.02	59.5
West: Site Access Buffer															
10	L2	All MCs	20	1.0	20	1.0	0.068	4.7	LOS A	0.2	1.6	0.62	0.75	0.62	43.5
12	R2	All MCs	9	1.0	9	1.0	0.068	20.6	LOS C	0.2	1.6	0.62	0.75	0.62	43.5
Approach			29	1.0	29	1.0	0.068	9.5	LOS A	0.2	1.6	0.62	0.75	0.62	43.5
All Vehicles			1113	1.8	1113	1.8	0.312	0.6	NA	0.2	1.6	0.03	0.04	0.03	59.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [I1-2038 BG AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2038 BG AM (Network Folder: General)]

Port Douglas Rd / Oaks Service Rd
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Port Douglas Rd															
1	L2	All MCs	10	1.0	10	1.0	0.005	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	50.9
2	T1	All MCs	622	4.0	622	4.0	0.327	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			632	4.0	632	4.0	0.327	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
North: Port Douglas Rd															
8	T1	All MCs	425	5.2	425	5.2	0.225	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	23	1.0	23	1.0	0.034	9.2	LOS A	0.1	0.8	0.56	0.74	0.56	46.2
Approach			448	5.0	448	5.0	0.225	0.5	NA	0.1	0.8	0.03	0.04	0.03	59.4
West: Site Access Buffer															
10	L2	All MCs	53	1.0	53	1.0	0.205	6.8	LOS A	0.7	5.0	0.72	0.87	0.75	41.4
12	R2	All MCs	23	1.0	23	1.0	0.205	22.8	LOS C	0.7	5.0	0.72	0.87	0.75	41.4
Approach			76	1.0	76	1.0	0.205	11.7	LOS B	0.7	5.0	0.72	0.87	0.75	41.4
All Vehicles			1155	4.2	1155	4.2	0.327	1.1	NA	0.7	5.0	0.06	0.08	0.06	58.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [I1-2038 BG PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2038 BG PM (Network Folder: General)]

Port Douglas Rd / Oaks Service Rd
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Port Douglas Rd															
1	L2	All MCs	19	1.0	19	1.0	0.010	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	50.9
2	T1	All MCs	402	1.3	402	1.3	0.208	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			421	1.3	421	1.3	0.208	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.6
North: Port Douglas Rd															
8	T1	All MCs	543	2.3	543	2.3	0.283	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	All MCs	45	1.0	45	1.0	0.049	7.5	LOS A	0.2	1.3	0.46	0.67	0.46	48.3
Approach			589	2.2	589	2.2	0.283	0.6	NA	0.2	1.3	0.03	0.05	0.03	59.3
West: Site Access Buffer															
10	L2	All MCs	30	1.0	30	1.0	0.091	4.5	LOS A	0.3	2.2	0.60	0.74	0.60	44.4
12	R2	All MCs	13	1.0	13	1.0	0.091	17.8	LOS C	0.3	2.2	0.60	0.74	0.60	44.4
Approach			43	1.0	43	1.0	0.091	8.5	LOS A	0.3	2.2	0.60	0.74	0.60	44.4
All Vehicles			1053	1.8	1053	1.8	0.283	0.8	NA	0.3	2.2	0.04	0.07	0.04	59.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [I1-2038 BG+D AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2038 BG+D AM (Network Folder: General)]

Port Douglas Rd / Oaks Service Rd
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Port Douglas Rd															
1	L2	All MCs	10	1.0	10	1.0	0.005	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	50.9
2	T1	All MCs	686	4.0	686	4.0	0.361	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			695	4.0	695	4.0	0.361	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
North: Port Douglas Rd															
8	T1	All MCs	468	5.2	468	5.2	0.248	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	23	1.0	23	1.0	0.038	9.9	LOS A	0.1	0.9	0.59	0.78	0.59	45.4
Approach			490	5.0	490	5.0	0.248	0.5	NA	0.1	0.9	0.03	0.04	0.03	59.4
West: Site Access Buffer															
10	L2	All MCs	53	1.0	53	1.0	0.245	8.1	LOS A	0.9	6.0	0.77	0.91	0.86	39.0
12	R2	All MCs	23	1.0	23	1.0	0.245	29.2	LOS D	0.9	6.0	0.77	0.91	0.86	39.1
Approach			75	1.0	75	1.0	0.245	14.5	LOS B	0.9	6.0	0.77	0.91	0.86	39.0
All Vehicles			1261	4.2	1261	4.2	0.361	1.2	NA	0.9	6.0	0.06	0.07	0.06	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I1 [I1-2038 BG+D PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2038 BG+D PM (Network Folder: General)]

Port Douglas Rd / Oaks Service Rd
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Port Douglas Rd															
1	L2	All MCs	19	1.0	19	1.0	0.010	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	50.9
2	T1	All MCs	443	1.3	443	1.3	0.229	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			462	1.3	462	1.3	0.229	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.6
North: Port Douglas Rd															
8	T1	All MCs	599	2.3	599	2.3	0.312	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	All MCs	45	1.0	45	1.0	0.052	7.7	LOS A	0.2	1.4	0.48	0.69	0.48	47.9
Approach			644	2.2	644	2.2	0.312	0.6	NA	0.2	1.4	0.03	0.05	0.03	59.3
West: Site Access Buffer															
10	L2	All MCs	30	1.0	30	1.0	0.104	4.8	LOS A	0.3	2.4	0.64	0.78	0.64	43.1
12	R2	All MCs	13	1.0	13	1.0	0.104	21.7	LOS C	0.3	2.4	0.64	0.78	0.64	43.1
Approach			43	1.0	43	1.0	0.104	9.9	LOS A	0.3	2.4	0.64	0.78	0.64	43.1
All Vehicles			1149	1.8	1149	1.8	0.312	0.8	NA	0.3	2.4	0.04	0.07	0.04	59.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I2 [I2-2028 BG AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2028 BG AM (Network Folder: General)]

Service Rd / Oaks Port Cochere
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Service Rd															
1	L2	All MCs	1	1.0	1	1.0	0.011	5.6	LOS A	0.1	0.4	0.09	0.53	0.09	52.9
2	T1	All MCs	1	1.0	1	1.0	0.011	0.1	LOS A	0.1	0.4	0.09	0.53	0.09	55.0
3	R2	All MCs	18	1.0	18	1.0	0.011	5.5	LOS A	0.1	0.4	0.09	0.53	0.09	50.9
Approach			20	1.0	20	1.0	0.011	5.2	NA	0.1	0.4	0.09	0.53	0.09	51.4
East: Site Access Buffer															
4	L2	All MCs	8	1.0	8	1.0	0.017	2.6	LOS A	0.1	0.4	0.02	0.50	0.02	51.8
5	T1	All MCs	2	1.0	2	1.0	0.017	1.5	LOS A	0.1	0.4	0.02	0.50	0.02	52.6
6	R2	All MCs	12	1.0	12	1.0	0.017	2.3	LOS A	0.1	0.4	0.02	0.50	0.02	51.3
Approach			21	1.0	21	1.0	0.017	2.3	LOS A	0.1	0.4	0.02	0.50	0.02	51.6
North: Service Rd															
7	L2	All MCs	28	0.0	28	0.0	0.016	5.5	LOS A	0.0	0.1	0.00	0.56	0.00	51.1
8	T1	All MCs	1	2.0	1	2.0	0.016	0.0	LOS A	0.0	0.1	0.00	0.56	0.00	55.2
9	R2	All MCs	1	0.0	1	0.0	0.016	5.4	LOS A	0.0	0.1	0.00	0.56	0.00	52.8
Approach			30	0.1	30	0.1	0.016	5.3	NA	0.0	0.1	0.00	0.56	0.00	51.5
West: Oaks Port Cochere															
10	L2	All MCs	1	1.0	1	1.0	0.006	8.1	LOS A	0.0	0.2	0.04	1.03	0.04	51.2
11	T1	All MCs	5	1.0	5	1.0	0.006	7.8	LOS A	0.0	0.2	0.04	1.03	0.04	48.0
12	R2	All MCs	1	1.0	1	1.0	0.006	7.5	LOS A	0.0	0.2	0.04	1.03	0.04	51.0
Approach			7	1.0	7	1.0	0.006	7.8	LOS A	0.0	0.2	0.04	1.03	0.04	49.4
All Vehicles			78	0.6	78	0.6	0.017	4.7	NA	0.1	0.4	0.03	0.58	0.03	51.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: I2 [I2-2028 BG PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N102 [2028 BG PM (Network Folder: General)]

Service Rd / Oaks Port Cochere
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Service Rd															
1	L2	All MCs	1	1.0	1	1.0	0.007	5.6	LOS A	0.0	0.2	0.07	0.52	0.07	53.1
2	T1	All MCs	1	1.0	1	1.0	0.007	0.0	LOS A	0.0	0.2	0.07	0.52	0.07	55.2
3	R2	All MCs	10	1.0	10	1.0	0.007	5.5	LOS A	0.0	0.2	0.07	0.52	0.07	51.2
Approach			12	1.0	12	1.0	0.007	5.0	NA	0.0	0.2	0.07	0.52	0.07	52.1
East: Site Access Buffer															
4	L2	All MCs	15	1.0	15	1.0	0.034	2.6	LOS A	0.1	0.8	0.02	0.50	0.02	51.8
5	T1	All MCs	4	1.0	4	1.0	0.034	1.5	LOS A	0.1	0.8	0.02	0.50	0.02	52.6
6	R2	All MCs	24	1.0	24	1.0	0.034	2.3	LOS A	0.1	0.8	0.02	0.50	0.02	51.3
Approach			43	1.0	43	1.0	0.034	2.3	LOS A	0.1	0.8	0.02	0.50	0.02	51.6
North: Service Rd															
7	L2	All MCs	16	0.0	16	0.0	0.010	5.5	LOS A	0.0	0.1	0.00	0.54	0.00	51.3
8	T1	All MCs	1	2.0	1	2.0	0.010	0.0	LOS A	0.0	0.1	0.00	0.54	0.00	55.3
9	R2	All MCs	1	0.0	1	0.0	0.010	5.4	LOS A	0.0	0.1	0.00	0.54	0.00	52.9
Approach			18	0.1	18	0.1	0.010	5.2	NA	0.0	0.1	0.00	0.54	0.00	51.9
West: Oaks Port Cochere															
10	L2	All MCs	1	1.0	1	1.0	0.004	8.1	LOS A	0.0	0.1	0.03	1.03	0.03	51.2
11	T1	All MCs	3	1.0	3	1.0	0.004	7.7	LOS A	0.0	0.1	0.03	1.03	0.03	48.0
12	R2	All MCs	1	1.0	1	1.0	0.004	7.5	LOS A	0.0	0.1	0.03	1.03	0.03	51.0
Approach			5	1.0	5	1.0	0.004	7.8	LOS A	0.0	0.1	0.03	1.03	0.03	49.8
All Vehicles			78	0.8	78	0.8	0.034	3.7	NA	0.1	0.8	0.03	0.55	0.03	51.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I2 [I2-2028 BG+D AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2028 BG+D AM (Network Folder: General)]

Service Rd / Oaks Port Cochere
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Service Rd															
1	L2	All MCs	1	1.0	1	1.0	0.011	5.6	LOS A	0.1	0.4	0.09	0.53	0.09	52.9
2	T1	All MCs	1	1.0	1	1.0	0.011	0.1	LOS A	0.1	0.4	0.09	0.53	0.09	55.0
3	R2	All MCs	18	1.0	18	1.0	0.011	5.5	LOS A	0.1	0.4	0.09	0.53	0.09	50.9
Approach			20	1.0	20	1.0	0.011	5.2	NA	0.1	0.4	0.09	0.53	0.09	51.4
East: Site Access Buffer															
4	L2	All MCs	8	1.0	8	1.0	0.017	2.6	LOS A	0.1	0.4	0.02	0.50	0.02	51.8
5	T1	All MCs	2	1.0	2	1.0	0.017	1.5	LOS A	0.1	0.4	0.02	0.50	0.02	52.6
6	R2	All MCs	12	1.0	12	1.0	0.017	2.3	LOS A	0.1	0.4	0.02	0.50	0.02	51.3
Approach			21	1.0	21	1.0	0.017	2.3	LOS A	0.1	0.4	0.02	0.50	0.02	51.6
North: Service Rd															
7	L2	All MCs	28	0.0	28	0.0	0.016	5.5	LOS A	0.0	0.1	0.00	0.56	0.00	51.1
8	T1	All MCs	1	2.0	1	2.0	0.016	0.0	LOS A	0.0	0.1	0.00	0.56	0.00	55.2
9	R2	All MCs	1	0.0	1	0.0	0.016	5.4	LOS A	0.0	0.1	0.00	0.56	0.00	52.8
Approach			30	0.1	30	0.1	0.016	5.3	NA	0.0	0.1	0.00	0.56	0.00	51.5
West: Oaks Port Cochere															
10	L2	All MCs	1	1.0	1	1.0	0.006	8.1	LOS A	0.0	0.2	0.04	1.03	0.04	51.2
11	T1	All MCs	5	1.0	5	1.0	0.006	7.8	LOS A	0.0	0.2	0.04	1.03	0.04	48.0
12	R2	All MCs	1	1.0	1	1.0	0.006	7.5	LOS A	0.0	0.2	0.04	1.03	0.04	51.0
Approach			7	1.0	7	1.0	0.006	7.8	LOS A	0.0	0.2	0.04	1.03	0.04	49.4
All Vehicles			78	0.6	78	0.6	0.017	4.7	NA	0.1	0.4	0.03	0.58	0.03	51.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: I2 [I2-2028 BG+D PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2028 BG+D PM (Network Folder: General)]

Service Rd / Oaks Port Cochere
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Service Rd															
1	L2	All MCs	1	1.0	1	1.0	0.007	5.6	LOS A	0.0	0.2	0.07	0.52	0.07	53.1
2	T1	All MCs	1	1.0	1	1.0	0.007	0.0	LOS A	0.0	0.2	0.07	0.52	0.07	55.2
3	R2	All MCs	10	1.0	10	1.0	0.007	5.5	LOS A	0.0	0.2	0.07	0.52	0.07	51.2
Approach			12	1.0	12	1.0	0.007	5.0	NA	0.0	0.2	0.07	0.52	0.07	52.1
East: Site Access Buffer															
4	L2	All MCs	15	1.0	15	1.0	0.034	2.6	LOS A	0.1	0.8	0.02	0.50	0.02	51.8
5	T1	All MCs	4	1.0	4	1.0	0.034	1.5	LOS A	0.1	0.8	0.02	0.50	0.02	52.6
6	R2	All MCs	24	1.0	24	1.0	0.034	2.3	LOS A	0.1	0.8	0.02	0.50	0.02	51.3
Approach			43	1.0	43	1.0	0.034	2.3	LOS A	0.1	0.8	0.02	0.50	0.02	51.6
North: Service Rd															
7	L2	All MCs	16	0.0	16	0.0	0.010	5.5	LOS A	0.0	0.1	0.00	0.54	0.00	51.3
8	T1	All MCs	1	2.0	1	2.0	0.010	0.0	LOS A	0.0	0.1	0.00	0.54	0.00	55.3
9	R2	All MCs	1	0.0	1	0.0	0.010	5.4	LOS A	0.0	0.1	0.00	0.54	0.00	52.9
Approach			18	0.1	18	0.1	0.010	5.2	NA	0.0	0.1	0.00	0.54	0.00	51.9
West: Oaks Port Cochere															
10	L2	All MCs	1	1.0	1	1.0	0.004	8.1	LOS A	0.0	0.1	0.03	1.03	0.03	51.2
11	T1	All MCs	3	1.0	3	1.0	0.004	7.7	LOS A	0.0	0.1	0.03	1.03	0.03	48.0
12	R2	All MCs	1	1.0	1	1.0	0.004	7.5	LOS A	0.0	0.1	0.03	1.03	0.03	51.0
Approach			5	1.0	5	1.0	0.004	7.8	LOS A	0.0	0.1	0.03	1.03	0.03	49.8
All Vehicles			78	0.8	78	0.8	0.034	3.7	NA	0.1	0.8	0.03	0.55	0.03	51.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: I2 [I2-2038 BG AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2038 BG AM (Network Folder: General)]

Service Rd / Oaks Port Cochere
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Service Rd															
1	L2	All MCs	1	1.0	1	1.0	0.011	5.7	LOS A	0.1	0.4	0.14	0.53	0.14	52.7
2	T1	All MCs	1	1.0	1	1.0	0.011	0.1	LOS A	0.1	0.4	0.14	0.53	0.14	54.9
3	R2	All MCs	18	1.0	18	1.0	0.011	5.6	LOS A	0.1	0.4	0.14	0.53	0.14	50.6
Approach			20	1.0	20	1.0	0.011	5.3	NA	0.1	0.4	0.14	0.53	0.14	51.2
East: Site Access Buffer															
4	L2	All MCs	8	1.0	8	1.0	0.028	2.6	LOS A	0.1	0.7	0.03	0.50	0.03	51.7
5	T1	All MCs	2	1.0	2	1.0	0.028	1.5	LOS A	0.1	0.7	0.03	0.50	0.03	52.5
6	R2	All MCs	23	1.0	23	1.0	0.028	2.3	LOS A	0.1	0.7	0.03	0.50	0.03	51.2
Approach			32	1.0	32	1.0	0.028	2.3	LOS A	0.1	0.7	0.03	0.50	0.03	51.4
North: Service Rd															
7	L2	All MCs	53	0.0	53	0.0	0.029	5.5	LOS A	0.0	0.1	0.00	0.57	0.00	51.0
8	T1	All MCs	1	2.0	1	2.0	0.029	0.0	LOS A	0.0	0.1	0.00	0.57	0.00	55.1
9	R2	All MCs	1	0.0	1	0.0	0.029	5.4	LOS A	0.0	0.1	0.00	0.57	0.00	52.7
Approach			55	0.0	55	0.0	0.029	5.4	NA	0.0	0.1	0.00	0.57	0.00	51.2
West: Oaks Port Cochere															
10	L2	All MCs	1	1.0	1	1.0	0.006	8.1	LOS A	0.0	0.2	0.04	1.03	0.04	51.2
11	T1	All MCs	5	1.0	5	1.0	0.006	7.8	LOS A	0.0	0.2	0.04	1.03	0.04	48.0
12	R2	All MCs	1	1.0	1	1.0	0.006	7.5	LOS A	0.0	0.2	0.04	1.03	0.04	51.0
Approach			7	1.0	7	1.0	0.006	7.8	LOS A	0.0	0.2	0.04	1.03	0.04	49.4
All Vehicles			114	0.5	114	0.5	0.029	4.7	NA	0.1	0.7	0.04	0.57	0.04	51.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I2 [I2-2038 BG PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2038 BG PM (Network Folder: General)]

Service Rd / Oaks Port Cochere
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Service Rd															
1	L2	All MCs	1	1.0	1	1.0	0.007	5.6	LOS A	0.0	0.2	0.10	0.51	0.10	53.0
2	T1	All MCs	1	1.0	1	1.0	0.007	0.1	LOS A	0.0	0.2	0.10	0.51	0.10	55.1
3	R2	All MCs	10	1.0	10	1.0	0.007	5.5	LOS A	0.0	0.2	0.10	0.51	0.10	51.1
Approach			12	1.0	12	1.0	0.007	5.1	NA	0.0	0.2	0.10	0.51	0.10	51.9
East: Site Access Buffer															
4	L2	All MCs	15	1.0	15	1.0	0.054	2.6	LOS A	0.2	1.3	0.03	0.50	0.03	51.7
5	T1	All MCs	4	1.0	4	1.0	0.054	1.5	LOS A	0.2	1.3	0.03	0.50	0.03	52.5
6	R2	All MCs	45	1.0	45	1.0	0.054	2.3	LOS A	0.2	1.3	0.03	0.50	0.03	51.2
Approach			64	1.0	64	1.0	0.054	2.3	LOS A	0.2	1.3	0.03	0.50	0.03	51.4
North: Service Rd															
7	L2	All MCs	30	0.0	30	0.0	0.017	5.5	LOS A	0.0	0.1	0.00	0.56	0.00	51.1
8	T1	All MCs	1	2.0	1	2.0	0.017	0.0	LOS A	0.0	0.1	0.00	0.56	0.00	55.1
9	R2	All MCs	1	0.0	1	0.0	0.017	5.4	LOS A	0.0	0.1	0.00	0.56	0.00	52.8
Approach			32	0.1	32	0.1	0.017	5.4	NA	0.0	0.1	0.00	0.56	0.00	51.4
West: Oaks Port Cochere															
10	L2	All MCs	1	1.0	1	1.0	0.004	8.1	LOS A	0.0	0.1	0.03	1.03	0.03	51.2
11	T1	All MCs	3	1.0	3	1.0	0.004	7.8	LOS A	0.0	0.1	0.03	1.03	0.03	48.0
12	R2	All MCs	1	1.0	1	1.0	0.004	7.5	LOS A	0.0	0.1	0.03	1.03	0.03	51.0
Approach			5	1.0	5	1.0	0.004	7.8	LOS A	0.0	0.1	0.03	1.03	0.03	49.8
All Vehicles			114	0.7	114	0.7	0.054	3.7	NA	0.2	1.3	0.03	0.54	0.03	51.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: I2 [I2-2038 BG+D AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2038 BG+D AM (Network Folder: General)]

Service Rd / Oaks Port Cochere
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Service Rd															
1	L2	All MCs	1	1.0	1	1.0	0.011	5.7	LOS A	0.1	0.4	0.14	0.53	0.14	52.7
2	T1	All MCs	1	1.0	1	1.0	0.011	0.1	LOS A	0.1	0.4	0.14	0.53	0.14	54.9
3	R2	All MCs	18	1.0	18	1.0	0.011	5.6	LOS A	0.1	0.4	0.14	0.53	0.14	50.6
Approach			20	1.0	20	1.0	0.011	5.3	NA	0.1	0.4	0.14	0.53	0.14	51.2
East: Site Access Buffer															
4	L2	All MCs	8	1.0	8	1.0	0.028	2.6	LOS A	0.1	0.7	0.03	0.50	0.03	51.7
5	T1	All MCs	2	1.0	2	1.0	0.028	1.5	LOS A	0.1	0.7	0.03	0.50	0.03	52.5
6	R2	All MCs	23	1.0	23	1.0	0.028	2.3	LOS A	0.1	0.7	0.03	0.50	0.03	51.2
Approach			32	1.0	32	1.0	0.028	2.3	LOS A	0.1	0.7	0.03	0.50	0.03	51.4
North: Service Rd															
7	L2	All MCs	53	0.0	53	0.0	0.029	5.5	LOS A	0.0	0.1	0.00	0.57	0.00	51.0
8	T1	All MCs	1	2.0	1	2.0	0.029	0.0	LOS A	0.0	0.1	0.00	0.57	0.00	55.1
9	R2	All MCs	1	0.0	1	0.0	0.029	5.4	LOS A	0.0	0.1	0.00	0.57	0.00	52.7
Approach			55	0.0	55	0.0	0.029	5.4	NA	0.0	0.1	0.00	0.57	0.00	51.2
West: Oaks Port Cochere															
10	L2	All MCs	1	1.0	1	1.0	0.006	8.1	LOS A	0.0	0.2	0.04	1.03	0.04	51.2
11	T1	All MCs	5	1.0	5	1.0	0.006	7.8	LOS A	0.0	0.2	0.04	1.03	0.04	48.0
12	R2	All MCs	1	1.0	1	1.0	0.006	7.5	LOS A	0.0	0.2	0.04	1.03	0.04	51.0
Approach			7	1.0	7	1.0	0.006	7.8	LOS A	0.0	0.2	0.04	1.03	0.04	49.4
All Vehicles			114	0.5	114	0.5	0.029	4.7	NA	0.1	0.7	0.04	0.57	0.04	51.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: I2 [I2-2038 BG+D PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2038 BG+D PM (Network Folder: General)]

Service Rd / Oaks Port Cochere
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Service Rd															
1	L2	All MCs	1	1.0	1	1.0	0.007	5.6	LOS A	0.0	0.2	0.10	0.51	0.10	53.0
2	T1	All MCs	1	1.0	1	1.0	0.007	0.1	LOS A	0.0	0.2	0.10	0.51	0.10	55.1
3	R2	All MCs	10	1.0	10	1.0	0.007	5.5	LOS A	0.0	0.2	0.10	0.51	0.10	51.1
Approach			12	1.0	12	1.0	0.007	5.1	NA	0.0	0.2	0.10	0.51	0.10	51.9
East: Site Access Buffer															
4	L2	All MCs	15	1.0	15	1.0	0.054	2.6	LOS A	0.2	1.3	0.03	0.50	0.03	51.7
5	T1	All MCs	4	1.0	4	1.0	0.054	1.5	LOS A	0.2	1.3	0.03	0.50	0.03	52.5
6	R2	All MCs	45	1.0	45	1.0	0.054	2.3	LOS A	0.2	1.3	0.03	0.50	0.03	51.2
Approach			64	1.0	64	1.0	0.054	2.3	LOS A	0.2	1.3	0.03	0.50	0.03	51.4
North: Service Rd															
7	L2	All MCs	30	0.0	30	0.0	0.017	5.5	LOS A	0.0	0.1	0.00	0.56	0.00	51.1
8	T1	All MCs	1	2.0	1	2.0	0.017	0.0	LOS A	0.0	0.1	0.00	0.56	0.00	55.1
9	R2	All MCs	1	0.0	1	0.0	0.017	5.4	LOS A	0.0	0.1	0.00	0.56	0.00	52.8
Approach			32	0.1	32	0.1	0.017	5.4	NA	0.0	0.1	0.00	0.56	0.00	51.4
West: Oaks Port Cochere															
10	L2	All MCs	1	1.0	1	1.0	0.004	8.1	LOS A	0.0	0.1	0.03	1.03	0.03	51.2
11	T1	All MCs	3	1.0	3	1.0	0.004	7.8	LOS A	0.0	0.1	0.03	1.03	0.03	48.0
12	R2	All MCs	1	1.0	1	1.0	0.004	7.5	LOS A	0.0	0.1	0.03	1.03	0.03	51.0
Approach			5	1.0	5	1.0	0.004	7.8	LOS A	0.0	0.1	0.03	1.03	0.03	49.8
All Vehicles			114	0.7	114	0.7	0.054	3.7	NA	0.2	1.3	0.03	0.54	0.03	51.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Appendix E Turn Warrant Assessment

71-85 Port Douglas Rd

Traffic Impact Assessment

Seymour Land Pty Ltd

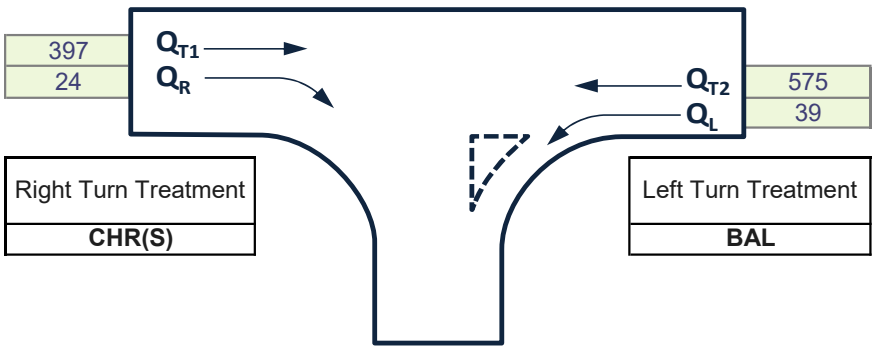
SLR Project No.: 620.042901.00002

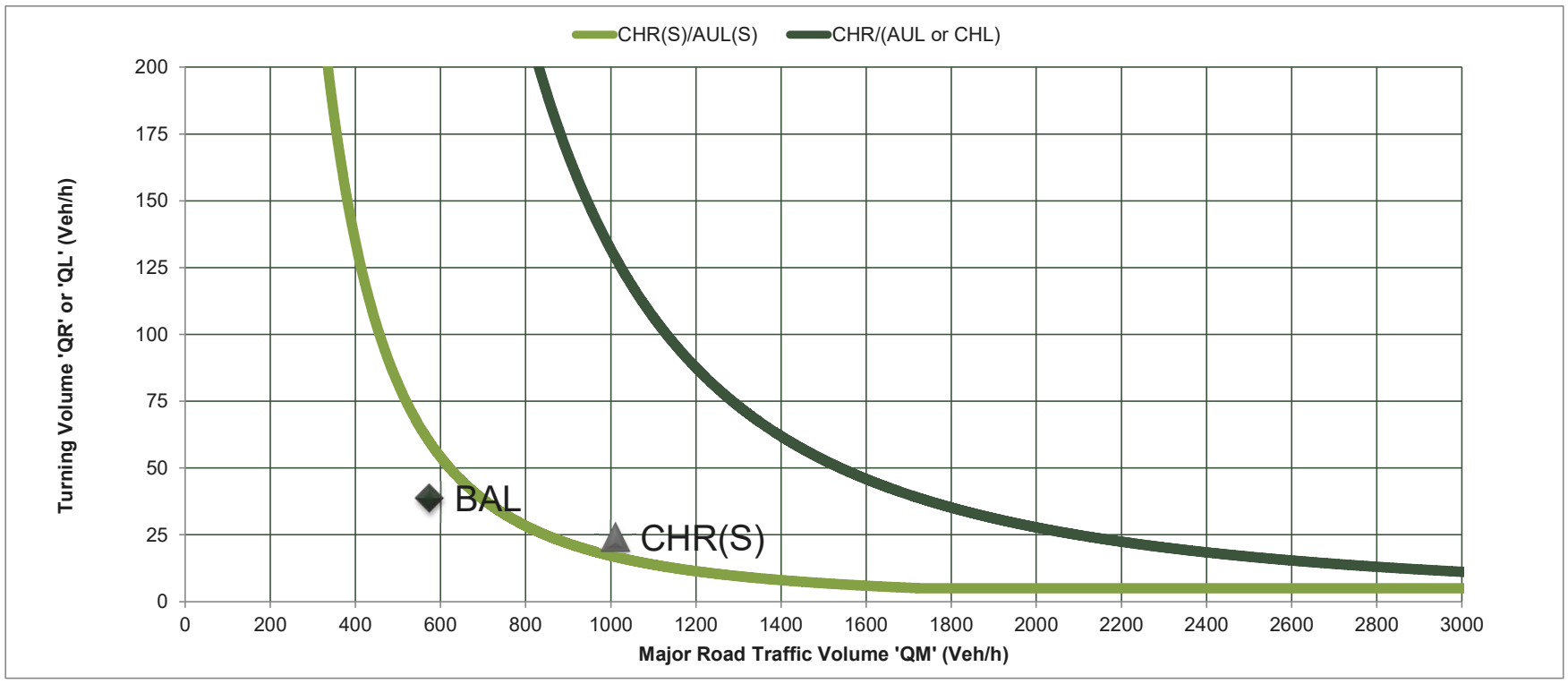
19 December 2025

Assessment Year	2028
Peak Period	AM
Scenario	Background + Dev

Design Domain	Extended Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	<= 70km/h
Splitter Island?	No

Q_M	Q_R/Q_L	
1011	24.072	Right
575	38.658	Left

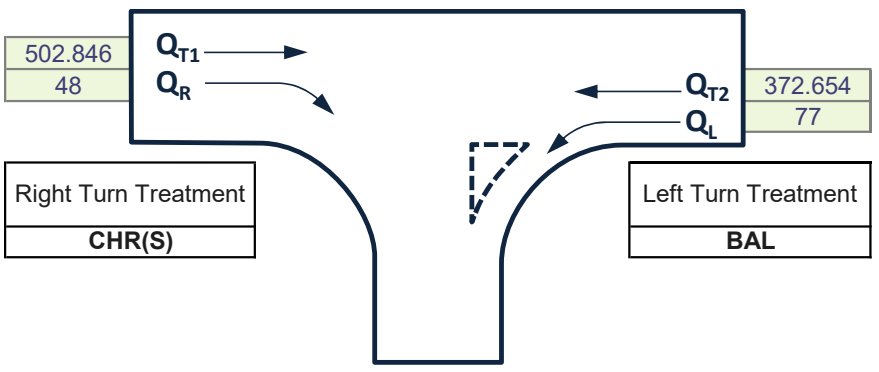


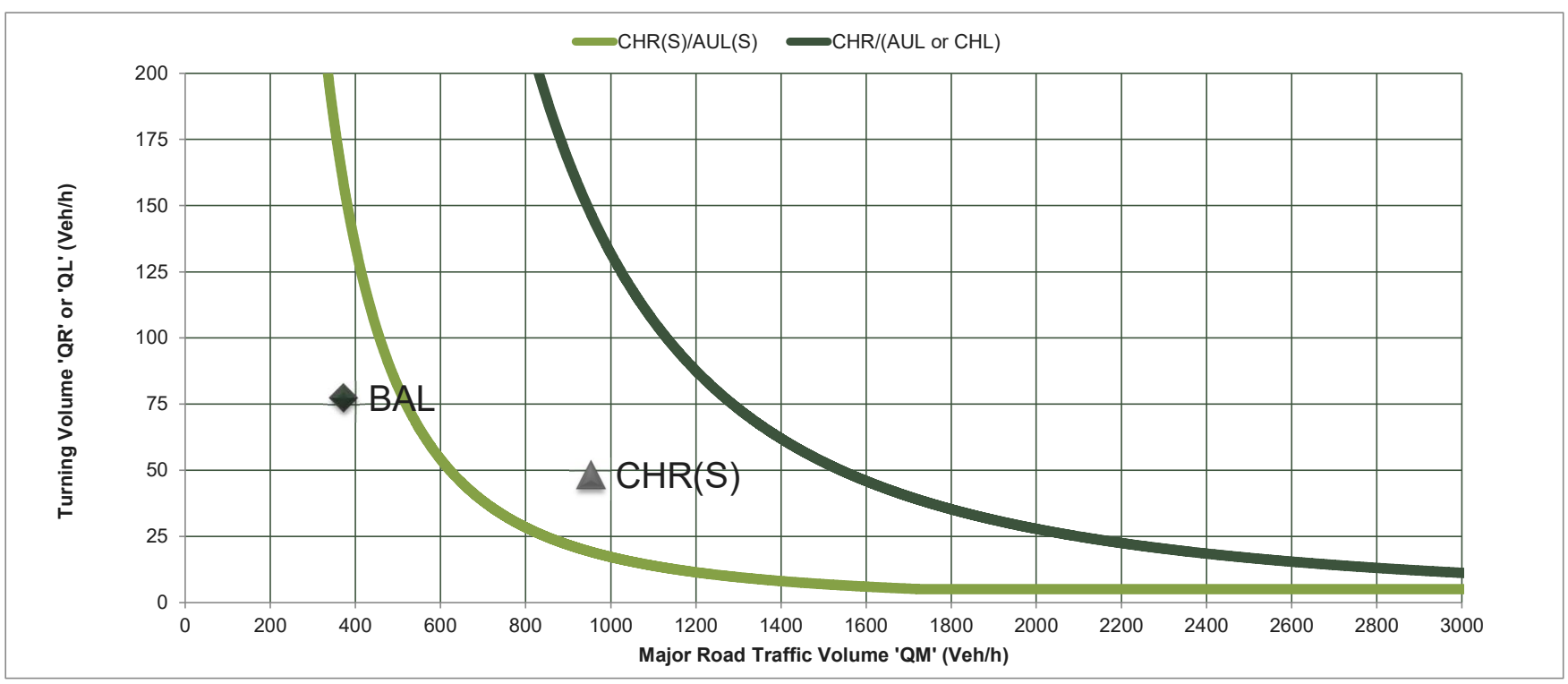


Assessment Year	2028
Peak Period	PM
Scenario	Background + Dev

Design Domain	Extended Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	<= 70km/h
Splitter Island?	No

Q_M	Q_R/Q_L	
953	48.144	Right
373	77.316	Left



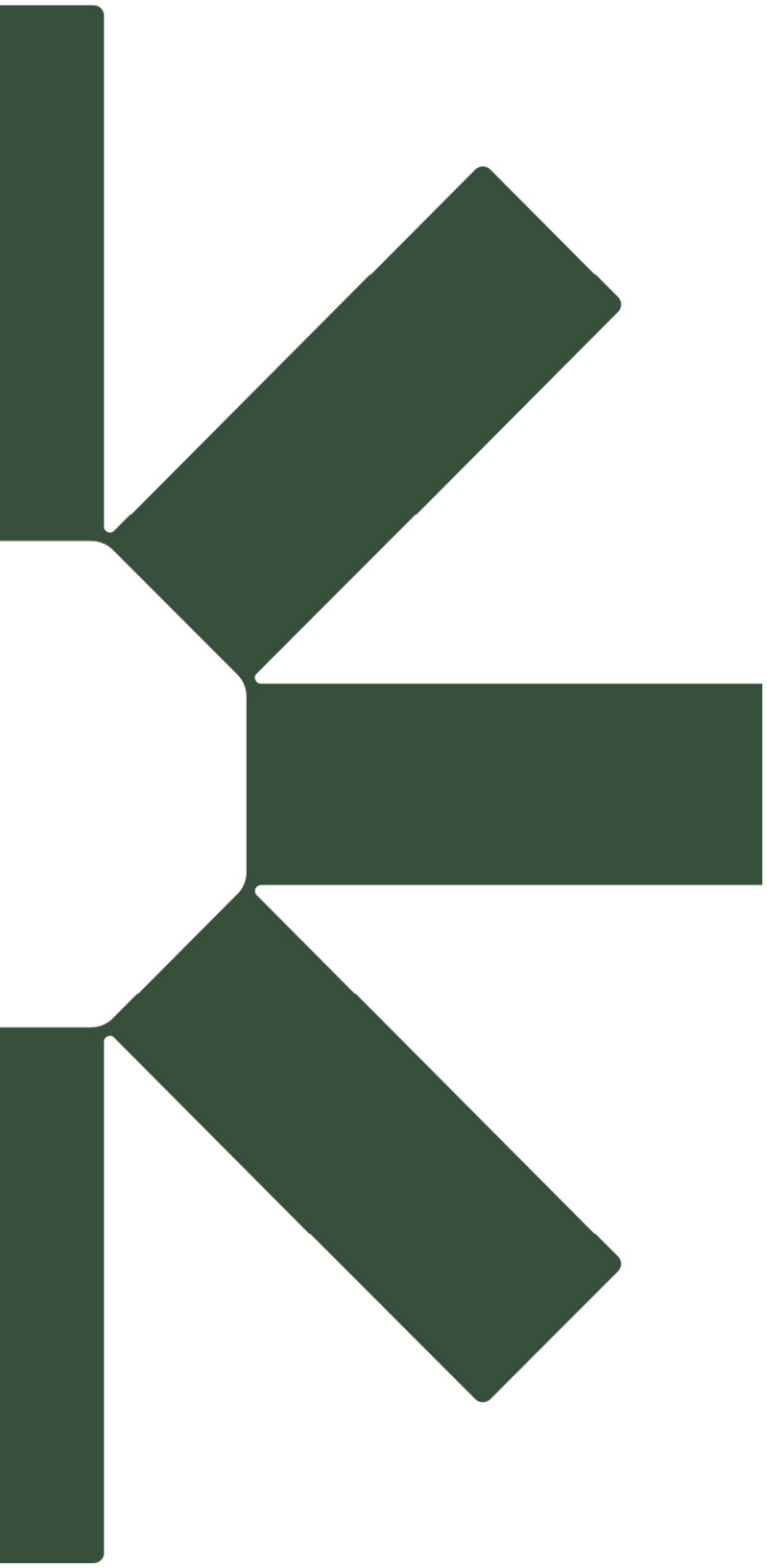


Reflects changes made in RPDM (Ed2: Vol3) Supplement to Austroads Part 4A (DTMR - August, 2014)

Turn Warrant Assessment

Port Douglas Road / Development Access
620.042901.00002
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Attachment 9

Acoustic Report

Subdivision of Land Parcel SP150468 at 71-85 Port Douglas Road, Port Douglas

Road Traffic Noise Intrusion Assessment

Seymour Group Pty Ltd

PO Box 2454 Chermside Centre
QLD 4032

Prepared by:

SLR Consulting Australia Pty Ltd

SLR Project No.: 620.042901.00001

19 December 2025

Revision: 1.0

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1.0	19 December 2025	T Anderson	Rodrigo Olavarria	

Basis of Report

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Seymour Group Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

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Appendix A **Glossary of Acoustic Terminology**
Appendix B **Subdivision Allotment Layouts**
Appendix C **Environmental Noise Monitoring Graphs**
Appendix D **DAMS and SPPIMS Mapping**

1.0 Introduction

SLR Consulting Australia Pty Ltd (SLR) has been commissioned by Seymour Group Pty Ltd (the Client) to conduct a road traffic noise intrusion assessment for the proposed subdivision of land parcel SP150468 at 71-85 Port Douglas Road, Port Douglas QLD 4877 known as 'Sanctuary Greens' (the Project). This technical report presents the assessment undertaken which is to form part of the Development Application (DA) package submission to Douglas Shire Council (DSC) and the State Assessment Referral Agency (SARA).

The proposed subdivision will include residential land uses. The purpose of this assessment is to present a set of road traffic noise prediction results and applicable Queensland Development Code Mandatory Part 4.4 (QDC MP4.4) Noise Categories (NC) for the new Project allotments and applicable to the construction of the dwellings, following detailed noise modelling of road traffic noise intrusion from the state-controlled Port Douglas Road transport noise corridor.

The noise predictions are based on a noise model verified using concurrent traffic counts and noise monitoring over a 48-hour period. The latest digital elevation model and road traffic volume forecast for the period coinciding 10 years after the Project completion date, assumed for the purposes of this assessment to be 2038, have been utilised in the assessment of QDC MP4.4 Noise Categories based on the latest data available on the date of issue of this report.

The outcomes presented in this report are potentially subject to change as the Project progresses. Therefore, the objective of this report is to support the application for Reconfiguration of Lot (RoL) by informing on any requirements for and the effectiveness of the implementation of noise barriers, and the QDC MP4.4 NC applicable to the construction of the future dwellings on the new lots, after the implementation of any required noise barriers.

This report has been prepared with reference to the following documents:

- Department of Transport and Main Roads (TMR) Transport Management Code of Practice Volume 1: Road traffic noise (CoP Vol 1).
- Queensland State Assessment and Referral Agency (SARA) State Development and Assessment Provisions (SDAP) Version 3.5 State Code 1: Development in a state-controlled road environment.
- Queensland Development Code Mandatory Part 4.4 – Buildings in a Transport Noise Corridor (QDC MP4.4).

The following supporting material are also referenced:

- UK Department of Transport Welsh Office Calculation of Road Traffic Noise 1998 (CoRTN).

A glossary of acoustic terms used in this report are detailed in **Appendix A.**

The latest subdivision allotment plans used to inform this assessment are attached in **Appendix B**.

2.0 Project Information

2.1 Site Location

The Project site is located on SP150468 at 71-85 Port Douglas Road, Port Douglas, in the Shire of Douglas government area.

The site is currently unoccupied with no buildings present. The state-controlled Port Douglas Road is located approximately 37 m east of the site, measured from the centre of the road to its nearest encroachment to the Project site property boundary.

The Project site location relative to Port Douglas Road is shown in **Figure 2-1**.

Figure 2-1: Project Site Location



2.2 Project Description

The Project consists of the subdivision of the land parcel SP150468 into 40 allotments which will include residential uses. The new allotment areas range from 300 m^2 to 533 m^2.

The Project includes new circulation roads to provide access to the new allotments. The existing service road is to be extended to provide site access from Port Douglas Road via the existing access at Oaks Port Douglas Resort. A drainage reserve is located within the rear western area of the Project site. Future building forms within the new allotments are unknown at this stage. The Project proposal is shown in **Appendix B**.

3.0 Environmental Noise Monitoring

To quantify the existing local ambient and traffic noise levels and inform this assessment, SLR have carried out unattended noise monitoring from 25 November 2025 to 27 November 2025.

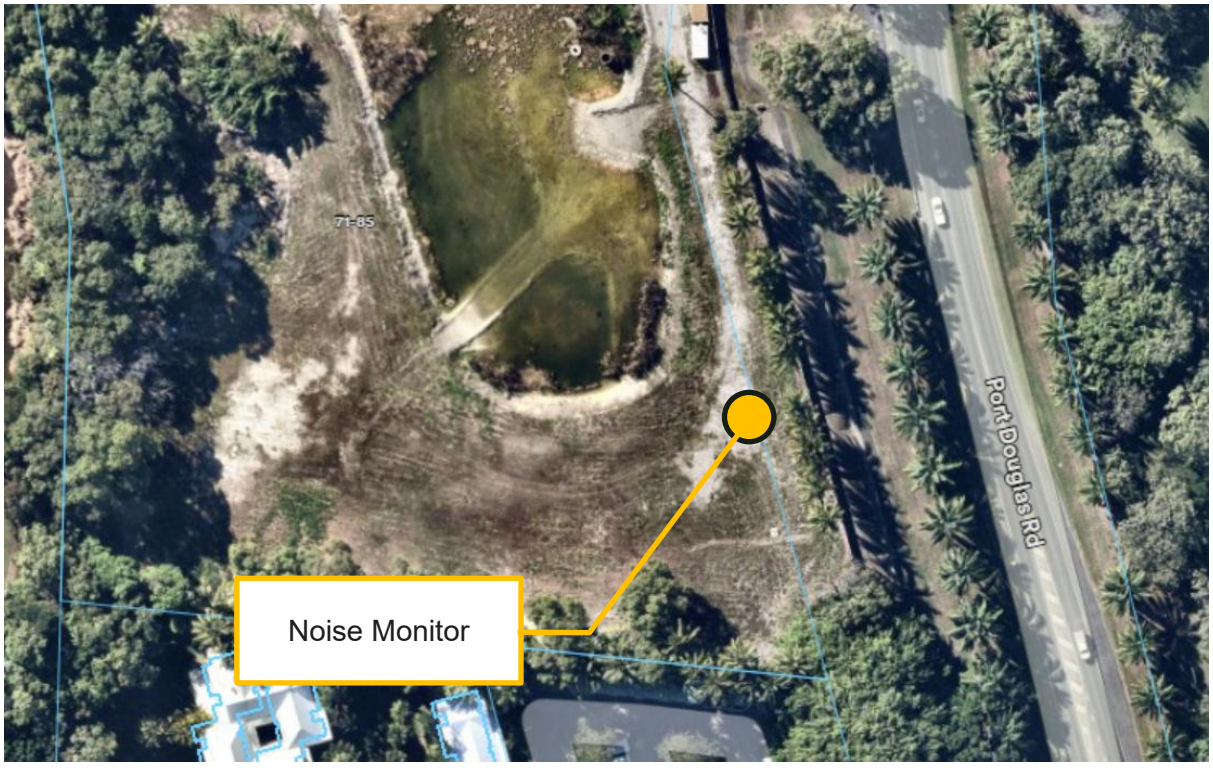
One (1) SVAN 977 class 1 noise logger (serial 99021) was used to measure the existing ambient and traffic noise levels within the locality of the Project site at a microphone height of 1.8 m. The noise logger was programmed to record 1-hour statistical noise level indices continuously, including L_{Amin}, L_{Amax}, L_{A1}, L_{A10}, L_{A90} and L_{Aeq}.

At all times the noise monitoring conducted was consistent with guidelines provided in the TMR CoP Vol 1 and AS2702-1984, *Acoustics – Methods for the Measurement of Road Traffic Noise*. The acoustic instrumentation was designed to comply with AS/NZS IEC 61672.1-2019 *Electroacoustics – Sound level meters Specification* (AS/NZS IEC 61672.1) and carry current calibration certification from a NATA[1] accredited laboratory.

Instrument calibration was checked before and after the measurement survey, with the variation in calibrated levels not exceeding ±0.5 dBA. Therefore, the noise measurements are considered valid.

Environmental noise monitoring was undertaken at the location shown in **Figure 3-1**.

Figure 3-1: Environmental Noise Monitoring Location



A summary of the average $L_{A10,18hr}$ and $L_{A90,18hr}$ relevant to this assessment is provided in **Table 3-1**. Detailed results from the noise monitoring survey are displayed graphically in **Appendix C**.

[1] National Association of Testing Authorities

The average $L_{A10,18hr}$ noise level has been calculated from the data measured during the 48-hour period from 25 November 2025 to 26 November 2025 in line with the 48-hour traffic volume monitoring carried out as discussed in **Section 5.1**.

The average $L_{A90,18hr}$ noise level has been calculated from the data measured during the 25 November 2025 to 27 November 2025.

No periods of rainfall were reported during the monitoring period. Insect noise was detected and predominantly observed within the 5 kHz, 6.3 kHz and 8 kHz 1/3 octave bandwidths. To reduce insect noise interference, the noise levels measured within the predominantly affected bandwidths were substituted with the arithmetic average noise level of the bandwidths either side of the affected range, i.e. the 4kHz and 10 kHz bandwidths. This method was applied to determine the average $L_{A90,18hr}$ noise levels. The presence of insect noise was not found to significantly influence the average $L_{10,18hr}$ noise levels and as such, further data processing has not been applied.

Table 3-1: Noise Monitoring Results Summary

Monitoring Location	Time Period	Average $L_{A10,18hr}$ Noise Level, dBA	Average $L_{A90,18hr}$ Noise Level, dBA
Noise monitoring location shown in **Figure 3-1**.	6:00 am to midnight	59	46

4.0 Noise Assessment Criteria

4.1 State Development Assessment Provisions

According to the State Development Assessment Provisions Supporting Guideline (the SDAP Guideline), development with the potential to impact an existing or future state transport corridor and/or state transport infrastructure requires referral to SARA for assessment in accordance with the Planning Regulation 2017. State transport corridor referrals for development in proximity to a state-controlled road can be summarised as a development:

- Located within 25 m of a state-controlled road
- Located on a future state-controlled road
- Located adjacent to a road and within 100m of a state-controlled road intersection.

A review of the QLD Development Assessment Mapping System (DAMS) indicated that the development will be located within 25 m from a state-controlled road (see DAMS mapping in **Appendix D**). Therefore, the requirements applicable to a residential use detailed in the State Development Assessment Provisions (SDAP) State Code 1: *Development in a state-controlled road environment*, a state-controlled road environment apply.

The current version of the SDAP is v3.5 The portions of the code relating to Reconfiguring a Lot involving the creation of 6 or more new residential lots and a Material Change of use for accommodation activity have been reproduced in **Table 4-1**, **Table 4-2**, **Table 4-3**, and **Table 4-4**.

Table 4-1: SDAP State Code 1 Table 1.5 – Environmental Emissions

Performance Outcomes	Acceptable Outcomes
Reconfiguring a lot **Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor**	
PO38 Reconfiguring a lot minimises free field noise intrusion from a **state-controlled road**.	**AO38.1** Development provides noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise) department of Transport and Main Roads 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020 OR

Performance Outcomes	Acceptable Outcomes
	AO38.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.
Material Change of Use (accommodation activity) **Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor**	
PO39 Development minimises noise intrusion from a state-controlled road in **private open space**.	**AO39.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 3. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for **private open space** at the ground floor level; 4. in accordance with: d. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise) department of Transport and Main Roads 2013; e. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; f. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020 OR **AO39.2** Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for **private open space** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.
PO40 Development (excluding a **relevant residential building** or **relocated building**) minimises noise intrusion from a **state-controlled road** in **habitable rooms** at the façade.	**AO40.1** Development (excluding a **relevant residential building** or **relocated building**) provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum building facade acoustic level in reference table 1 (item 1.1) for **habitable rooms**; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (road Traffic Noise), Department of Transport and Main Roads 2013” b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019

Performance Outcomes	Acceptable Outcomes
	c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO40.2** Development (excluding a **relevant residential building** or **relocated building**) achieves the maximum building facade acoustic level in reference table 1 (item 1.1) for **habitable rooms** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.
PO41 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in Table 3 (item 3.1).	No acceptable outcome is prescribed.
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor	
PO42 Balconies, podiums and roof decks include: 1. A continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. Highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and roof decks	No acceptable outcome is prescribed.
PO43 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is prescribed.

Table 4-2: SDAP State Code 1 Table 1 – Maximum Building Facade Acoustic Levels

Applicable use	Acoustic levels
1.1: Accommodation Activity	a. ≤ 60 dBA $L_{A10,18hr}$ facade corrected (measured $L_{A90,8hr}$ free field between 10pm and 6am ≤ 40 dBA. OR b. ≤ 63 dBA $L_{A10,18hr}$ facade corrected (measured $L_{A90,8hr}$ free field between 10pm and 6am > 40 dBA.

Table 4-3: SDAP State Code 1 Table 2 – Maximum Free Field Acoustic Levels

Applicable use	Acoustic levels
2.1: **Private open space** for **residential lots**	

Applicable use	Acoustic levels
2.2: **Private open space** for an **accommodation activity** (including allotments created for a **future accommodation activity**)	a. ≤ 57 dBA $L_{A10,18hr}$ free field (measured $L_{A90,18hr}$ free field between 6am and 12 midnight is ≤ 45 dBA. OR b. ≤ 60 dBA $L_{A10,18hr}$ free field (measured $L_{A90,18hr}$ free field between 6am and 12 midnight is > 45 dBA.

Table 4-4: State Code 1 Table 3 – Maximum Internal Acoustic Levels

Applicable use	Acoustic levels
3.1: **Habitable rooms** in an **accommodation activity** (excluding uses addressed in QDC MP4.4).	≤ 35 dBA $L_{Aeq,1hr}$ (maximum hour over 24 hours)

The following definitions are noted from SDAP State Code 1:

- **Accommodation activity** means caretaker's accommodation, community residence, dual occupancy, dwelling house, dwelling unit, multiple dwelling, relocatable home park, residential care facility, resort complex, retirement facility, rooming accommodation, short-term accommodation, tourist park, a combination thereof.
- **Alternative noise attenuation measures** means a design outcome that meets the relevant acoustic requirements within reference tables 1, 2 and 3 as demonstrated by a Noise Assessment Report, prepared by an appropriately qualified acoustic consultant and certified by a Registered Professional Engineer of Queensland (RPEQ), and is in accordance with the applicable structural, engineering and design requirements.
- **Habitable room** means a room used for normal domestic activities, and includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room, home theatre and sunroom but excludes a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes-drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods.
- **Private open space** means an outdoor space for the exclusive use of occupants of a dwelling.
- **Relevant residential building** (see section 6 of the Queensland Development Code Mandatory Part 4.4): Buildings in a Transport Noise Corridor. A building is a relevant residential building if:
    1. A building development application for the construction of the building is made after 31 August 2010.
    2. the building:
        a. is a class 1, 2, 3 or building;
        b. is located in a transport noise corridor;
        c. is not a relocated building;

3. The building development approval for the construction of the building was not given under the building assessment provisions in force immediately before 1 September 2010, under section 37 of the Building Act 1975.

According to the Building Code of Australia, Class 3 buildings include a residential building, which is a common place of long term or transient living for a number of unrelated persons, such as boarding-house, hostel, backpackers accommodation, residential part of a hotel, motel, school or detention centre and

Class 3 buildings could also include dormitory style accommodation, or workers' quarters for shearers or fruit pickers and may also be "care-type" facilities such as accommodation buildings for children, the elderly, or people with a disability, and which are not considered to be Class 9 buildings.

- **Solid gap-free structure** means a noise reducing structure that:
  1. is structurally fit for purpose structure;
  2. a minimum of 1.8 metres in height for a structure at ground level;
  3. built along the boundary with a state transport corridor for a structure at ground level;
  4. is made from materials with sound attenuating properties, limited to glass, or concrete blocks, or bricks or fibre cement sheeting;
  5. has no clearance gap at panel junctions, connections and under the structure (excluding gaps required for drainage purposes to comply with the Building Code of Australia);
  6. has a return where the fence is not adjoining a solid gap-free fence or solid gap free structure

From the above review of the applicable SDAP State Code 1 items, following the SDAP definition of **relevant residential building**, it is concluded that the SDAP State Code 1 provisions in PO40, PO41 and PO43 do not apply.

In summary, the applicable SDAP State Code 1 transportation noise intrusion requirements are reproduced in **Table 4-5**.

Table 4-5: SDAP State Code 1 Applicable Road Traffic Noise Intrusion Requirements

Road traffic noise mitigation requirements
• The development provides a noise barrier, earth mound or alternative noise attenuation measures where these strategies cannot be practically applied, to achieve a maximum free field noise level of ≤ 60 dBA $L_{A10,18hr}$ (based on the measured 46 dBA $L_{A90,18hr}$ free field between 6am and 12 midnight in **Table 3-1**). • The development provides a noise barrier, earth mound or alternative noise attenuation measures where these strategies cannot be practically applied, to achieve a maximum free field noise level of ≤ 60 dBA $L_{A10,18hr}$ (based on the measured 46 dBA $L_{A90,18hr}$ free field between 6am and 12 midnight in **Table 3-1**) **for private open space** at the ground floor level. • Building facade elements meet the minimum *QDC MP4.4* Weighted Sound Reduction Index (R_w) (See **Section 4.2**), for uses utilised for **accommodation activity**. • Balconies, podiums and roof decks, where above ground floor level, must include:

Road traffic noise mitigation requirements
○ Continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia). ○ Highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and roof decks.

4.2 Queensland Development Code Mandatory Part MP4.4

Under the QDC MP4.4, Class 1-4 building under the BCA and applicable to any *relevant residential building* under SDAP State Code 1 when within a Transport Noise Corridor, road traffic noise reduction can be achieved through incorporating appropriate building materials to the building envelope.

A review of the State Planning Policy Interactive Mapping Tool (SPPIMS) confirms that the project site is within a Transport Noise Corridor (see QDC MP4.4 mapping in **Appendix D**).

Reproduced from QDC MP4.4, the Noise Categories and associated minimum transport noise reduction requirements and minimum Weighted Sound Reduction Index (R_w) for facade building elements relevant to the road traffic noise predictions presented in **Section 6.0** are detailed in **Table 4-6**.

Table 4-6: QDC MP4.4 Noise Categories and Minimum Noise Reduction for Road Traffic Noise

Noise Category	Transport Noise Level, Facade Corrected	Minimum Transport Noise Reduction for Habitable Rooms	Building External Envelope Component	Minimum Weighted Sound Reduction Index (Rw) Required for Each Component	
4	Road traffic noise ≥73 dBA $L_{A10(18hour)}$	40 dBA	Glazing	43	
			External Walls	52	
			Roof	45	
			Floors	51	
			Entry doors	35	
3	Road traffic noise 68 – 72 dBA $L_{A10(18hour)}$	35 dBA	Glazing	38	where total area of glazing for a habitable room is greater than 1.8 m²
				35	where total area of glazing for a habitable room is less than or equal to than 1.8 m²
			External walls	47	
			Roof	41	
			Floors	45	
			Entry doors	33	
2		30 dBA	Glazing	35	where total area of glazing for a habitable room is greater than 1.8 m²

Noise Category	Transport Noise Level, Facade Corrected	Minimum Transport Noise Reduction for Habitable Rooms	Building External Envelope Component	Minimum Weighted Sound Reduction Index (Rw) Required for Each Component	
	Road traffic noise 63 – 67 dBA $L_{A10(18hour)}$			32	where total area of glazing for a habitable room is less than or equal to than 1.8 m^2
			External walls	41	
			Roof	38	
			Floors	45	
			Entry doors	33	
1	Road traffic noise 58 – 62 dBA $L_{A10(18hour)}$	25 dBA	Glazing	27	where total area of glazing for a habitable room is greater than 1.8 m^2
				24	where total area of glazing for a habitable room is less than or equal to than 1.8 m^2
			External walls	35	
			Roof	35	
			Entry doors	28	
0	Road traffic noise ≤57 dBA $L_{A10(18hour)}$	No additional acoustic treatment required – standard building assessment provisions apply.			

According to the code, *"the predicted levels of transport noise reduction will be achieved only when doors, windows and other openings in the relevant parts of the building's external envelope are closed*". In this instance, advice from a mechanical consultant may be required to confirm how the ventilation requirements will meet the ventilation requirements under the BCA and AS 1668.2:2024[2].

QDC MP4.4 also provides acceptable forms of construction for the external elements of the building to assist in achieving a building design and construction which meets the required noise reduction for each Noise Category (reproduced in **Table 4-7**). Note that other forms of construction are acceptable where they achieve the required R_w rating.

Table 4-7: Schedule 2 of QDC MP4.4

Component of Building's External Envelope	Minimum R_w	Acceptable Forms of Construction
Glazing	43	Double glazing consisting of two panes of minimum 5mm thick glass with at least 100mm air gap and full perimeter *acoustically rated seals*.

[2] AS 1668.2:2024 - The use of ventilation and air conditioning in buildings, Part 2: Mechanical ventilation in buildings.

Component of Building's External Envelope	Minimum R_w	Acceptable Forms of Construction
	38	Minimum 14.38mm thick laminated glass, with full perimeter *acoustically rated seals*; or Double glazing consisting of one pane of minimum 5mm thick glass and one pane of minimum 6mm thick glass with at least 44mm air gap, and full perimeter *acoustically rated seals*
	35	Minimum 10.38mm thick laminated glass, with full perimeter *acoustically rated seals*.
	32	Minimum 6.38mm thick laminated glass with full perimeter *acoustically rated seals*.
	27	Minimum 4mm thick glass with full perimeter *acoustically rated seals*
	24	Minimum 4mm thick glass with standard weather seals
External Walls	52	Two leaves of clay brick masonry, at least 270mm in total, with subfloor vents fitted with noise attenuators.
	47	Two leaves of clay brick masonry at least 110mm thick with: (i) cavity not less than 50mm between leaves; and (ii) 50mm thick mineral insulation or 50mm thick glass wool insulation with a density of 11kg/m3 or 50mm thick polyester insulation with a density of 20kg/m3 in the cavity. or Two leaves of clay brick masonry at last 110mm thick with: (i) cavity not less than 50mm between leaves; and (ii) at least 13mm thick cement render on each face or Single leaf of clay brick masonry at least 110mm thick with: (i) a row of at least 70mm x 35mm timber studs or 64mm steel studs at 600mm centres, spaced at least 20mm from the masonry wall; and (ii) Mineral insulation or glass wool insulation at least 50mm thick with a density of at least 11 kg/m3 positioned between studs; and (iii) One layer of plasterboard at least 13mm thick fixed to outside face of studs. or Single leaf of minimum 150mm thick masonry of hollow, dense concrete blocks, with mortar joints laid to prevent moisture bridging.
	41	Two leaves of clay brick masonry at least 110mm thick with cavity not less than 50mm between leaves or Single leaf of clay brick masonry at last 110mm thick with: (i) a row of at least 70mm x 35mm timber studs or 64mm steel studs at 600mm centres, spaced at least 20mm from the masonry wall; and

Component of Building's External Envelope	Minimum R_w	Acceptable Forms of Construction
		(ii) mineral insulation or glass wool insulation at least 50mm thick with a density of at least 11 kg/m^3 positioned between studs; and (iii) One layer of plasterboard at least 10mm thick fixed to outside face of studs or Single leaf of brick masonry at least 110mm thick with at least 13mm thick render on each face or Concrete brickwork at least 110mm thick or In-situ concrete at least 100mm thick or Precast concrete at least 100mm thick and without joints.
	35	Single leaf of clay brick masonry at least 110mm thick with: (i) a row of at least 70mm x 35mm timber studs or 64mm steel studs at 600mm centres, spaced at least 20mm from the masonry wall; and (ii) One layer of plasterboard at least 10mm thick fixed to outside face of studs or Minimum 6mm thick fibre cement sheeting or weatherboards or plank cladding externally, minimum 90mm deep timber stud or 92mm metal stud, standard plasterboard at least 13mm thick internally.
Roof	45	Concrete or terracotta tile or sheet metal roof with sarking, *acoustically rated plasterboard* ceiling at least 13mm thick fixed to ceiling joists, cellulose fibre insulation at least 100mm thick with a density of at least 45kg/m^3 in the cavity. or Concrete or terracotta tile or sheet metal roof with sarking, 2 layers of *acoustically rated plasterboard* at least 16mm thick fixed to ceiling joists, glass wool insulation at least 50mm thick with a density of at least 11kg/m^3 or polyester insulation at least 50mm thick with a density of at least 20kg/m^3 in the cavity.
	41	Concrete or terracotta tile or metal sheet roof with sarking, plasterboard ceiling at least 10mm thick fixed to ceiling joists, glass wool insulation at least 50mm thick with a density of at least 11kg/m^3 or polyester insulation at least 50mm thick with a density of at least 20kg/m^3 in the cavity. or Concrete suspended slab at least 100mm thick.
	38	Concrete or terracotta tile or metal sheet roof with sarking, plasterboard ceiling at least 10mm thick fixed to ceiling cavity, mineral insulation or glass wool insulation at least 50mm thick with a density of at least 11 kg/m^3.

Component of Building's External Envelope	Minimum R_w	Acceptable Forms of Construction
	35	Concrete or terracotta tile or metal sheet roof with sarking, plasterboard ceiling at least 10mm thick fixed to ceiling cavity.
Floors	51	Concrete slab at least 150mm thick.
	45	Concrete slab at least 100mm thick or Tongued and grooved boards at least 19mm thick with: (i) timber joists not less than 175mm x 50mm; and (ii) mineral insulation or glass wool insulation at least 75mm thick with a density of at least 11kg/m^3 positioned between joists and laid on plasterboard at least 10mm thick fixed to underside of joists; and (iii) mineral insulation or glass wool insulation at least 25mm thick with a density of at least 11kg/m^3 laid over entire floor, including tops of joists before flooring is laid; and (iv) secured to battens at least 75mm x 50mm; and (v) the assembled flooring laid over the joists, but not fixed to them, with battens lying between the joists.
Entry Doors	35	Solid core timber not less than 45mm thick, fixed so as to overlap the frame or rebate of the frame by not less than 10mm, with full perimeter acoustically rated seals.
	33	Fixed so as to overlap the frame or rebate of the frame by not less than 10mm, fitted with full perimeter acoustically rated seals and constructed of - (i) solid core, wood, particleboard or blockboard not less than 45mm thick; and/or (ii) acoustically laminated glass not less than 10.38mm thick.
	28	Fixed so as to overlap the frame or rebate of the frame, constructed of - (i) Wood, particleboard or blockboard not less than 33mm thick; or (ii) Compressed fibre reinforced sheeting not less than 9mm thick; or (iii) Other suitable material with a mass per unit area not less than 24.4kg/m^2; or (iv) Solid core timber door not less than 35mm thick fitted with full perimeter *acoustically rated seals*.

5.0 Noise Assessment Methodology

A three-dimensional computational noise model was developed to incorporate the Project site and Port Douglas Road. The model was developed within SoundPLAN v8.2 acoustic software to predict transportation noise intrusion.

The computer model was created as a representation of the future noise intrusion, which incorporates the following inputs:

- Calculation algorithms. SoundPLAN implementation of the following accepted standards and methodologies:
  - UK Department of Transport Welsh Office Calculation of Road Traffic Noise 1988 (CoRTN). CoRTN is widely accepted in Australia for the calculation of road traffic noise and its use is recommended in the CoP Vol 1.
- Terrain elevation. Digital Elevation Model (DEM) built from:
  - Study area terrain elevation model data supplied by the Project civil consultant in files:
    - SANCTUARY GREENS DESIGN TIN MGA COORDS.dxf, received by SLR 16 December 2025.
  - 3D LiDAR file representing existing contours outside the study area obtained from a QLD Government website.
- Noise barriers. Where implemented, these have been digitised at the top of a retaining wall, and or on the lot boundary. 1.8 m and 2.0m high noise barriers have been considered to mitigate traffic noise, where practicable as shown in **Figure 7-1**. Minimum Barrier heights are relative to the allotment pad levels adjacent to the noise barriers in **Appendix B**.
- Road traffic volumes:
  - Traffic count conducted by Austraffic, used for noise model verification purposes.
  - 18-hour forecast by the SLR Transport Group to assess a 10-year horizon forecast after Project completion estimated date of 2038.
- Ground surface corrections – areas of soft (absorptive) and hard (reflective) ground.
- Sensitive receptors – locations on site where the transportation noise levels are to be assessed.

5.1 Road Traffic Noise Modelling

Road traffic noise was modelled following guidance from the TMR CoP Vol 1.

The road traffic volumes adopted in modelling are presented in **Table 5-1** and **Table 5-2**. Volumes for the current year (2025) were obtained from 48-hour video monitoring undertaken by Austraffic on 25 November 2025 and 26 November 2025, coinciding with the environmental noise monitoring discussed in **Section 3.0**. The average 18-hour volumes determined from the 48-hour monitoring period have been applied in the assessment.

The traffic volumes for a 10-year horizon forecast after project completion (2038 estimate) were derived based on a conservative 1% annual growth estimate advised by the SLR Transport Group. Linear growth of heavy and light vehicles respectively has been assumed for this assessment when considering the 10-year horizon volume forecast.

A posted traffic speed of 60 km/hr was observed by SLR during the deployment of the noise monitor and has been applied in the noise model.

Bitumen Spray Seal (BSS) road surfaces have been modelled as specified in the SPPIMS. A road surface correction factor of 2 dBA was applied accordingly for all road traffic noise predictions, in accordance with CoP Vol 1.

In accordance with the CoP Vol1, -0.7 dBA (free field) and -1.7 dBA (1m from façade) road traffic calibration factors were applied during the verification and noise predictions at the future building, respectively. For the latter, a further +2.5 dB façade correction was also applied in accordance with CoRTN.

A 'hard surface' ground factor of "0" has been used in the noise model at the Oaks Port Douglas Resort carpark located adjacent to the Project site as the typical value for fully sound reflective surfaces. For the remaining areas, an average 'soft surface' ground factor of "1" has been adopted.

As future building forms are not known at this stage of the Project, the QDC MP4.4 Noise Categories were determined from noise predictions at new allotment boundaries with the worst exposure to road traffic noise from Port Douglas Road. Noise levels were modelled at 1.8 m and 4.6 m from the allotment pad finish levels shown in the **Appendix B** drawings, representative of building levels 1 and 2 respectively. Free field noise levels have been modelled at 1.5 m above the allotment pad finish levels.

Table 5-1: 2025 Road Traffic Parameters Adopted in Modelling

Road	Segment	Average 18hr total traffic volume	% Commercial Vehicles	Posted Speed, Km/h
Port Douglas Road	North bound	5620	3.7	60
	South bound	5753	3.8	60

Table 5-2: 2038 Road Traffic Parameters Adopted in Modelling

Road	Segment	Average 18hr total traffic volume estimate	% Commercial Vehicles	Posted Speed, Km/h
Port Douglas Road	North bound	6396	3.7	60
	South bound	6547	3.8	60

5.1.1 Road Traffic Noise Model Verification

According to the CoP Vol 1, a road traffic noise model is deemed to be verified if the average difference between the measured and calculated values of the noise descriptors is no more than ±2.0 dBA. Further, this document states that:

> *"If the average difference between existing measured and calculated noise descriptors values is positive (i.e. average measured values exceed the calculated values), then the calculated values shall be adjusted upwards by this average difference before determining the predicted values."*
>
> *"If the average difference between existing measured and calculated noise descriptors values is negative (i.e. average calculated values exceed the measured*

values), then no adjustment shall be made to the calculated values before determining the predicted values."

Results of the road traffic model verification at the noise monitor are presented in **Table 5-3**. The difference between the measured and calculated values is 1.9 dB, i.e. a higher value has been calculated than that measured. Therefore, no further correction has been applied. The difference is within the CoP Vol 1 tolerance. Thus, the road noise model is considered verified.

Table 5-3: Road Traffic Noise Model Verification

Measurement Location	$L_{A10,18hr}$ Noise Level (dBA)		Verification (Calculated – Measured), dB
	Calculated	Measured	
Noise Monitor	60.9	59.0	1.9

6.0 Noise Assessment Results

Results of road traffic noise predictions for the 10-year horizon forecast after project completion (assumed 2038) scenario and the associated QDC MP4.4 Noise Categories are presented in **Table 6-1** for all Project allotments. The results present the lot number, free field noise levels at the lot boundaries relative to the 60 dBA $L_{A10,18hr}$ limit in **Table 4-5** and the QDC MP4.4 Noise Category for Ground Floor and First Floor noise levels (read from the noise maps as the highest Noise Category within the lot).

Free field noise levels presented in **Table 6-1** have considered the worst impacted allotment boundary location with and without noise barriers. The QDC MP4.4 noise category recommended to be applied to the design of the dwelling inside the allotments is derived for the residual noise level after the implementation of the recommended noise barriers show in the noise maps.

The modelled ground elevation of the allotments is in accordance with the elevations in **Appendix B**. The approximate mid span elevation of the barrier on the lot as well as the approximate elevation of the road section of Port Douglas Road immediately in front are also presented for information.

Noise contours are provided in **Figure 6-1** to **Figure 6-6** to depict the noise levels with and without noise barriers. The contours show the predicted $L_{A10(18hour)}$ noise level descriptors.

Allotments predicted to achieve Noise Category “0” do not require further noise treatment to the dwelling facades.

Table 6-1: Road Traffic Noise Predictions on Allotments Without Noise Mitigation Measures

Lot	Floor	SDAP State Code 1 PO38 and PO39			QDC MP4.4 Road Traffic Noise Category, Noise Barrier	Elevation at Base of Barrier (mid span), m	Approximate Elevation of Closest Road in Front of Most Exposed Lots, m
		Free Field dBA $L_{A10,18hr}$ No Mitigation	Free Field dBA $L_{A10,18hr}$ Noise Barrier	Compliance Status with Noise Barrier			
01	GF	>60	≤60	Compliant	Category 2	4.84	7.2
	FF				Category 2		
02	GF	≥60	<60	Compliant	Category 1		
	FF				Category 2		
03	GF	<60	<60	Compliant	Category 1		
	FF				Category 2		
04	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		
05	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		
06	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		
07	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		
08	GF	<60	<60	Compliant	Category 0		

Lot	Floor	SDAP State Code 1 PO38 and PO39			QDC MP4.4 Road Traffic Noise Category, Noise Barrier	Elevation at Base of Barrier (mid span), m	Approximate Elevation of Closest Road in Front of Most Exposed Lots, m
		Free Field dBA $L_{A10,18hr}$ No Mitigation	Free Field dBA $L_{A10,18hr}$ Noise Barrier	Compliance Status with Noise Barrier			
	FF				Category 1		
09	GF	<60	<60	Compliant	Category 0		
	FF				Category 1		
10	GF	<60	<60	Compliant	Category 0		
	FF				Category 1		
11	GF	<60	<60	Compliant	Category 0		
	FF				Category 1		
12	GF	<60	<60	Compliant	Category 0		
	FF				Category 1		
13	GF	<60	<60	Compliant	Category 0		
	FF				Category 0		
14	GF	<60	<60	Compliant	Category 0		
	FF				Category 0		
15	GF	<60	<60	Compliant	Category 0		
	FF				Category 0		
16	GF	<60	<60	Compliant	Category 0		
	FF				Category 0		
17	GF	<60	<60	Compliant	Category 0		
	FF				Category 0		
18	GF	<60	<60	Compliant	Category 0		
	FF				Category 0		
19	GF	<60	<60	Compliant	Category 0		
	FF				Category 0		
20	GF	<60	<60	Compliant	Category 0		
	FF				Category 1		
21	GF	<60	<60	Compliant	Category 0		
	FF				Category 1		
22	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		
23	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		
24	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		
25	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		

Lot	Floor	SDAP State Code 1 PO38 and PO39			QDC MP4.4 Road Traffic Noise Category, Noise Barrier	Elevation at Base of Barrier (mid span), m	Approximate Elevation of Closest Road in Front of Most Exposed Lots, m
		Free Field dBA $L_{A10,18hr}$ No Mitigation	Free Field dBA $L_{A10,18hr}$ Noise Barrier	Compliance Status with Noise Barrier			
26	GF	<60	<60	Compliant	Category 1		
	FF				Category 2		
27	GF	≤60	≤60	Compliant	Category 1		
	FF				Category 2		
28	GF	>60	≤60	Compliant	Category 2	4.26	6.18
	FF				Category 2		
29	GF	≤60	<60	Compliant	Category 1		
	FF				Category 2		
30	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		
31	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		
32	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		
33	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		
34	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		
35	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		
36	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		
37	GF	<60	<60	Compliant	Category 1		
	FF				Category 1		
38	GF	>60	≤60	Compliant	Category 1	4.16	6.31
	FF				Category 2		
39	GF	>60	≤60	Compliant	Category 1	4.2	6.4
	FF				Category 2		
40	GF	>60	≤60	Compliant	Category 1	4.33	6.61
	FF				Category 2		



Subdivision of Land Parcel SP150468 at 71-85 Port Douglas Road, Port Douglas

Prepared for Seymour Group Pty Ltd
By SLR Consulting Australia Pty Ltd

Map
1

Ground Floor $L_{A10,18hr}$ Free Field Port Douglas Road Traffic Noise Levels at 1.5 m Above the Ground Without Noise Mitigation

Project engineer: TA
Created: 19/12/2025
Processed with SoundPLAN 8.2
Project No.: 620.042901.00001

Noise Levels

$L_{A10,18hr}$
in dB(A)
Free Field
<= 60
60 <

Signs and symbols

Road

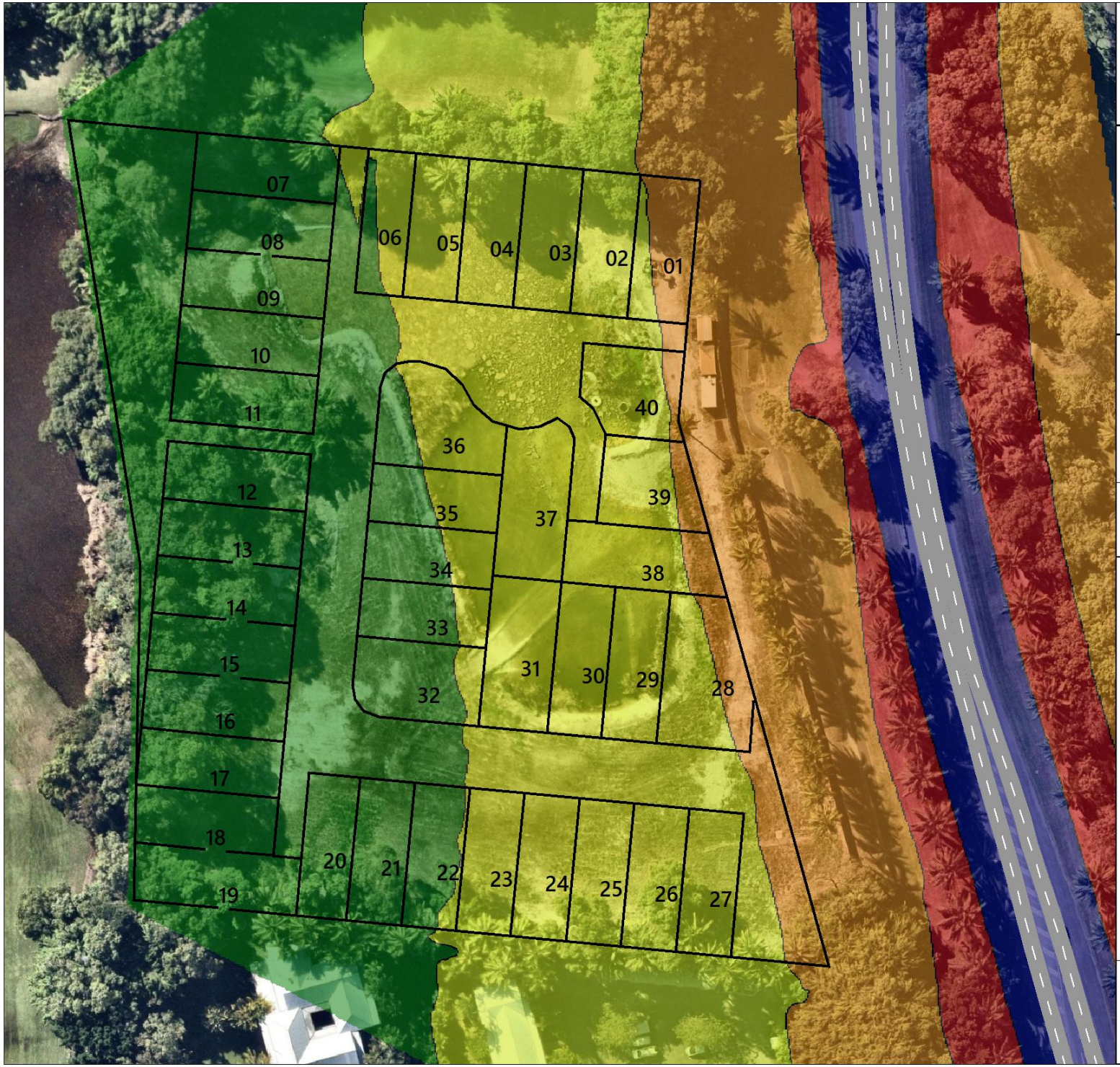
Figure 6-1: $L_{A10,18hr}$ Free Field Noise Levels at 1.5 m above Ground, No Noise Mitigation

N

Length scale 1:800

0 10 20 40 m

SLR



Subdivision of Land Parcel SP150468 at 71-85 Port Douglas Road, Port Douglas

Prepared for Seymour Group Pty Ltd
By SLR Consulting Australia Pty Ltd

Map
2

Ground Floor $L_{A10,18hr}$ Facade Corrected Port Douglas Road Traffic Noise Levels at 1.8 m Above the Ground Without Noise Mitigation

Project engineer: TA
Created: 19/12/2025
Processed with SoundPLAN 8.2
Project No.: 620.042901.00001

Noise Levels

$L_{A10,18hr}$
in dB(A)
Facade Corrected

	<= 57	Category 0
57 <	<= 62	Category 1
62 <	<= 67	Category 2
67 <	<= 72	Category 3
72 <		Category 4

Signs and symbols

Road

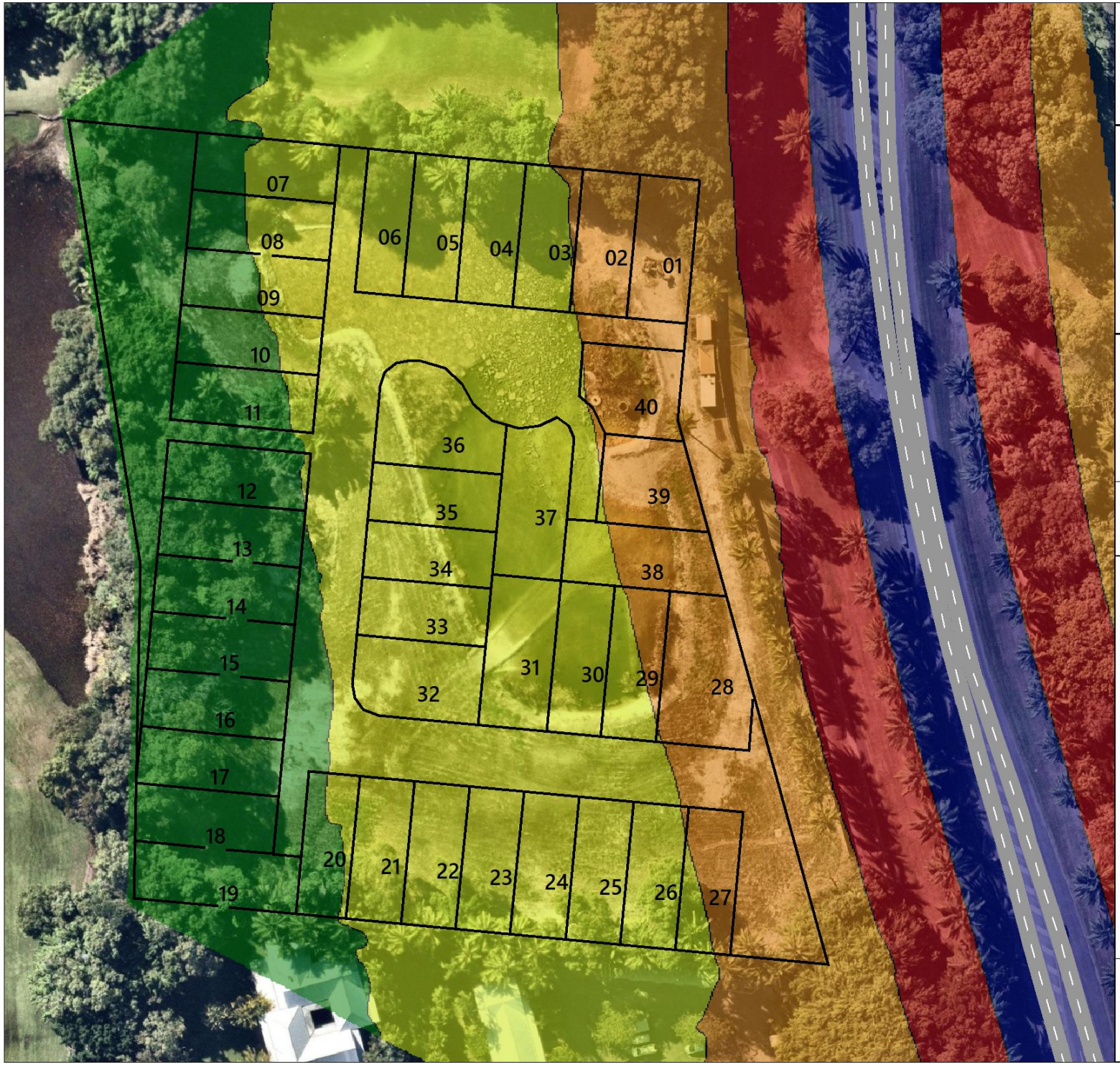
Figure 6-2: $L_{A10,18hr}$ Façade Corrected Noise Levels at 1.8 m above Ground, No Noise Mitigation

N

Length scale 1:800

0 10 20 40 m

SLR



Subdivision of Land Parcel SP150468 at 71-85 Port Douglas Road, Port Douglas

Prepared for Seymour Group Pty Ltd
By SLR Consulting Australia Pty Ltd

Map
3

Ground Floor $L_{A10,18hr}$ Facade Corrected Port Douglas Road Traffic Noise Levels at 4.6 m Above the Ground Without Noise Mitigation

Project engineer: TA
Created: 19/12/2025
Processed with SoundPLAN 8.2
Project No.: 620.042901.00001

Noise Levels

$L_{A10,18hr}$
in dB(A)
Facade Corrected

	<= 57	Category 0
57 <	<= 62	Category 1
62 <	<= 67	Category 2
67 <	<= 72	Category 3
72 <		Category 4

Signs and symbols

Road

Figure 6-3: $L_{A10,18hr}$ Façade Corrected Noise Levels at 4.6 m above Ground, No Noise Mitigation

N

Length scale 1:800

0 10 20 40 m

SLR



Subdivision of Land Parcel SP150468 at 71-85 Port Douglas Road, Port Douglas

Prepared for Seymour Group Pty Ltd
By SLR Consulting Australia Pty Ltd

Map
4

Ground Floor $L_{A10,18hr}$ Free Field Port Douglas Road Traffic Noise Levels at 1.5 m Above the Ground With Noise Barrier

Project engineer: TA
Created: 19/12/2025
Processed with SoundPLAN 8.2
Project No.: 620.042901.00001

Noise Levels

$L_{A10,18hr}$
in dB(A)
Free Field

<= 60
60 <

Signs and symbols

Road
2.0 m Noise Barrier
1.8 m Noise Barrier

Figure 6-4: $L_{A10,18hr}$ Free Field Noise Levels at 1.5 m above Ground, with Noise Barriers

N

Length scale 1:800

0 10 20 40 m

SLR



Subdivision of Land Parcel SP150468 at 71-85 Port Douglas Road, Port Douglas

Prepared for Seymour Group Pty Ltd
By SLR Consulting Australia Pty Ltd

Map
5

Ground Floor $L_{A10,18hr}$ Facade Corrected Port Douglas Road Traffic Noise Levels at 1.8 m Above the Ground With Noise Barrier

Project engineer: TA
Created: 19/12/2025
Processed with SoundPLAN 8.2
Project No.: 620.042901.00001

Noise Levels

$L_{A10,18hr}$
in dB(A)
Facade Corrected

	<= 57	Category 0
57 <	<= 62	Category 1
62 <	<= 67	Category 2
67 <	<= 72	Category 3
72 <		Category 4

Signs and symbols

- Road
- 2.0 m Noise Barrier
- 1.8 m Noise Barrier

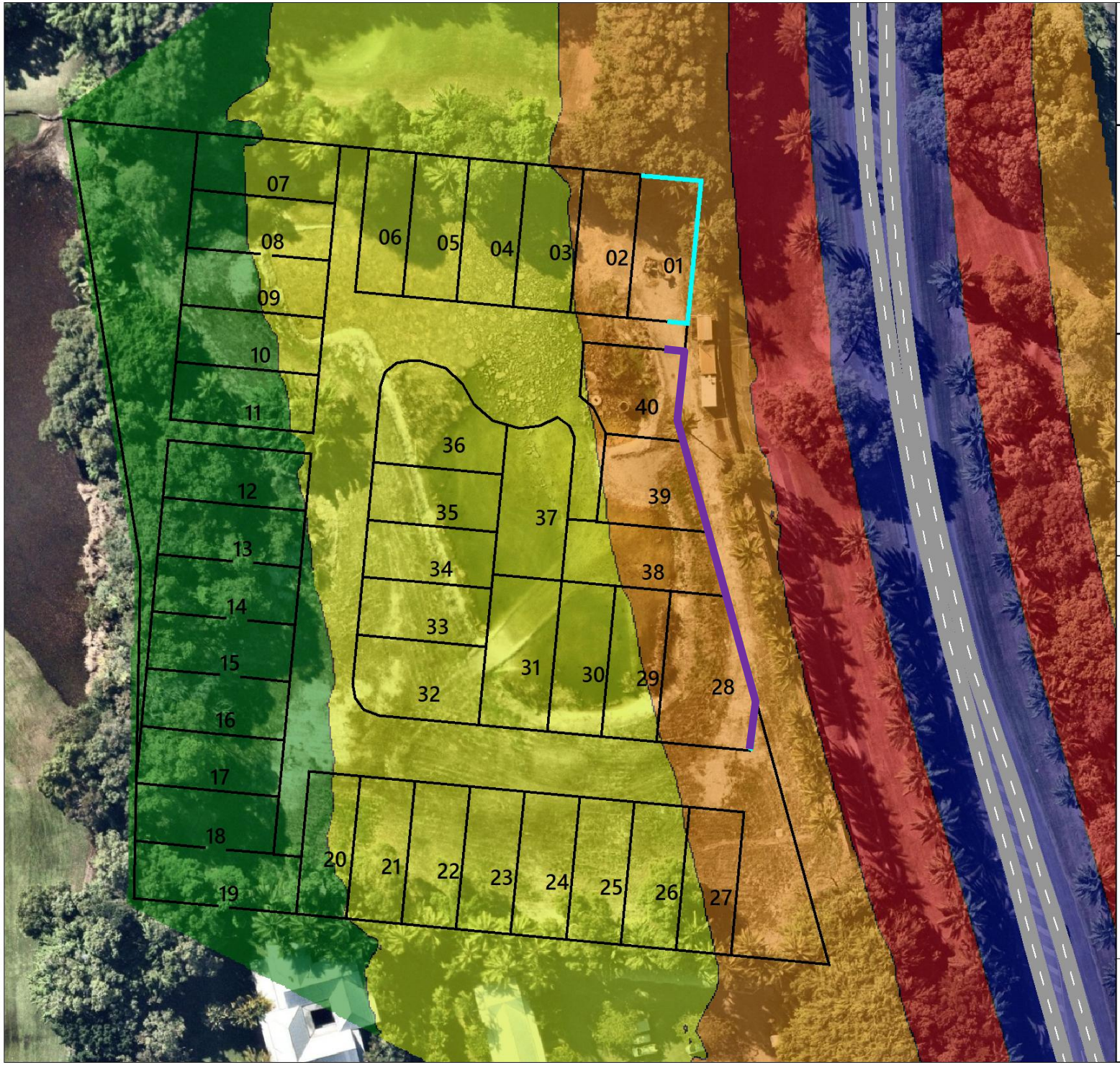
Figure 6-5: $L_{A10,18hr}$ Façade Corrected Noise Levels at 1.8 m above Ground, with Noise Barriers

N

Length scale 1:800

0 10 20 40 m

SLR



Subdivision of Land Parcel SP150468 at 71-85 Port Douglas Road, Port Douglas

Prepared for Seymour Group Pty Ltd
By SLR Consulting Australia Pty Ltd

Map
6

Ground Floor $L_{A10,18hr}$ Facade Corrected Port Douglas Road Traffic Noise Levels at 4.6 m Above the Ground With Noise Barrier

Project engineer: TA
Created: 19/12/2025
Processed with SoundPLAN 8.2
Project No.: 620.042901.00001

Noise Levels

$L_{A10,18hr}$
in dB(A)
Facade Corrected

	<= 57	Category 0
57 <	<= 62	Category 1
62 <	<= 67	Category 2
67 <	<= 72	Category 3
72 <		Category 4

Signs and symbols

- Road
- 2.0 m Noise Barrier
- 1.8 m Noise Barrier

Figure 6-6: $L_{A10,18hr}$ Façade Corrected Noise Levels at 4.6 m above Ground, with Noise Barriers

N

Length scale 1:800

0 10 20 40 m

SLR

7.0 Recommendations

7.1 SDAP State Code 1 Requirements

As indicated in **Section 4.1**, the proposed development will be located within 25m from a state-controlled road. Therefore, the applicable requirements from the SDAP State Code 1 are to be implemented. These are as follows:

- The development provides a noise barrier, earth mound or alternative noise attenuation measures where these strategies cannot be practically applied, to achieve a maximum free field noise level of ≤ 60 dBA $L_{A10,18hr}$ within the development.
- Building facade elements meet the minimum *QDC MP4.4* Weighted Sound Reduction Index (R_w) (refer to **Section 7.2**).
- Balconies, podiums and roof decks, where above ground floor level, must include:
  - Continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia).
  - Highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and roof decks.

  A Noise Reduction Coefficient (NRC) of 0.7 or greater is recommended for the balcony soffits. This is readily achievable with perforated fibre-cement systems with insulation inside the cavity. An acoustically tested system is to be selected to ensure the acoustic performance is achieved.

  The SDAP State Code 1 specification for solid balustrade and sound absorptive soffit does not state a noise criterion for its implementation. Thus, to address the SDAP requirement, it is recommended that the treatments be implemented to all balconies of habitable spaces with a predicted QDC MP4.4 Noise Category 1 or greater, as minimum.

7.2 Noise Barriers

For the external noise levels to meet the SDAP State Code 1 PO38 and PO39 external noise criteria and the predicted QDC MP4.4 noise categories detailed in **Section 6.0**, noise barriers are recommended to be built as follows:

- The location of the modelled 1.8 m and 2.0 m high noise barriers is shown in **Figure 7-1**.

  The noise barriers can be made of an earth mound, acoustic fence or a combination thereof. **Table 6-1** shows the approximate ground elevation at the base of the barrier at mid span of the adjacent allotment and the approximate elevation of the closest road lane.
- The noise barriers modelled elevation is detailed in **Table 6-1**, and final barrier heights as specified in **Figure 7-1** can incorporate retaining walls, and are relative to the adjacent allotment pad heights in **Appendix B**.
- The barriers must generally be installed without gaps between panels and posts. Small gaps between the bottom of the panels are permissible if required for drainage. However, these must be minimised.
- The noise barriers must have a minimum surface density of 12.5 kg/m² (excluding structural components):

- Appropriate materials can include overlapped timber, fibre cement, masonry, or a combination thereof.
- Other construction materials are also suitable where the panels (structural components excluded) meet the minimum surface density and the barrier is built following the above guidance.
- Noise barriers are required to be designed and constructed in accordance with Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019.



Subdivision of Land Parcel SP150468 at 71-85 Port Douglas Road, Port Douglas

Prepared for Seymour Group Pty Ltd
By SLR Consulting Australia Pty Ltd

Map 7

1.8 m and 2.0 m Noise Barrier Locations

Project engineer: TA
Created: 19/12/2025
Processed with SoundPLAN 8.2
Project No.: 620.042901.00001

Signs and symbols

- 2.0 m Noise Barrier
- 1.8 m Noise Barrier

Figure 7-1: Recommended Noise Barriers

N

Length scale 1:800

0 10 20 40 m

SLR

7.3 QDC MP4.4 Noise Category Requirements

QDC MP4.4 Categories applicable to the Project allotments are presented in **Section 6.0**.

The R_w rating applicable to the dwelling facade elements for each of the QDC MP4.4 Categories are presented in **Table 4-6**. Acceptable forms of construction are reproduced from Schedule 2 of QDC MP4.4 in **Table 4-7**, noting that other forms of construction are acceptable where they meet the required R_w rating.

The noise attenuation provided by the dwelling facade will be largely controlled by the window elements; therefore, it is recommended that facade glazing systems (window + frame + seals) required to achieve a minimum R_w performance are supplied with an acoustic test report conducted in Australia by a qualified consultant who is a member of the Australian Acoustical Society (AAS), or an acoustic consultant who works for a member firm of the Association of Australasian Acoustical Consultants (AAAC). The acoustic test report should address the requirements in the following standards:

- AS 1191-2002 *Acoustics – Method for laboratory measurement of airborne sound transmission insulation of building elements*
- ISO 717-1:2013 *Acoustics – Rating of sound insulation in buildings and of building elements – Part 1: Airborne sound insulation*

It should be noted that as stated in QDC MP4.4, *"the part applies to building work for the construction or renovation of a residential building in a designated transport noise corridor"*; therefore, it is only relevant at the Building Application stage of the individual allotments being the building owner responsible for obtaining certification.

A lower Noise Category should be acceptable at specific facades of the future dwellings depending on the layout of these within the allotments, pending demonstration of the road traffic noise levels onto specific habitable spaces within a dwelling via an allotment specific noise assessment based on architectural drawings, presented by the allotment owner.

8.0 Conclusion

SLR Consulting Pty Ltd (SLR) have completed a road traffic noise assessment of the proposed subdivision of land parcel SP150468 at 71-85 Port Douglas Road, Port Douglas, known as 'Sanctuary Greens'. This report addresses the road traffic noise intrusion from the state-controlled Port Douglas Road transport noise corridor onto residential allotments within the Project.

The assessment was conducted following guidance from the Queensland Department of Transport and Main Roads (DTMR) – Transport Noise Management: Code of Practice Volume 1 - Road Traffic Noise, dated November 2013 (CoP Vol 1).

A computational noise model was used to predict future road traffic noise levels from Port Douglas Road, considering a 10-year horizon after Project completion (assumed 2038).

For the external noise levels to meet the SDAP State Code 1 PO38 and PO39 external noise criteria and the predicted noise categories detailed in this report, noise barriers are recommended to be built as follows:

- The location of the modelled 1.8 m and 2.0 m high noise barriers is shown in **Figure 7-1**.

  The noise barriers can be made of an earth mound, acoustic fence or a combination thereof. **Table 6-1** shows the approximate ground elevation at the base of the barrier at mid span of the adjacent allotment and the approximate elevation of the closest road lane.
- The noise barriers modelled elevation is detailed in **Table 6-1**, and final barrier heights as specified in **Figure 7-1** can incorporate retaining walls, and are relative to the adjacent allotment pad heights in **Appendix B**.
- The barriers must generally be installed without gaps between panels and posts. Small gaps between the bottom of the panels are permissible if required for drainage. However, these must be minimised.
- The noise barriers must have a minimum surface density of 12.5 kg/m² (excluding structural components):
  - Appropriate materials can include overlapped timber, fibre cement, masonry, or a combination thereof.
  - Other construction materials are also suitable where the panels (structural components excluded) meet the minimum surface density and the barrier is built following the above guidance.
  - Noise barriers are required to be designed and constructed in accordance with Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019.

The residual noise levels after the implementation of 1.8 m and 2.0 m high noise barriers were assessed against noise criteria derived from the Queensland Development Code Mandatory Part 4.4 (QDC MP4.4).

QDC MP4.4 Categories applicable to all the Project allotments are presented in **Table 6-1**.

The R_w rating applicable to the dwelling facade elements with reference to the QDC MP4.4 Categories are presented in **Table 4-6**. Acceptable forms of construction are reproduced from Schedule 2 of QDC MP4.4 reproduced in **Table 4-7**, noting that other forms of construction are acceptable where they meet the required R_w rating.

The predicted QDC MP4.4 Noise Categories presented in this report represent the highest Noise Category for any part of the allotment (rather than on the building envelope). A lower Noise Category may be applicable depending on the position and layout of the building on the allotment. The constructed dwellings and other allotment fences will also screen road noise. For these reasons, the Noise Categories are considered a conservative assessment of transport noise.

A lower Noise Category should be acceptable at specific facades of the future dwellings depending on the layout of these within the allotment, pending demonstration of the road traffic noise levels onto specific habitable spaces within a dwelling via an allotment specific noise assessment based on architectural drawings, presented by the allotment owner.

Appendix A Glossary of Acoustic Terminology

Subdivision of Land Parcel SP150468 at 71-85 Port Douglas Road, Port Douglas

Road Traffic Noise Intrusion Assessment

Seymour Group Pty Ltd

SLR Project No.: 620.042901.00001

19 December 2025

Sound Level (or Noise Level)

The terms sound and noise are almost interchangeable, except that in common usage noise is often used to refer to unwanted sound.

Sound (or noise) consists of minute fluctuations in atmospheric pressure capable of evoking the sense of hearing. The human ear (and those of other species) responds to changes in sound pressure over a very wide range. The loudest sound pressure to which the human ear responds is ten million times greater than the softest. The decibel (dB or dBL) scale reduces this ratio to a more manageable size by the use of logarithms.

A-weighted Sound Pressure Level

The overall level of a sound is usually expressed in terms of dBA, which is measured using a sound level meter with an 'A-weighting' filter. This is an electronic filter having a frequency response corresponding approximately to human hearing.

Change in Sound Pressure Levels

For human perception, a change of 1 dBA or 2 dBA in the level of a sound is considered to be indiscernible, while a 3 dBA to 5 dBA change corresponds to a small but noticeable change in loudness. A 10 dBA change corresponds to an approximate doubling or halving in loudness. As noted in Section 2.4 of the TMR CoP Vol 1, while the above noted changes in sound pressure level are *not precisely verifiable for road traffic noise, it is useful in understanding the significance of change in environmental noise exposure*.

Additional facts about road traffic noise as stated in Section 2.4 of the TMR CoP Vol 1:

- A 3 dBA change in noise level is equivalent to halving or doubling the traffic volumes.
- A 10 dBA change in noise level is equivalent to halving or doubling the subjective or perceived loudness or a tenfold increase or decrease in traffic volume.
- A 10 km/h increase in speed will increase the noise level by approximately 1 dBA.
- A 3.5% compound annual growth rate in traffic will increase the noise level by approximately 1.5 dBA over a 10-year horizon.
- An 8% compound annual growth rate in traffic will increase the noise level by approximately 3.0 dBA over a 10-year horizon.

Typical Sound Pressure Levels

The table below lists examples of typical sound pressure levels.

Table A-1 Examples of Perceived Sound Pressure Levels

Sound pressure level (dBA)	Typical Example
130	Threshold of pain
120	Metal hammering
110	Grinding on steel
100	Loud car horn at 3 metres (m)
90	Dog bark at 1 m
80	Cicadas at 1 m
70	Noise level directly adjacent to a busy main road
60	Ambient noise level in urban area close to main roads

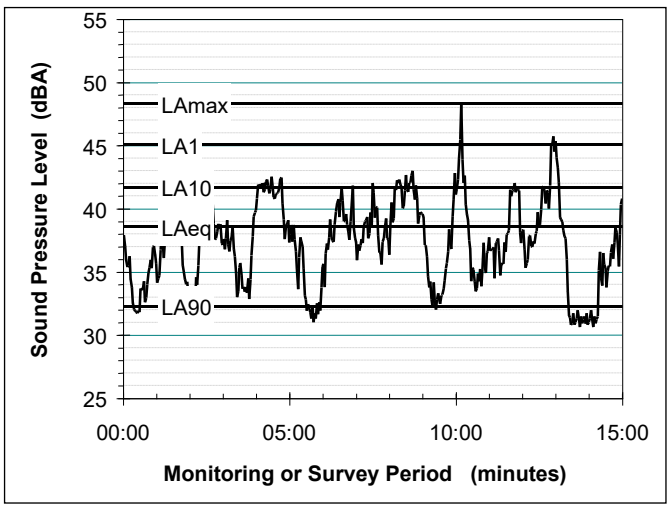
Sound pressure level (dBA)	Typical Example
50	Day time in a quiet suburban environment with background or distant road traffic noise
40	Night-time in a quiet suburban environment with background or distant road traffic noise Ambient noise level in rural to semi-rural environments with light breezes and some noise from insects, birds and distant traffic
30	Ambient noise level in a typical rural noise environment in the absence of insect noise and wind. Inside bedroom
20	Ambient noise level in remote rural environment away from main roads with no wind and no insect noise

Statistical Noise Levels

Sounds that vary in level over time, such as road traffic noise and most community noise, are commonly described in terms of the statistical exceedance levels (LAN), where LAN is the A-weighted sound pressure level exceeded for N% of a given measurement period. For example, the LA1 is the noise level exceeded for 1% of the time and LA10 the noise exceeded for 10% of the time.

Figure A-1 below presents a hypothetical 15-minute noise measurement, illustrating various common statistical indices of interest.

Figure A-1: Hypothetical 15-minute Noise Measurement



Of particular relevance to this study, are:

- L_{A10}: The A-weighted noise level exceeded for 10% during any given measurement period. This is commonly referred to as the average maximum noise level.
- L_{A90}: The A-weighted noise level exceeded for 90% during any given measurement period. This is commonly referred to as the environmental background noise level.

Additionally;

- $L_{A10(18hour)}$ Road Traffic Noise Level: the level exceeded for 10% of any measurement period; the usual period of measurement is 1 hour. The hourly L_{A10} level, therefore, is the traffic noise level exceeded for 6 minutes in the hour. The 18-hour L_{A10} level ($L_{A10(18hour)}$) is the arithmetic average of 18, hourly L_{A10} traffic noise levels measured in consecutive hours between 6:00 am and 12:00 midnight.
- $L_{A10(12hour)}$ Road Traffic Noise Level – is the arithmetic average of 12 hourly L_{A10} traffic noise levels measured in consecutive hours between 6:00 am and 6:00 pm.
- $L_{A1(1hour)}$ Road Traffic Noise Level – the level exceeded for n% of a 1-hour period.

Noise Propagation

Provided the receptor is in the far-field of the noise source, noise levels will reduce as a receptor moves further away from the source. This is due to spreading of the noise source energy over distance. For a simple point source (for example, a motor) the theoretical reduction in noise levels is 6 dBA per doubling of distance. For a line source (for example, a busy road) the theoretical reduction is 3 dBA per doubling of distance. In reality however other factors affect noise propagation. These include ground absorption, air absorption, acoustic screening, and meteorological effects.

Facade Corrected versus Free field

A ‘facade corrected’ measurement/monitoring location is a location which is influenced by facade reflections. Measurements at facades are typically taken at a distance of 1 m away and the measured noise level generally regarded as being +2.5 dB higher than in the ‘free field’.

A ‘free field’ measurement/monitoring location is a location where the microphone is positioned sufficiently far from nearby surfaces for the measured data to not be influenced by reflected noise. This is typically regarded as a position 3.5 m or greater from a reflective surface.

Appendix B Subdivision Allotment Layouts

Subdivision of Land Parcel SP150468 at 71-85 Port Douglas Road, Port Douglas

Road Traffic Noise Intrusion Assessment

Seymour Group Pty Ltd

SLR Project No.: 620.042901.00001

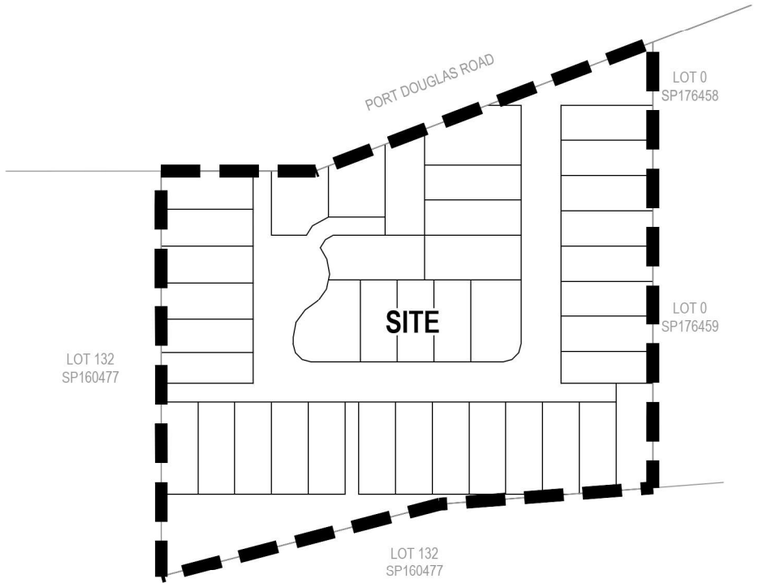
19 December 2025

SANCTUARY GREENS
PORT DOUGLAS

BOURN ENGINEERS



LOCALITY PLAN
N.T.S



KEY PLAN
1:1000 @ A1

IN PARTNERSHIP WITH

SEYMOUR GROUP

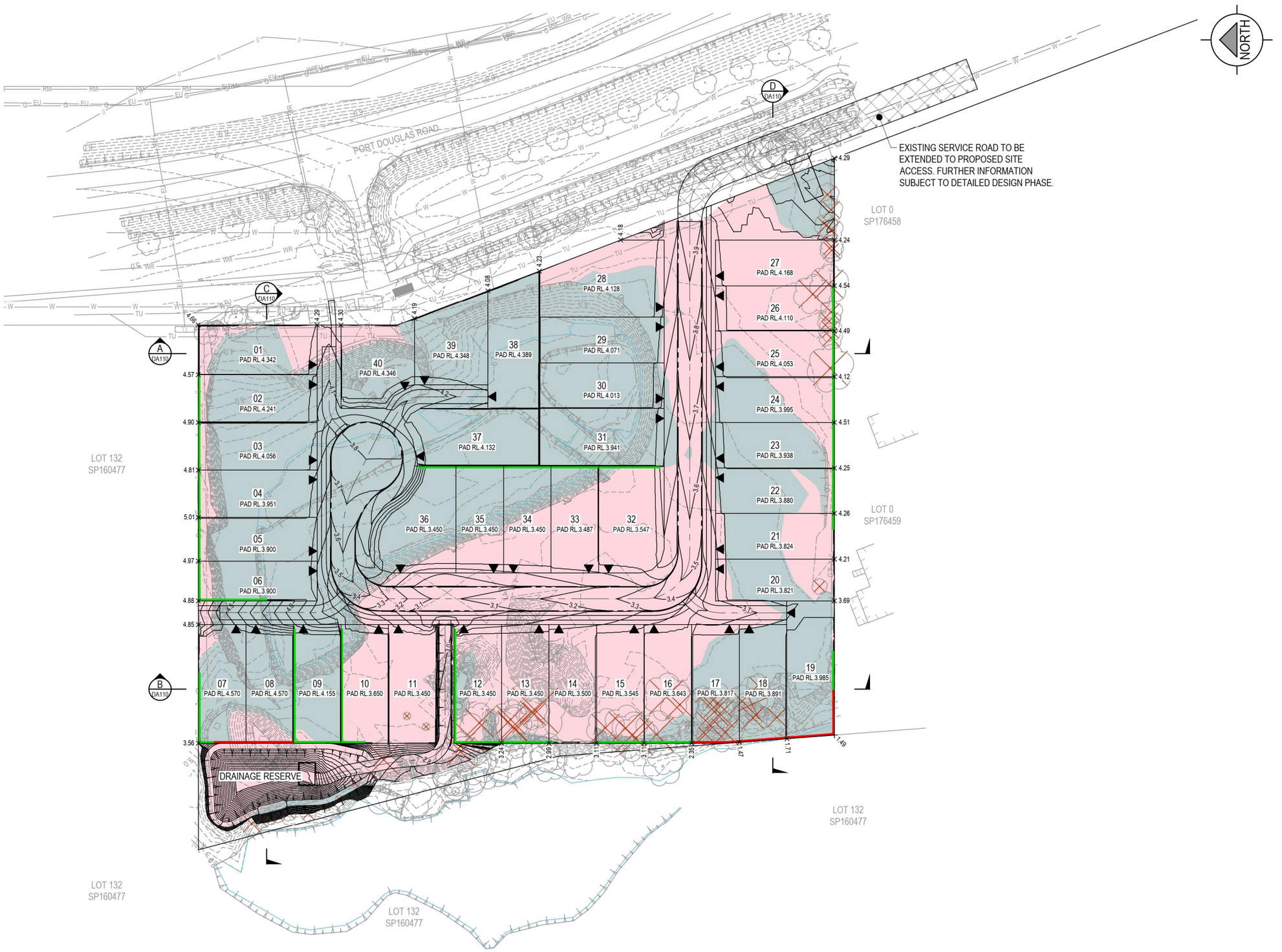
SCHEDULE OF DRAWINGS	
DRAWING	TITLE
BE25041-001-DA001	PROJECT COVER SHEET AND SCHEDULE OF DRAWINGS
BE25041-001-DA100	PRELIMINARY BULK EARTHWORKS LAYOUT PLAN
BE25041-001-DA110	PRELIMINARY BULK EARTHWORKS SITE CROSS SECTIONS
BE25041-001-DA200	PRELIMINARY ROADWORKS AND DRAINAGE LAYOUT PLAN
BE25041-001-DA205	PRELIMINARY ROADWORKS VEHICLE SWEPT PATH LAYOUT PLAN
BE25041-001-DA300	PRELIMINARY SEWER AND WATER RETICULATION LAYOUT PLAN
BE25041-001-DA400	PRELIMINARY STORMWATER DRAINAGE CATCHMENT PLAN
BE25041-001-DA401	PRELIMINARY DETENTION BASIN LAYOUT PLAN
BE25041-001-DA500	PRELIMINARY EXTERNAL INTERSECTION RECONFIGURATION LAYOUT PLAN

DEVELOPMENT APPLICATION

FAR NORTH QUEENSLAND REGION OF COUNCILS
SITE ADDRESS: LOT 1 ON SP150468 (85 PORT DOUGLAS ROAD, PORT DOUGLAS)
No. PROPOSED LOTS = 40
SITE AREA: 2.07ha

PROJECT NUMBER	DRAWING NUMBER	REVISION	STATUS
BE25041-001	DA001	1	FOR APPROVAL

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EXISTING	LEGEND	PROPOSED
	SITE BOUNDARY	
	PROPERTY BOUNDARY	
— 2.0 —	CONTOUR	3.0
× 4.22	SURFACE SPOT LEVEL	PAD RL3.450
	TOP OF BATTER	
	RETAINING WALL 'TYPE A' - 0.4m - 1.5m HIGH	
	RETAINING WALL 'TYPE B' - 1.5m - 2.5m HIGH	
	EARTHWORKS CUT	
	EARTHWORKS FILL	
	SERVICE ROAD EXTENSION	
	INDICATIVE DRIVEWAY LOCATION	
D	STORMWATER DRAINAGE	
W	WATER MAIN	
WR	RECYCLED WATER MAIN	
EU	ELECTRICAL UNDERGROUND	
G	GAS PIPE	
TU	TELECOM UNDERGROUND	
//	FENCE	
	BUILDING	
	TREE / TREE TBR	

BULK EARTHWORKS VOLUMES

Comparison between tin EXST and tin DSGN*
(*Bulk earthworks surface including road boxing)

TYPE	m^3
CUT	-4,871
FILL	+14,138
BALANCE (-SPOIL | +IMPORT)	+9,267

No allowance for topsoil stripping
No allowance for bulking factors

NOTES:
REFER DA110 SERIES FOR SITE CROSS SECTIONS.

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: **FOR APPROVAL**
APPROVED: A. GILBOY 18.12.25
14278

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BOURN ENGINEERS

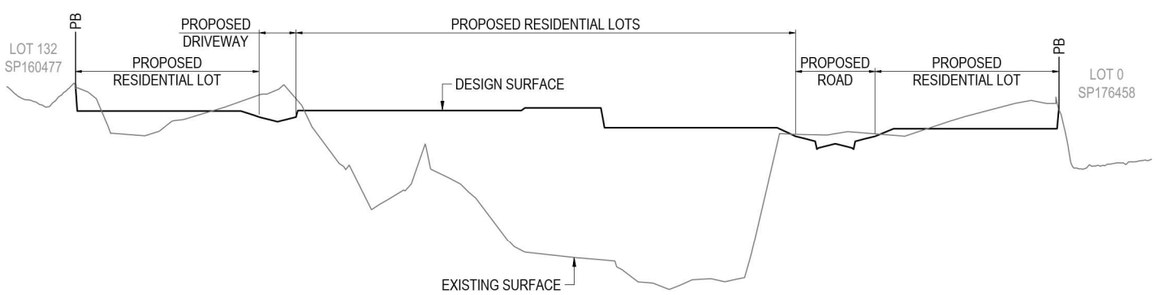
CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

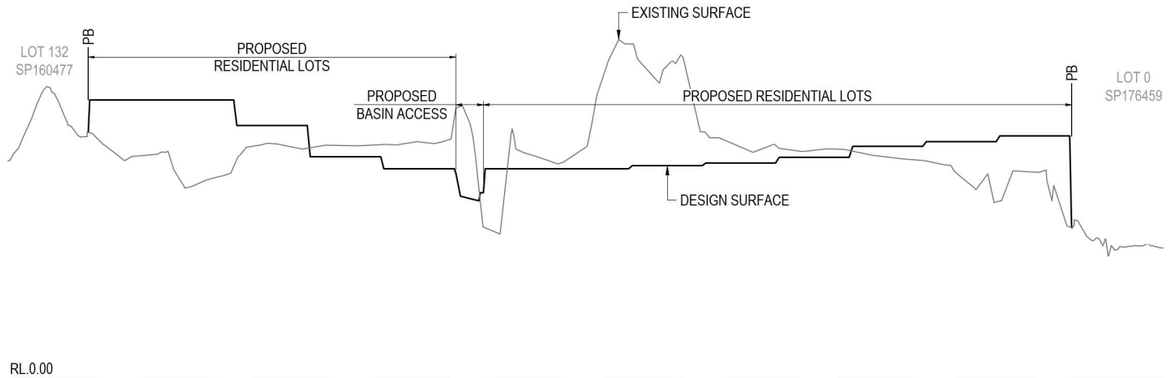
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PROJECT NUMBER	DRAWING NUMBER	REVISION
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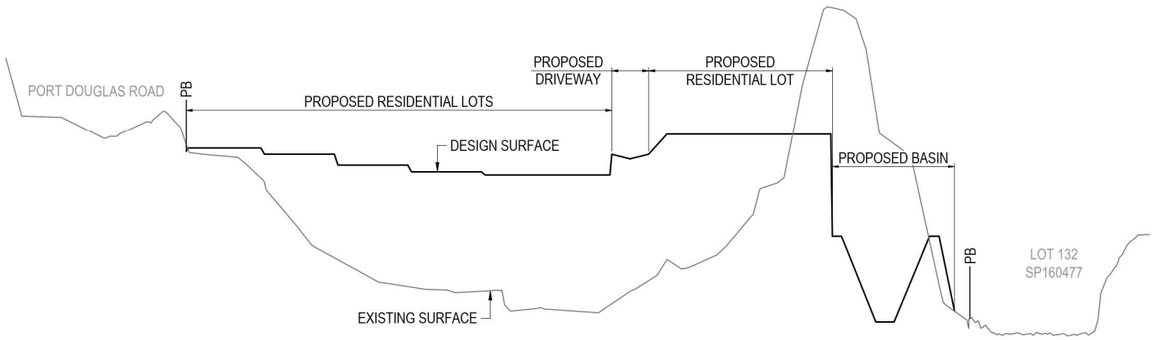
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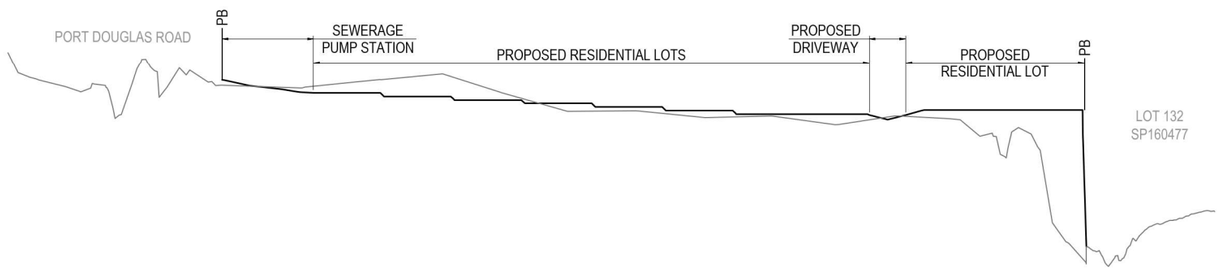
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1:50 (V)
DA100



SECTION B
1:500 (H)
1:50 (V)
DA100



SECTION C
1:500 (H)
1:50 (V)
DA100



SECTION D
1:500 (H)
1:50 (V)
DA100

NOTES:
- DRAWING IS TO BE READ IN CONJUNCTION WITH DA100 SERIES.
- FOR PROPOSED RETAINING WALL LOCATIONS, REFER TO LAYOUT PLANS PROVIDED IN DA100 SERIES.

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL

APPROVED: 14278
A. GILBOY 18.12.25

SCALE
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SCALE (m)
0 0.5 1 2 3
A1 1:50 ; A3 1:100
SCALE (m)

BOURN ENGINEERS

CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE
PRELIMINARY
BULK EARTHWORKS
SITE CROSS SECTIONS

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA110	1

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PORT DOUGLAS ROAD

SPS

EXISTING SERVICE ROAD TO BE EXTENDED TO PROPOSED SITE ACCESS. FURTHER INFORMATION SUBJECT TO DETAILED DESIGN PHASE.

REFER DRG. DA500 FOR EXISTING INTERSECTION RECONFIGURATION

LOT 0 SP176458

LOT 0 SP176459

LOT 132 SP160477

PROPOSED BIN PAD FOR LOTS 01-03 & 37-40.

PROPOSED BIN PAD FOR LOTS 06-09.

PROPOSED BIN PAD FOR LOTS 16-20.

MODIFIED ACCESS STREET REFER TYPICAL CROSS SECTION.

DRAINAGE RESERVE

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A - B - B - B -

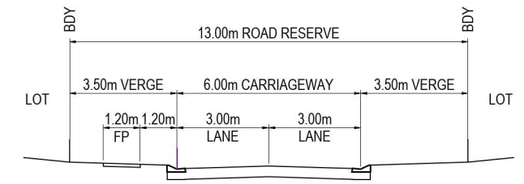
NORTH

LEGEND

EXISTING		PROPOSED
	SITE BOUNDARY	
	PROPERTY BOUNDARY	
61.00	CONTOUR	61.0
	ROAD CONTROL	
	KERB TYPE 'LAYBACK K&C'	
	EDGE OF BITUMEN	
	INDICATIVE DRIVEWAY LOCATION	
	ON-STREET PARALLEL PARKING	
D	STORMWATER DRAINAGE	
	STORMWATER GULLY	
	STORMWATER HEADWALL	
	RETAINING WALL	
	ROAD PAVEMENT	
	CONCRETE DRIVEWAY	
	CONCRETE FOOTPATH	
	SERVICE ROAD EXTENSION	
	LOCK RAIL GATE	
	TREE	
S	SEWER MAIN	S
RM	SEWER RISING MAIN	RM
W	WATER MAIN	W
WR	RECYCLED WATER MAIN	
	COMBINED COMMS. & ELEC.	C&E
EU	ELECTRICAL UNDERGROUND	
G	GAS PIPE	
TU	TELECOM UNDERGROUND	
	FENCE	
	BUILDING	

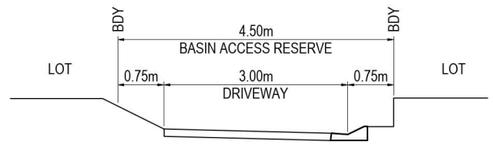
CAR PARKING ALLOWANCE

SPACES PROVIDED: 20

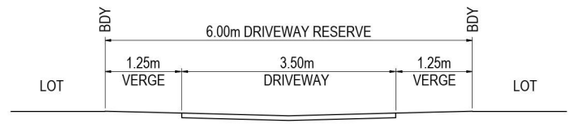


MODIFIED ACCESS STREET CROSS SECTION (13.00m ROAD RESERVE)

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SECTION A - 1:50 (A1)



SECTION B - 1:50 (A1)

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
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STATUS: FOR APPROVAL

APPROVED: A. GILBOY 18.12.25 — 14278

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BOURN ENGINEERS

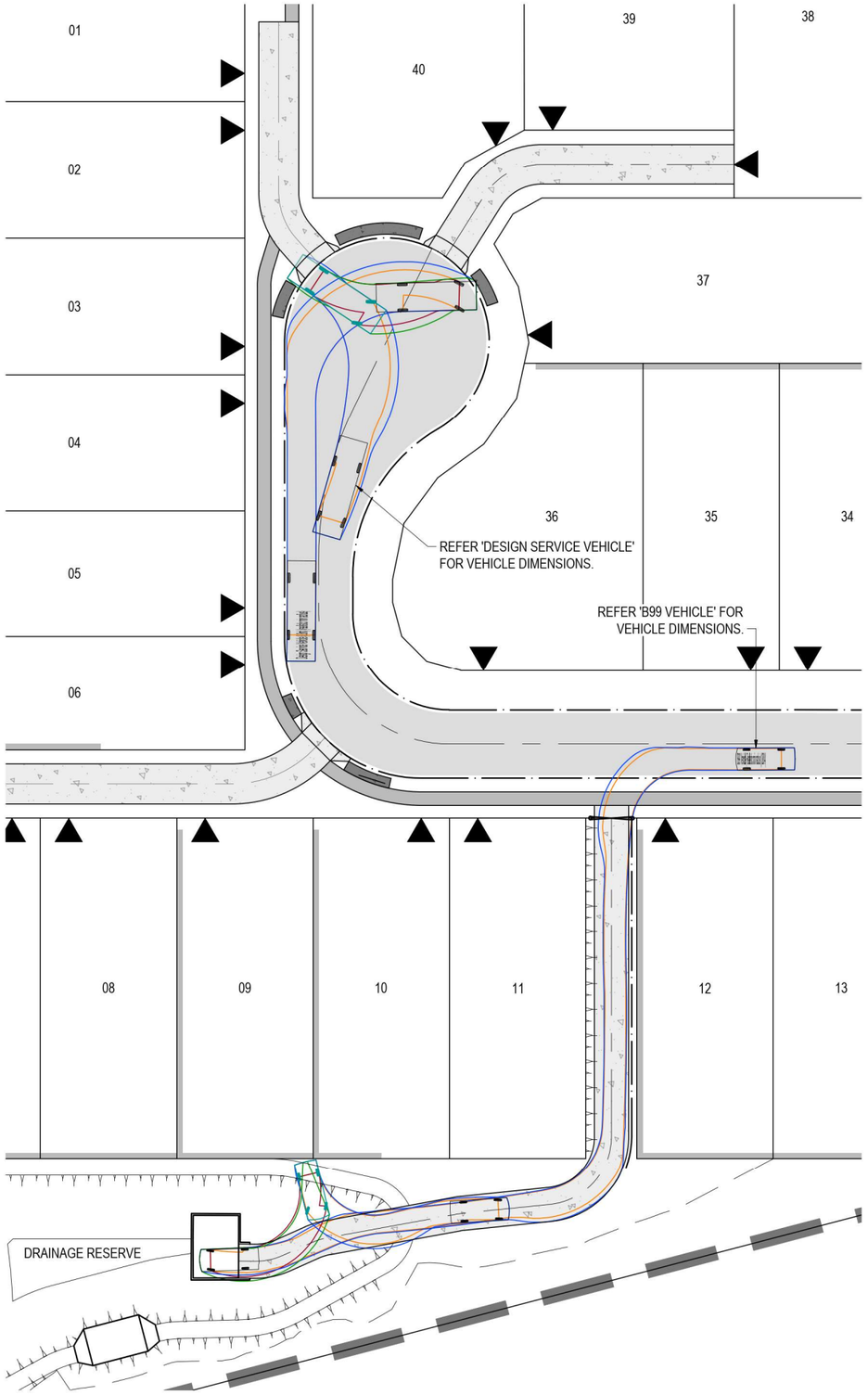
CLIENT: SEYMOUR

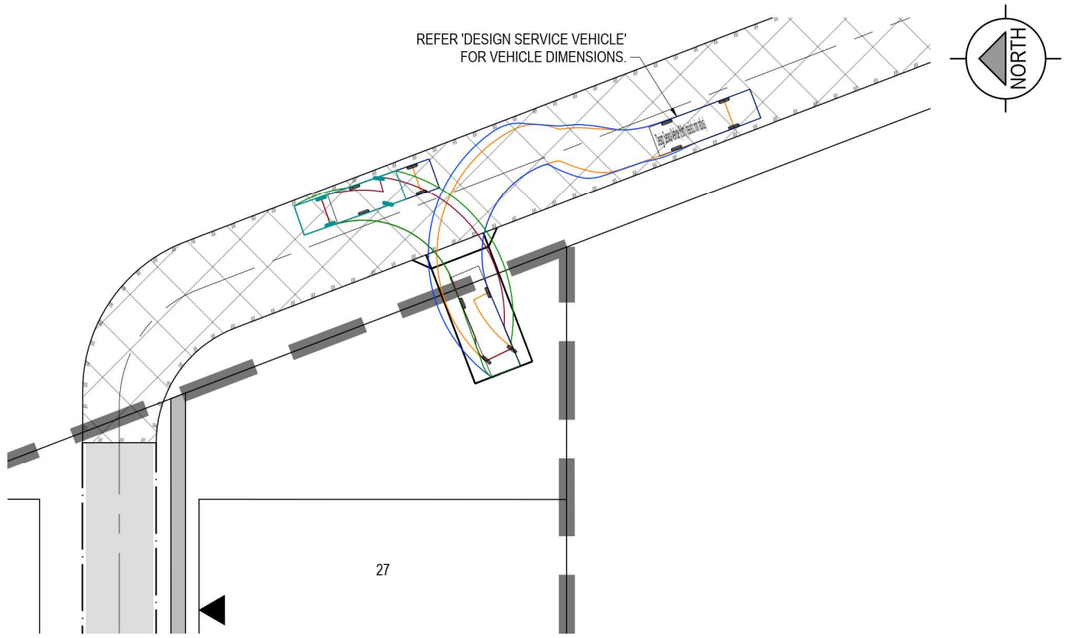
PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

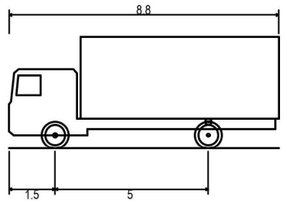
DRAWING TITLE: PRELIMINARY ROADWORKS AND DRAINAGE LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA200	1

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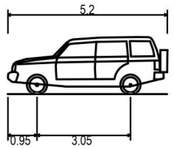




Design Service Vehicle (8.8m) (realistic min radius)

Scale - 1:100

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	36.00°



B99 Vehicle (Realistic min radius) (2004)

Scale - 1:100

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL

APPROVED: A. GILBOY 18.12.25

14278

SCALE

0 2.5 5 10 15
A1 1:250 ; A3 1:500
SCALE (m)

0 1 2 4 6
A1 1:100 ; A3 1:200
SCALE (m)

BOURN ENGINEERS

CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE

PRELIMINARY
ROADWORKS VEHICLE SWEPT PATHS
LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA205	1

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PROPOSED SEWERAGE LIVE CONNECTION
(SUBJECT TO DETAILED DESIGN PHASE)

EXISTING DN200 PVC RECYCLED WATER MAIN

EXISTING DN300 AC SEWER RISING MAIN

PROPOSED SEWERAGE
CONNECTION TO EXISTING
Ø300 RISING MAIN.

EXISTING DN450 DICL TRUNK WATER MAIN

PROPOSED WATER
CONNECTION TO EXISTING
Ø300 TRUNK WATER MAIN.

PORT DOUGLAS ROAD

PROPOSED WATER LIVE CONNECTION.
(SUBJECT TO DETAILED DESIGN PHASE)

EXISTING DN300 AC TRUNK WATER MAIN

SPS

LOT 0
SP176458

PROPOSED SEWERAGE
PUMP STATION.

28
PROPOSED MASTER
WATER METER.

LOT 132
SP160477

LOT 0
SP176459

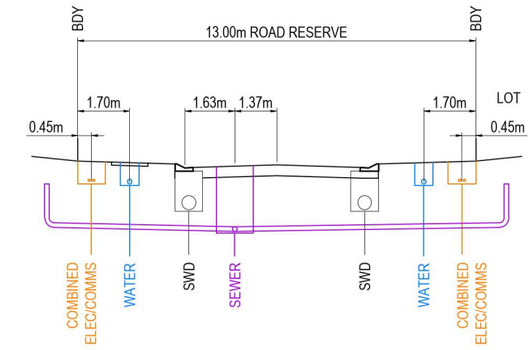
LOT 132
SP160477

DRAINAGE RESERVE

NORTH

LEGEND

EXISTING		PROPOSED
	SITE BOUNDARY	
	PROPERTY BOUNDARY	
	EASEMENT BOUNDARY	
61.00	CONTOUR	61.0
	ROAD CONTROL	
	KERBS	
RM	SEWER RISING MAIN (PUBLIC)	RM
S	SEWER MAIN (PRIVATE)	S
	WATER MAIN (PRIVATE)	W
W	WATER MAIN (PUBLIC)	W
WR	RECYCLED WATER MAIN	
	COMBINED COMMS. & ELEC.	C&E
	INDICATIVE DRIVEWAY LOCATION	
	STORMWATER DRAINAGE	SWD
	STORMWATER GULLY	
	STORMWATER HEADWALL	
	FIELD INLET STRUCTURE	
	RETAINING WALL	
EU	ELECTRICAL UNDERGROUND	
G	GAS PIPE	
TU	TELECOM UNDERGROUND	
	BUILDING	



TYPICAL UTILITIES CROSS SECTION
SCALE - 1:100 (A1)

SERVICE SIZING NOTE:

1. PROPOSED PRIVATE SEWER MAINS ARE TO BE DN160 PE100 SDR21 U.N.O.
2. PROPOSED PRIVATE WATER MAINS ARE TO BE DN125 PE100 PN16 U.N.O.

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL

APPROVED: A. GILBOY 18.12.25 (14278)

SCALE: A1 1:500 ; A3 1:1000 SCALE (m) (0 5 10 20 30)
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BOURN ENGINEERS

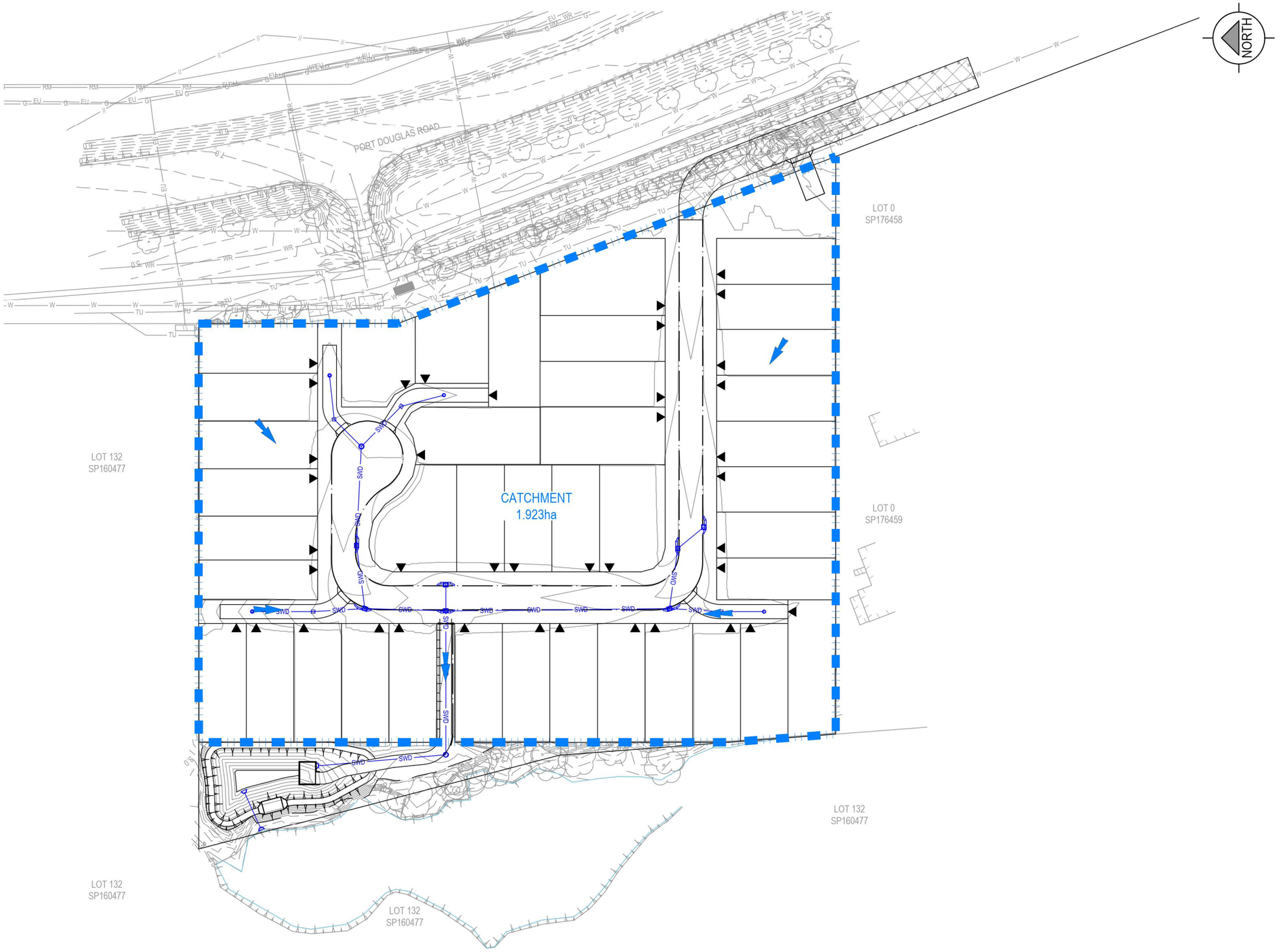
CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE: PRELIMINARY SEWER AND WATER REICULATION LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
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NOTE:
REFER DRAWING BE25041-001-DA200 FOR LEGEND

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
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STATUS: **FOR APPROVAL**

APPROVED: A. GILBOY 18.12.25

14278

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SCALE (m)

BOURN ENGINEERS

CLIENT: SEYMOUR

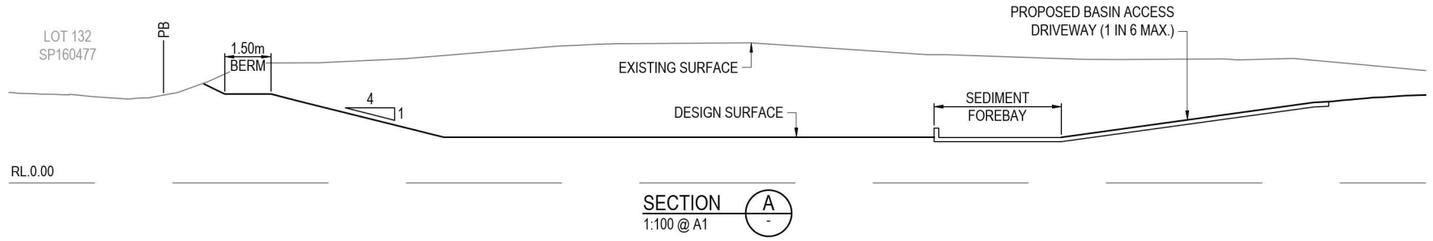
PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE: PRELIMINARY STORMWATER DRAINAGE CATCHMENT PLAN

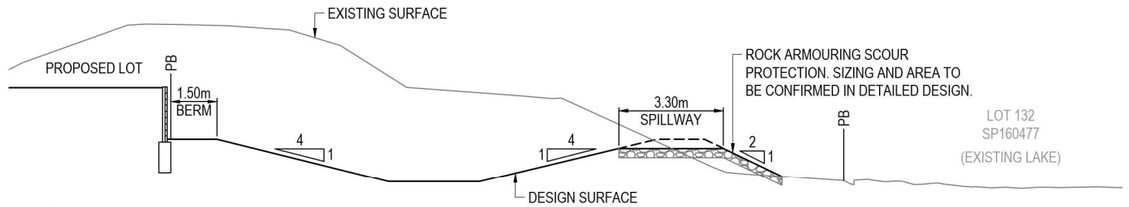
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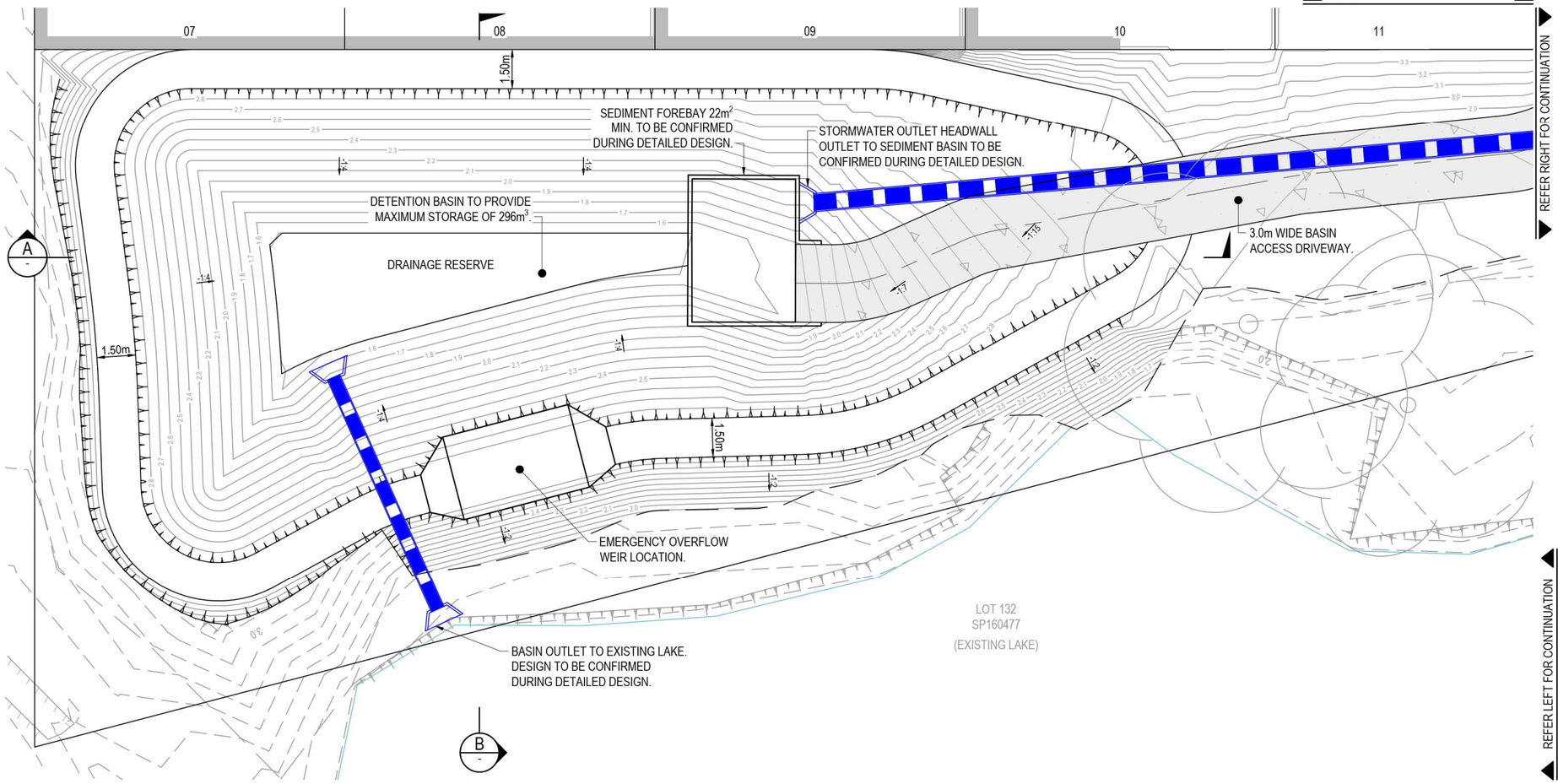
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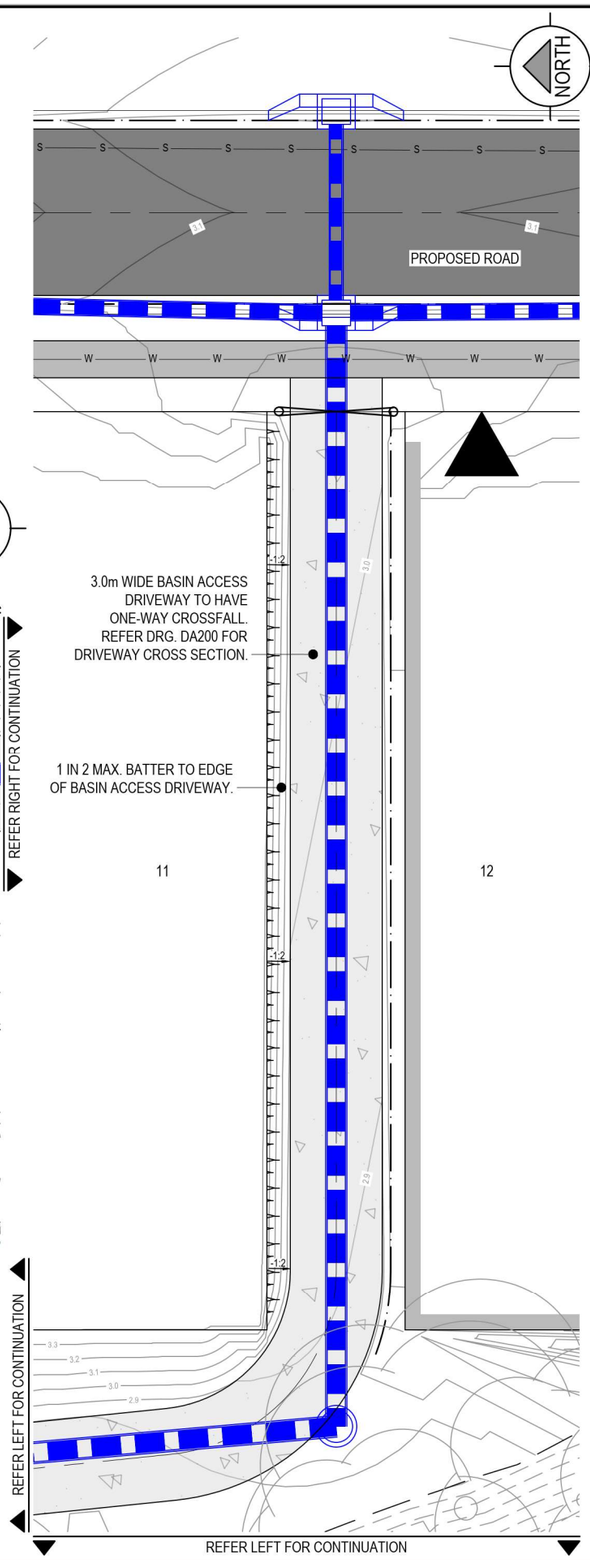


SECTION A
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SECTION B
1:100 @ A1





REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
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STATUS: FOR APPROVAL
APPROVED: A. GILBOY 18.12.25
14278

SCALE: A1 1:100 ; A3 1:200 SCALE (m)

BOURN ENGINEERS

CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE: PRELIMINARY DETENTION BASIN LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA401	1

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STATUS: **FOR APPROVAL**

APPROVED: A. GILBOY 18.12.25

14278

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SCALE (m)

BOURN ENGINEERS

CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE: PRELIMINARY
EXTERNAL INTERSECTION RECONFIGURATION LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA500	1

Appendix C Environmental Noise Monitoring Graphs

Subdivision of Land Parcel SP150468 at 71-85 Port Douglas Road, Port Douglas

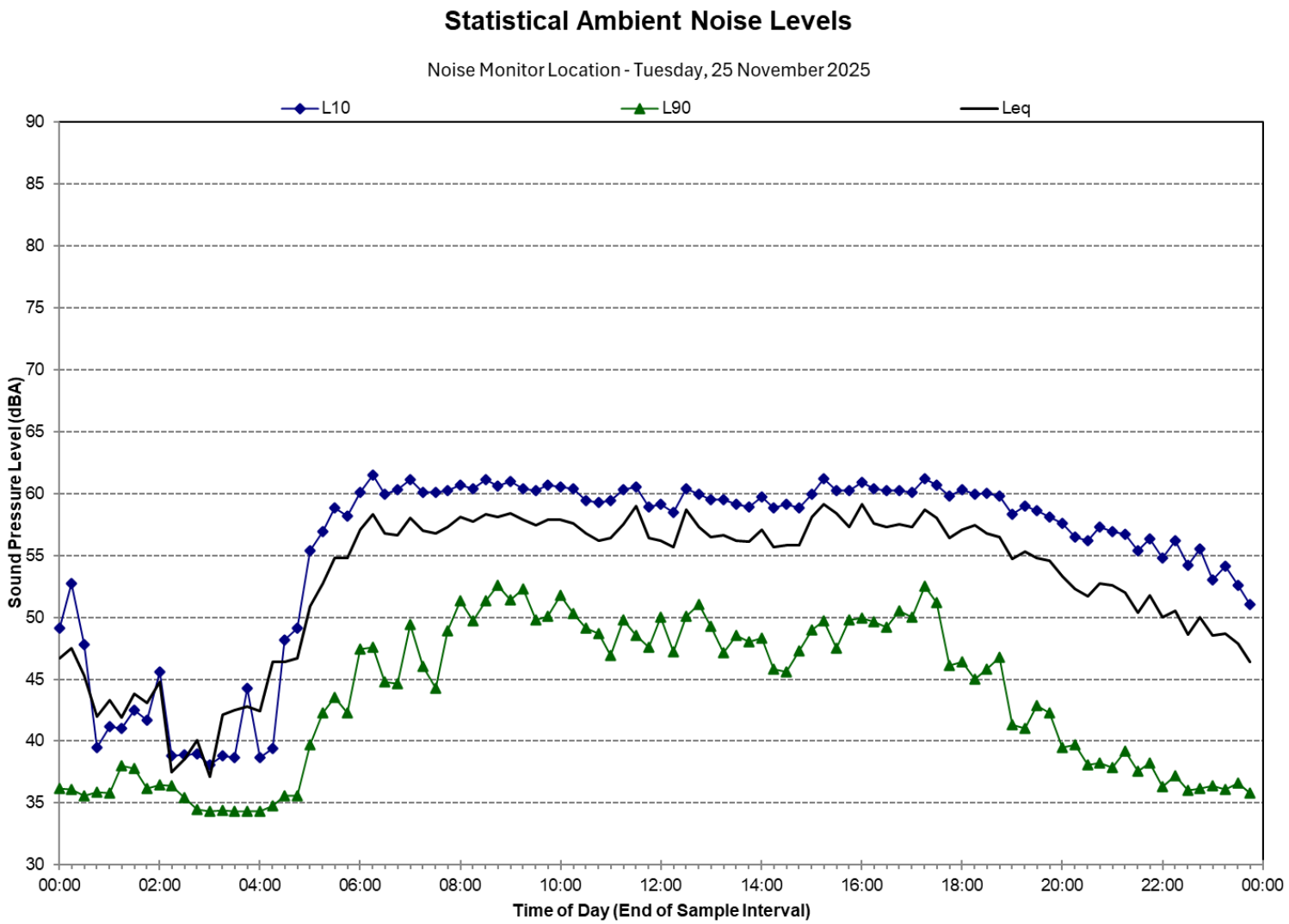
Road Traffic Noise Intrusion Assessment

Seymour Group Pty Ltd

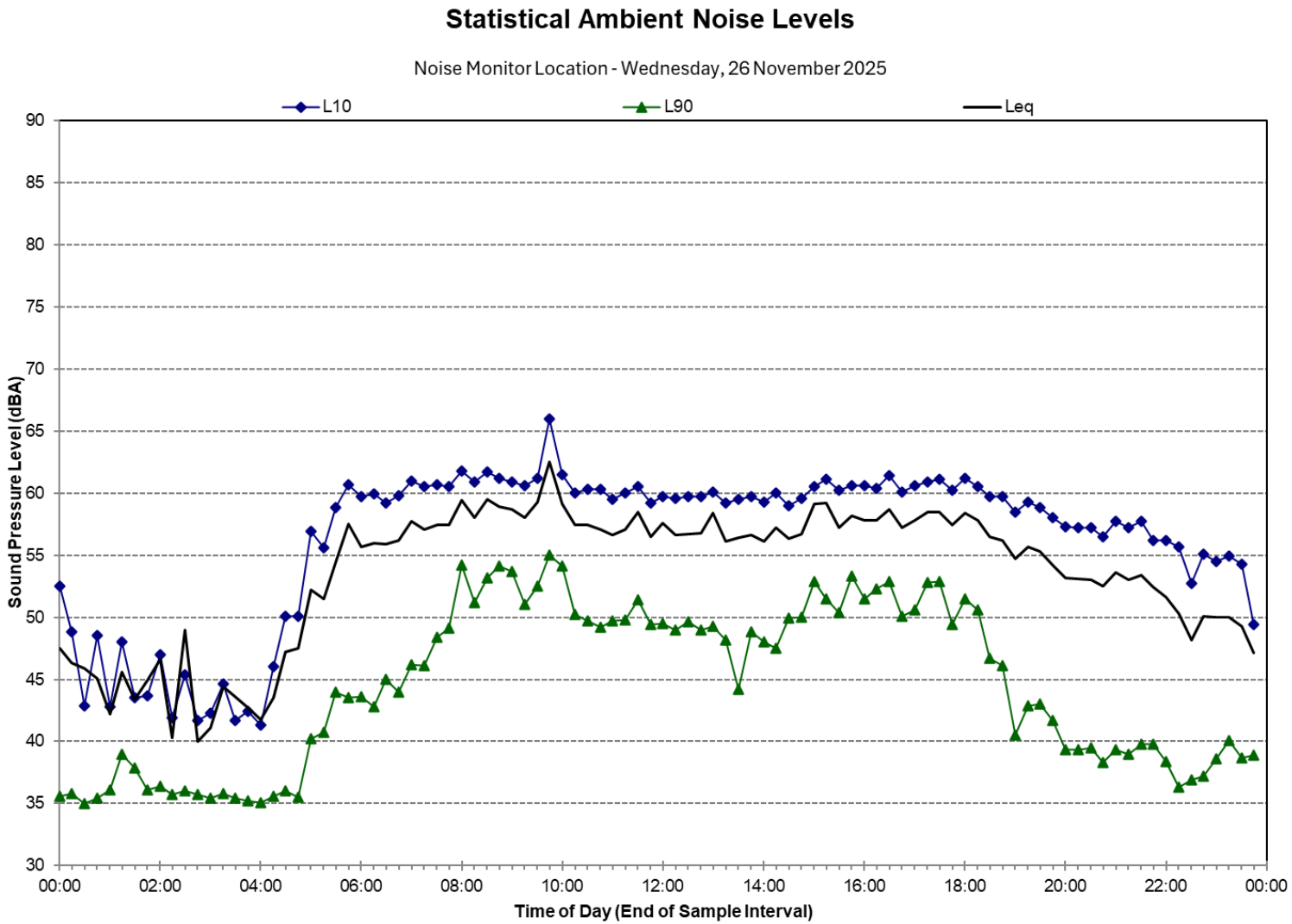
SLR Project No.: 620.042901.00001

19 December 2025

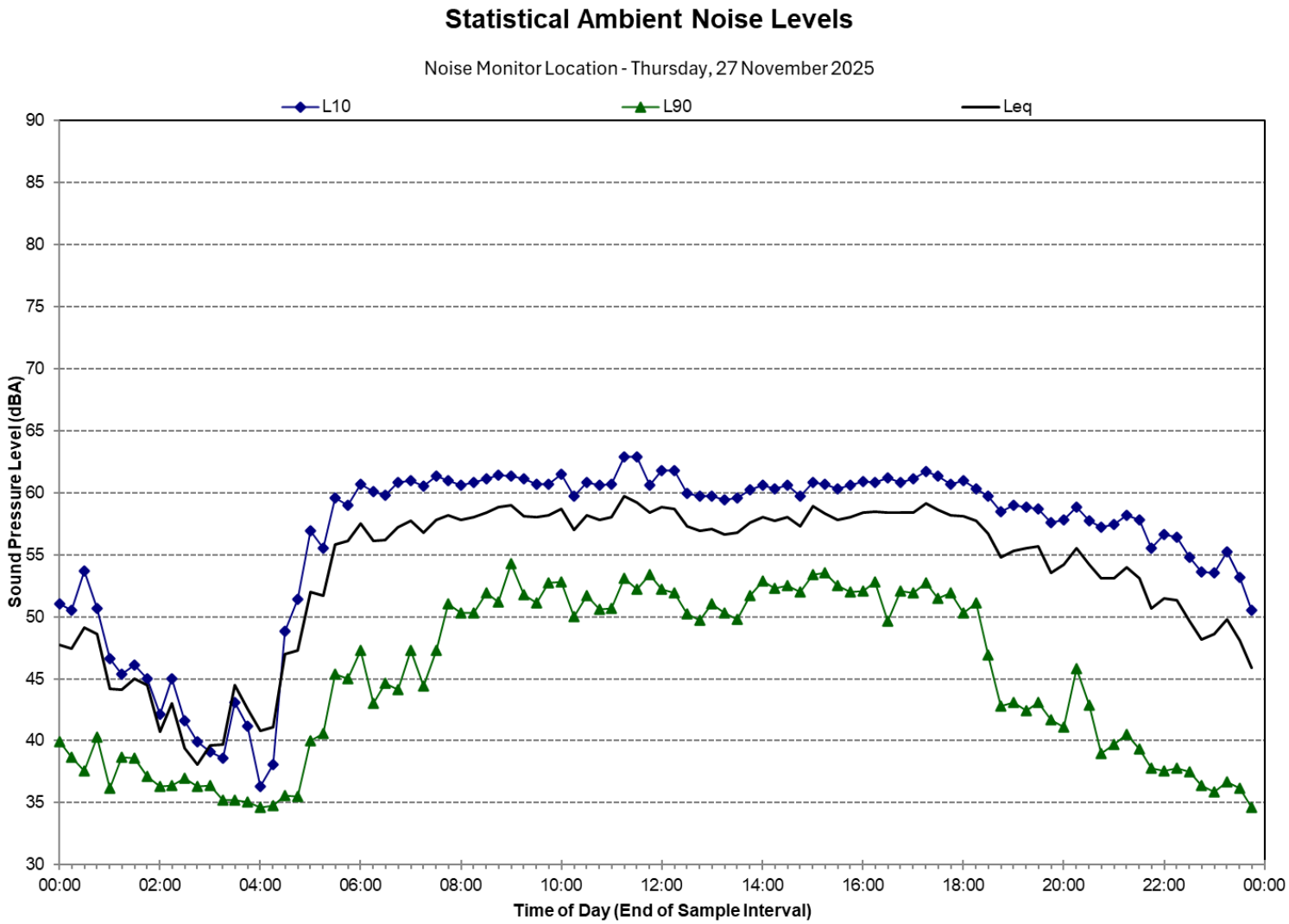
Figure C-1: Statistical Ambient Noise Levels 25 November 2025



FigureC-2: Statistical Ambient Noise Levels 26 November 2025



FigureC-3: Statistical Ambient Noise Levels 27 November 2025



Appendix D DAMS and SPPIMS Mapping

Subdivision of Land Parcel SP150468 at 71-85 Port Douglas Road, Port Douglas

Road Traffic Noise Intrusion Assessment

Seymour Group Pty Ltd

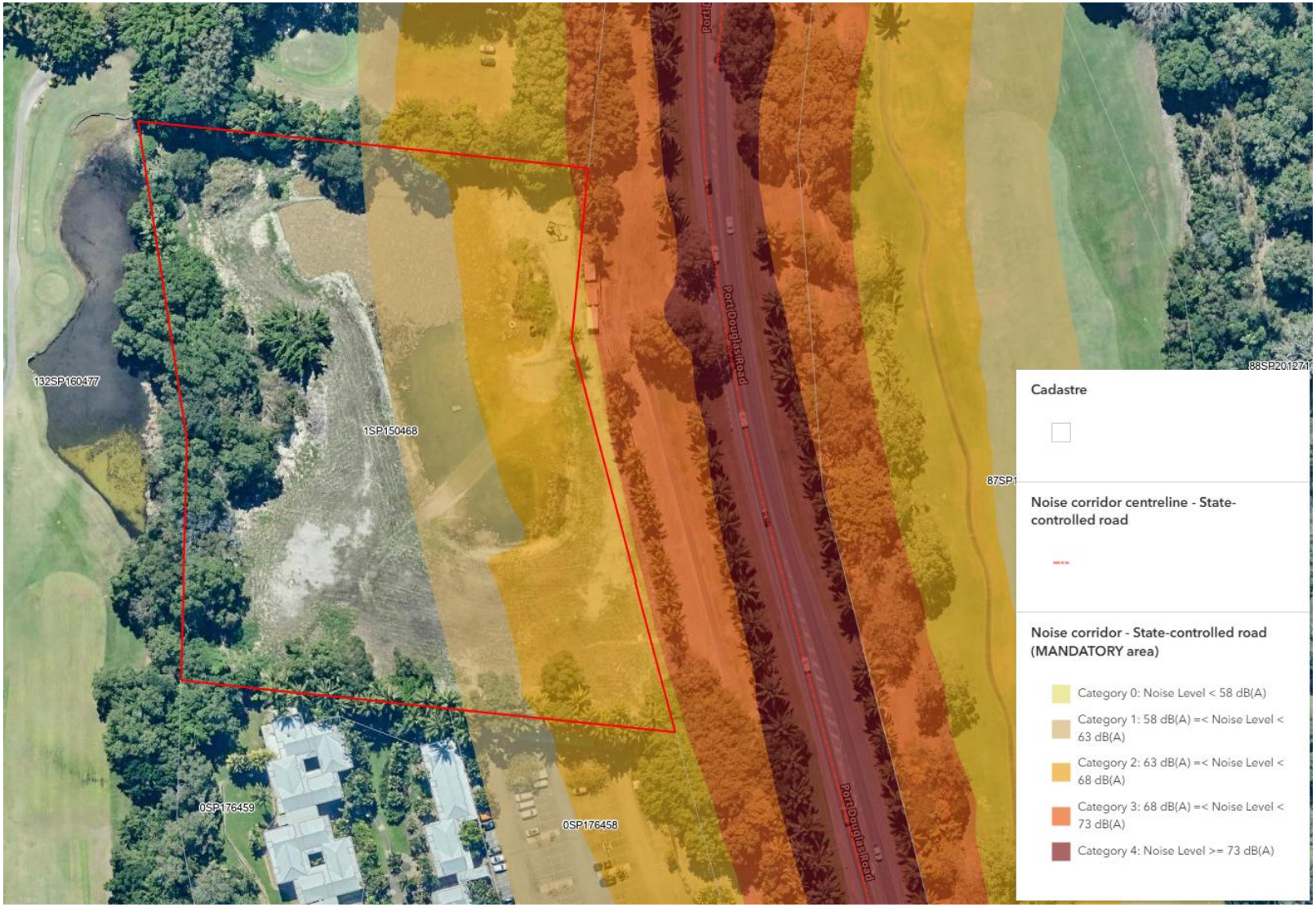
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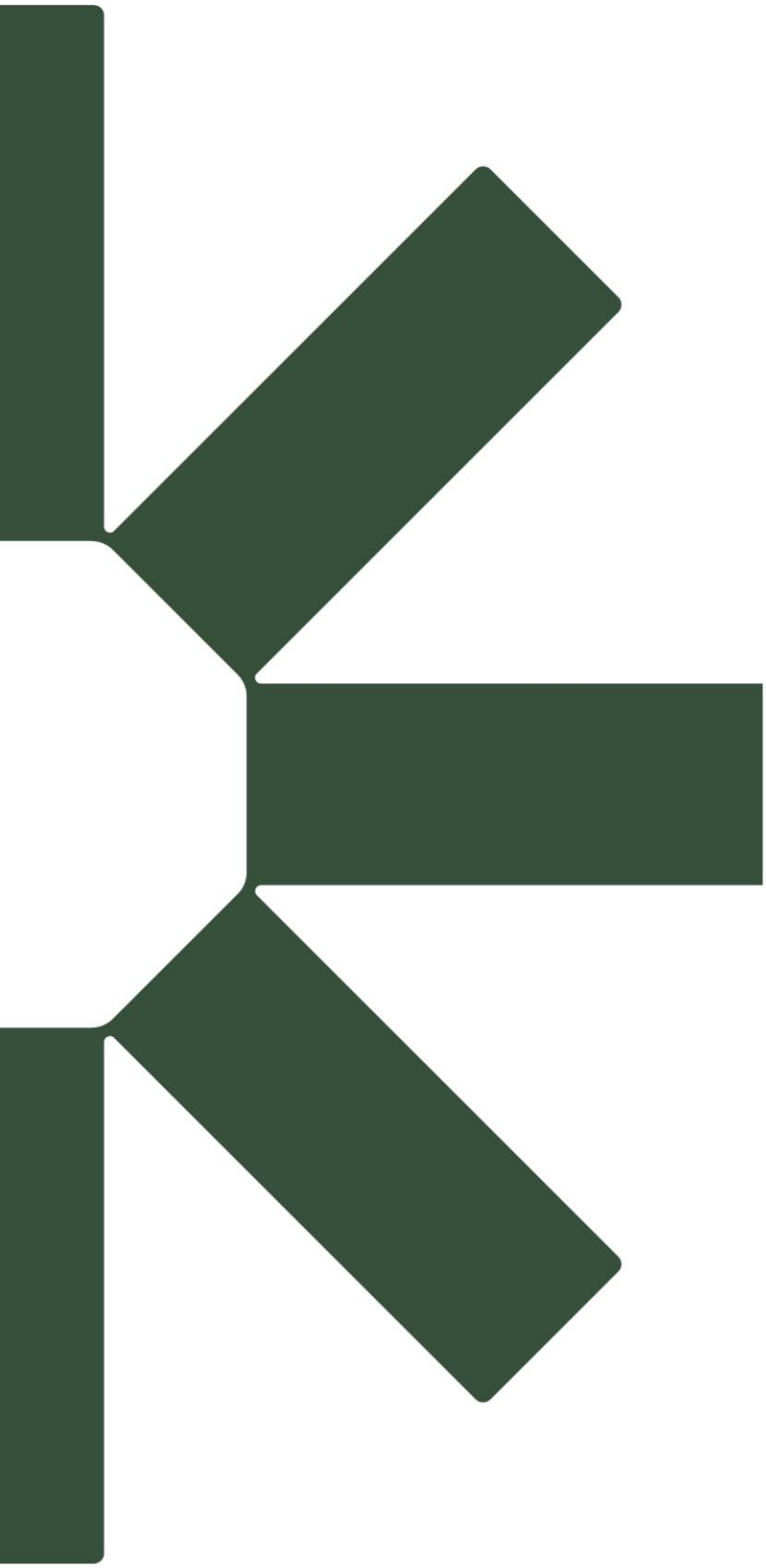
19 December 2025

Figure D-1: Queensland Government DAMS Mapping



Figure D-2: Queensland Government SPPIMS State Controlled Road Transport Noise Corridor Mapping





Making Sustainability Happen

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Town Planning and Project Services

Attachment 10

Geotechnical Assessment

GEO | design

18 November 2025

GEO Ref: 25050AA-D-L01-v1
Client Ref: TBA

Carl Knaggs
Seymour Group
GPO Box 2487
BRISBANE QLD 4001

Transmission via email: *carlknaggs@seymourgroup.com.au*

GEOTECHNICAL ASSESSMENT
71-85 PORT DOUGLAS ROAD
PORT DOUGLAS QLD 4877

Dear Carl,

Further to your request GEO Design has carried out a further geotechnical assessment of 71-85 Port Douglas Road, Port Douglas. It is understood that the Seymour Group have purchased the allotment and are in the process of preparing plans to develop the site as a residential subdivision. It is further understood that the layout and configuration of the proposed development is yet to be finalised at this stage.

GEO Design carried out a geotechnical investigation at the site on behalf of the previous developer. The previous plans were to construct a large hotel/resort complex with large scale excavation works. As part of the previous geotechnical investigation, a number of boreholes were carried out to assess the subsurface conditions and evaluate the presence of Acid Sulfate Soils (ASS). The results of the geotechnical investigation and subsequent engineering comments were presented in GEO Design report 22091AA-D-R01-v1 dated January 2023.

As outlined above, it is understood the current proposal for this site includes the development of a residential subdivision. Based on our initial discussions the residential subdivision will include substantial civil earthworks to prepare the site. The civil earthworks include the filling of the existing low-lying area where a basement was removed as part of a previous development at the site that commenced construction including the basement and footings prior to the development being cancelled.

The demolishment and removal of concrete from the previous basement resulted in the formation of crushed concrete being stockpiled at the site, together with sand and other materials. The material remains located on the site. It is proposed to re-use this material, including the crushed concrete, as fill to construct the subdivision building platform to the finished design level.

Based on our experience at this site and in the subject area of Port Douglas, together with the results of the previous geotechnical investigation, our comments regarding the further development at the site as a residential subdivision are outlined below.

1. It is considered that the development of the site into a residential subdivision comprising up to three level buildings is feasible from a geotechnical point of view.

2. The natural subsurface conditions at the site generally comprise around 3 m of natural sands overlying soft marine clay which extend to depths of around RL -6.0-to -6.5 m AHD. In turn, the soft marine clay layer is underlain by stiff to hard clays and medium dense to dense sands.

3. The existing crushed concrete and sand excavated and stockpiled at the site can be re-used as engineered fill.

4. It is recommended that the crushed concrete be placed within the existing low-lying area initially to raise the level. The stockpiled sand should then be placed on top of the crushed concrete to raise the building platform to the final finished levels. The upper sand should be a minimum of 1 m in thickness. A geofrabric separation layer is recommended to be placed at the crushed concrete and sand interface to reduce the risk of any subsurface piping of the sand through the crushed concrete.

5. The placement of fill to raise the building platform up to the previous level (pre-development/surrounding levels) is likely to induce minor further settlements in the lower compressible marine clays encountered at the site.

6. Following removal of the stockpiled materials, some minor rebound of the surface is likely (after unloading). This rebound is expected to be minimal and not affect the proposed development.

7. Filling levels over the previous natural surface levels and or fill levels currently in place could induce settlement in the lower compressible marine clays. As a guide, the placement of 0.5 m of new filling (over the existing surface level and the previous natural surface level in the low-lying area) could induce up to 40 mm of new settlement. As such, it is recommended that the finished subdivision surface level is set at the previous natural surface level or surrounding levels.

8. Filling should be placed in accordance with AS 3798-2007 “Guidelines on Earthworks for Commercial and Residential Developments and local authority requirements. Field density testing should be undertaken on all filling.

9. It is likely that the proposed residential buildings will be founded in the natural sands and/or sandy fill placed at the site. On this basis, and if filling is placed in accordance with the appropriate guidelines, it is likely that the new subdivisional allotments could be classified as equivalent to Class S sites in accordance with AS2870-2011. This would be subject to review of the filling work and all testing of placed fill by an experienced geotechnical engineer.

10. The likely settlements of high-level footings for proposed residential buildings founded in the upper sand or sand fill should be negligible. This is based on maintaining at least 3 m of sand/crushed concrete fill above the marine clay layer (top of marine clay inferred to be around RL 0.2 m to 0.5 m AHD).

11. The marine clay layer located below RL 0.2-0.5 m AHD can be classified as Potentially Acid Sulfate Soils (PASS). Disturbance through further excavation of this layer should be avoided. If disturbance is required, an Acid Sulfate Soils Management Plan would be required.

12. The upper lightly hued sands at the site are not considered as Actual Acid Sulfate Soils (AASS) nor PASS and could be reused without restriction.

13. Given the groundwater regime at this site and area of Port Douglas, the placement of new fill at the site will not result in the expulsion of PASS or acidic waters into the surrounding environment.

14. Groundwater levels at the site vary based on seasonal fluctuations. However, normal ground water levels between about RL 1.0 m to 2.5 m AHD are expected. Higher groundwater levels near current surface levels could be expected after periods of high rainfall, especially when coinciding with high tides.

15. Excavations below the groundwater table are likely to require support in the form of trench boxes, sheet piles or similar.

16. All earthworks carried out at the site should be undertaken under the guidance and direction of a suitably qualified and experienced engineer.

17. It is recommended that site classifications for footing designs be carried out as part of and following the completion of civil works at the site. This will reduce the potential classification of the sites as Class P without considering engineering judgement or evaluation of works completed at site.

At this stage, it is considered that no further geotechnical investigations are required at the site as part of the preparation of the development plans. Following finalisation of the plans, it is recommended that GEO Design carry out a review of the proposed works to evaluate if further geotechnical investigational works are required.

We would be pleased to answer any questions that you may have regarding this matter.

Yours sincerely,



Steve Ford
Managing Director/ Principal Engineering Geologist
BSc (Geo) BSc (Geo) Hons MEngSc (Geotechnical) MMinEng (Geomechanics)
RPEQ 25762



ASPIRE

Town Planning and Project Services

Attachment 11

Assessment against the applicable development codes Douglas Shire Planning Scheme 2018 v1.0

6.2.7 Low-medium density residential zone code

6.2.7.1 Application

(1) This code applies to assessing development in the Low-medium density residential zone.

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

6.2.7.2 Purpose

(1) The purpose of the Low-medium density residential zone code is to provide for a range and mix of dwelling types including dwelling houses and multiple dwellings supported by community uses and small-scale services and facilities that cater for local residents.

(2) The local government purpose of the code is to:

- (a) implement the policy direction set in the Strategic Framework, in particular:
  - (i) Theme 1 : Settlement pattern, Element 3.4.2 – Urban settlement, Element 3.4.5 Residential areas and activities, Element 3.4.7 – Mitigation of hazards.
  - (ii) Theme 4 : Strong community and identity, Element 3.7.3 – Active communities, Element 3.7.4 – Sense of place, community and identity, Element 3.7.5 – Housing choice and affordability.
  - (iii) Theme 6 : Infrastructure and transport, Element 3.9.2 - Energy, Element 3.9.3 – Water and waste management, Element 3.9.4 Transport, Element 3.9.5 – Information technology.
- (b) establish a low-medium density residential character consisting predominantly of low-rise 1 and 2 storey dwelling houses, dual occupancies and multiple dwellings.
- (c) provide for a diversity in housing choice through other housing types to cater for different housing needs and family structures.
- (d) provide support for compatible small scale non-residential use activities.
- (e) ensure development occurs on appropriately sized and shaped lots.

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

- (a) Development provides a range of residential dwelling choices including multiple dwellings and other forms of permanent-living residential development, including Residential care facilities.
- (b) Development encourages and facilitates urban consolidation and the efficient use of physical and social infrastructure.
- (c) Development is designed to provide safe and walkable neighbourhoods.

(d) Development maintains a high level of residential amenity having regard to traffic, noise, dust, odour, lighting and other locally specific impacts.

(e) Development is reflective and responsive to the environmental constraints of the land.

(f) Development provides a high level of amenity and is reflective of the surrounding character of the area.

(g) Development is supported by necessary community facilities, open space and recreational areas and appropriate infrastructure to support the needs of the local community.

Purpose and Overall Outcome Assessment Comment:

The purpose of the Low Medium Density Residential Zone Code is to provide for a range and mix of dwelling types (including dwelling houses and multiple dwellings), supported by compatible community uses and small-scale services, and to ensure development occurs on appropriately sized and shaped lots.

While the land is currently mapped in the Tourist Accommodation Zone, the application seeks a Preliminary Approval including a Variation Request to establish site-specific use rights consistent with the Low-medium density residential zone, and a Development Permit for Reconfiguring a Lot (1 lot into 40 lots plus common property).

The proposed subdivision represents an urban infill / consolidation outcome in an established serviced context, bounded by Port Douglas Road, the Oaks Resort and the Mirage Country Club.

The subdivision layout, supporting private infrastructure, and estate design framework collectively facilitate the intended outcomes of a low-medium density residential area (predominantly low-rise detached housing with potential secondary dwellings/attached flats), within a coordinated landscaped setting and with appropriate interface management to Port Douglas Road and adjoining non-residential uses.

Criteria for assessment

Table 6.2.7.3.a – Low-medium density residential 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 8.5 metres and two storeys in height.	**Alternative Solution.**

Performance outcomes	Acceptable outcomes	Applicant response
	Note – Height is inclusive of roof height.	**At this stage, the development is for Reconfiguring a Lot only and does not approve built form. Future dwelling houses, dual occupancies and/or multiple dwellings (if pursued) would be subject to further assessment against the applicable built form provisions. Notwithstanding, the estate design guidelines anticipate a low-rise character (maximum two storeys (10.5m), with additional design controls), supporting an outcome consistent with the intent of PO1.**
Setbacks (other than for a dwelling house)		
PO2 Buildings are setback to: (a) maintain the character of residential neighbourhoods; (b) achieve separation from neighbouring buildings and from road frontages; (c) maintain a cohesive streetscape; (d) provide daylight access, privacy and appropriate landscaping.	**AO2** 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.	**Alternative Solution.** **As above, setback compliance is principally relevant to future building work. The subdivision design and landscape framework provide for a structured streetscape presentation, including entry feature treatments and lot frontage landscaping, which will support future development to achieve PO2 outcomes. The Design Guidelines propose an alternative suite of setbacks which still achieve the intent of PO2.**
Site coverage		
PO3 The site coverage of all buildings does not result in a built form that is bulky or visually obtrusive.	**AO3** The site coverage of any building is limited to 50%.	**Not Applicable.** **This is not determinable at the ROL stage. However, the proposed low-rise residential intent and estate controls (including climate-responsive built form and siting**

Performance outcomes	Acceptable outcomes	Applicant response
		guidance) provide a suitable framework to ensure future dwellings can achieve a non-bulky residential presentation consistent with PO3.
For assessable development		
PO4 The establishment of uses is consistent with the outcomes sought for the Low-medium density residential zone and protects the zone from the intrusion of inconsistent uses.	**AO4** Uses identified in Table 6.2.7.3.b are not established in the Low-medium density residential zone.	**Complies with AO4.** **The application seeks use rights consistent with a low-medium density residential outcome and proposes a residential subdivision, rather than introducing non-residential uses that are identified as inconsistent (e.g. hotel, food and drink outlet, nightclub entertainment facility, etc.). The application recognises the established nexus between residential use and holiday accommodation in Port Douglas and, accordingly, the Variation Request also seeks approval to allow Short Term Accommodation contained wholly within an existing Dwelling House to be Exempt Development. On this basis, the proposal is appropriately aligned with PO4.**
PO5 Development is located, designed, operated and managed to respond to the natural characteristics, features and constraints of the site and surrounds. Note – Planning scheme policy – Site assessments provides guidance on identifying the characteristics and features and constraints of a site and its surrounds.	**AO5** No acceptable outcomes are prescribed.	**Complies with PO5.** **The site contains areas of vegetation and an excavated area from earlier earthworks that currently holds water, the land generally grades to the west and historically discharges stormwater toward the Mirage Country Club water body.** **The engineering design responds through an integrated stormwater strategy**

Performance outcomes	Acceptable outcomes	Applicant response
		including an on-site detention basin (storage capacity referenced as 296m³) and controlled outlet arrangements intended to avoid worsening of peak flows at the lawful point of discharge. **Further, the proposed servicing approach (reticulated water, gravity sewer to a private pump station, and connection to existing trunk infrastructure) demonstrates an orderly response to the site's servicing constraints and urban context.**
PO6 Development does not adversely affect the residential character and amenity of the area in terms of traffic, noise, dust, odour, lighting or other physical or environmental impacts.	**AO6** No acceptable outcomes are prescribed.	**Complies with PO6.** **The plans incorporate specific interface treatments to manage amenity at key boundaries, including acoustic fencing with 1.5m planting, lot frontage landscaping, and a consistent streetscape approach with proposed street trees to FNQROC standard, as well as defined entry treatments to support an attractive residential address.** **In addition, the engineering report identifies that odour control and landscape screening measures are proposed for the private sewer pump station to minimise amenity impacts.** **Collectively, these measures support a conclusion that the subdivision can be delivered without unacceptable off-site amenity impacts and with an appropriate residential presentation.**

Performance outcomes	Acceptable outcomes	Applicant response
PO7 New lots contain a minimum area of 450m^2.	**AO7** No acceptable outcomes are prescribed.	**Alternative Solution.** **While a number of proposed lots are below 450m², the reduced lot sizes are offset by a comprehensive and enforceable design framework that ensures future development outcomes remain consistent with the intent of the zone. In particular:** • **The development is supported by Architectural Design Guidelines that strictly control building height, scale, setbacks, site coverage, and dwelling yield (one dwelling plus a single secondary dwelling/attached flat only).** • **All future dwellings are required to be low-rise (maximum two storeys) and designed in accordance with contemporary tropical residential principles, ensuring that reduced lot sizes do not translate into bulky or over-intensive built form.** • **Private open space, landscaping and interface treatments are secured through both the subdivision layout and estate controls, ensuring residential amenity is not compromised.** **The proposal represents an urban consolidation outcome in a fully serviced urban setting, surrounded by established resort and residential uses.**

Performance outcomes	Acceptable outcomes	Applicant response
		In this context, the strict application of a 450m² minimum lot size is not necessary to achieve the zone's intent, and a more flexible approach better reflects contemporary housing demand and the efficient use of land close to the Port Douglas town centre. **Accordingly, despite the numerical departure, the Purpose and Overall Outcomes of the Code are achieved.**
PO8 New lots have a minimum road frontage of 15 metres.	**AO8** No acceptable outcomes are prescribed.	**Alternative Solution.** **The proposed subdivision includes some lots with reduced frontages; however, the subdivision design ensures that all lots:** • **Front a private internal road network designed to contemporary residential standards;** • **Are supported by consistent streetscape treatments, including street trees, verge landscaping and defined building envelopes; and** • **Are subject to design controls that regulate garage dominance, façade articulation and building orientation.** **Importantly, the streetscape outcome is governed not solely by lot frontage width, but by the combined effect of building setbacks, landscaping, architectural controls and street design. The internal**

Performance outcomes	Acceptable outcomes	Applicant response
		street environment is designed as a landscaped residential enclave, rather than a conventional suburban collector road, and reduced frontages do not result in a visually cramped or overdeveloped streetscape. **In this context, the reduced frontage dimensions do not undermine the Purpose and Overall Outcomes of the Code. The development achieves an equivalent or superior streetscape outcome.**
PO9 New lots contain a 20 metre x 15 metre rectangle.	**AO9** No acceptable outcomes are prescribed.	**Alternative Solution.** **Although not all lots can accommodate a 20m x 15m rectangle, this performance outcome is achieved through alternative means, including:** • **Clearly defined building envelopes that reflect realistic dwelling footprints for contemporary tropical homes; and** • **Flexibility in dwelling design enabled by performance-based architectural controls rather than rigid lot geometry.** **The proposal does not seek to maximise dwelling yield beyond what is appropriate for the site. Each lot is capable of accommodating a compliant, functional dwelling with private open space, parking and landscaping, without reliance on**

Performance outcomes	Acceptable outcomes	Applicant response
		impractical or compromised building layouts. **Despite conflict with PO9, the proposal complies with the Purpose and Overall Outcome of the Code and ensures that each lot is fit for purpose, rather than by strict adherence to a standardised rectangle that does not reflect contemporary residential design outcomes.**

Table 6.2.7.3.b - Inconsistent uses within the Low-medium density residential zone

Inconsistent uses		
• Adult store • Agricultural supplies store • Air services • Animal husbandry • Aquaculture • Bar • Brothel • Bulk landscape supplies • Car wash • Club • Crematorium • Cropping • Detention facility • Emergency services • Extractive industry • Food and drink outlet • Function facility • Funeral parlour • Garden centre • Hardware and trade supplies • High impact industry	• Hospital • Hotel • Indoor sport and recreation • Intensive animal industry • Intensive horticulture • Landing • Low impact industry • Major electricity infrastructure • Major sport, recreation and entertainment facility • Marine industry • Medium impact industry • Motor sport facility • Nature based tourism • Nightclub entertainment facility • Non-resident workforce accommodation • Office • Outdoor sales • Outstation	• Parking station • Permanent plantation • Port services • Renewable energy facility • Research and technology industry • Resort complex • Roadside stall • Rooming accommodation • Rural industry • Rural workers accommodation • Service industry • Shop • Shopping Centre • Showroom • Special industry • Theatre • Tourist attraction • 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.

7.2.4 Port Douglas/Craiglie local plan code

7.2.4.1 Application

(1) This code applies to assessing development within the Port Douglas/Craiglie local plan area as identified on the Port Douglas/Craiglie local plan maps contained in Schedule 2.

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

6.2.5.2 Context and setting

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

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

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

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

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

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

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

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

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

7.2.4.3 Purpose

(1) The purpose of the Port Douglas/Craiglie local plan code is to facilitate development outcomes consistent with community values, the local tropical built-form and protection of the natural environment within the Port Douglas/Craiglie local plan area, while providing a platform for investment and prosperity.

(a) In addition, the purpose of the code is supported by the Port Douglas Waterfront Master Plan which provides a clear strategic direction for the incremental transformation of the Port Douglas Waterfront, including the following objectives:

(b) To set out a vision for revitalisation of the waterfront;

(c) To protect and enhance the environmental attributes; and

(2) To provide a flexible framework, expressed through several key strategies that will assist the Council and community in managing change.

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

(a) Port Douglas will continue to develop as the premium destination for international and domestic tourists in the Far North Queensland Region, while also acting for permanent residents attracted to the associated lifestyle.

(b) Major tourist, retail, dining and entertainment facilities will consolidate in the Town Centre and the Waterfront North sub-precincts, with improved pedestrian connections between the town centre and the waterfront.

(c) Craiglie will develop as an integrated residential community with some low scale tourism development opportunities in appropriate locations. Craiglie will also function as small scale commercial and light industry node, providing employment opportunities for the Shire's permanent resident population.

(d) All forms of development will complement the tropical image of the town through distinctive tropical vernacular, urban design and landscaping.

(e) Character will be enhanced through the identification of gateway sites, landmarks, main approach routes and pedestrian thoroughfares and view corridors;

(f) The Flagstaff Hill, Dickson Inlet, Four Mile Beach and other areas of scenic and environmental significance will be protected from development. Vegetation cover will dominate over built form.

(g) Vegetation, iconic to the character of Port Douglas, including the avenues of Oil Palms, is retained and where appropriate supplemented.

(h) Development will be indistinguishable from view from Four Mile Beach. In addition, any development on Flagstaff Hill will be indistinguishable when viewed from vantage points in Port Douglas.

(i) Residential areas are designed as pleasant, functional and distinctive, in visually well-defined areas.

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

(a) Precinct 1 – Port Douglas precinct

(i) Sub-precinct 1a – Town Centre sub-precinct

(ii) Sub-precinct 1b – Waterfront North sub-precinct

(iii) Sub-precinct 1c – Waterfront South sub-precinct

(iv) Sub-precinct 1d – Limited Development sub-precinct

(v) Sub-precinct 1e – Community and recreation sub-precinct

(vi) Sub-precinct 1f – Flagstaff Hill sub-precinct

(b) Precinct 2 – Integrated Resort precinct

(c) Precinct 3 – Craiglie Commercial and Light Industry precinct

(d) Precinct 4 – Old Port Road / Mitre Street precinct

(e) Precinct 5 – Very Low Density Residential/ Low Scale Recreation/Low Scale Educational/Low Scale Entertainment Uses precinct

Precinct 1 – Port Douglas precinct

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

(a) development will contribute to the incremental transformation of the township, preserving and enhancing maritime activities and environmental areas, delivering tropical open spaces and a high quality public realm, and allowing for tourism opportunities and investment.

(b) development contributes to the enhancement of the Port Douglas precinct through the following development outcomes:

(i) access and connectivity throughout the township is enhanced through a series of improvements to circulation and mobility, including:.

(A) access to, and connectivity along, the waterfront and foreshore areas is maintained and, where appropriate, enhanced;

(B) reducing reliance on the waterfront as a car parking resource.

(ii) the use of land in the Port Douglas precinct improves the cohesive layout of the township through:

(A) the establishment of distinct sub-precincts that reinforce the character and built form of the Port Douglas local plan area including:

- Port Douglas centre sub-precinct 1a – Town Centre sub-precinct;
- Port Douglas centre sub-precinct 1b – Waterfront North sub-precinct;
- Port Douglas centre sub-precinct 1c – Waterfront South sub-precinct;
- Port Douglas centre sub-precinct 1d – Limited development sub-precinct;
- Port Douglas centre sub-precinct 1e – Community and recreation precinct;
- Port Douglas centre sub-precinct 1f – Flagstaff Hill sub-precinct;

(B) facilitating marina facilities and supporting marine industry uses as a key part of the local economy;

(C) reducing conflict between industry, community and commercial activities in the waterfront, without diminishing the marine industry capacity in the Port Douglas precinct;

(iii) environment and sustainability is integrated into the township through:

(A) preservation and enhancement of the qualities and characteristics of environmental areas of the township;

(B) water sensitive urban design is considered as a means of water quality improvement and management of overland flow to ensure hard infrastructure solutions in Warner Street can be mitigated;

(C) design of buildings and access way improvements prioritises walking and cycling modes of transport.

(iv) the tropical character of the Port Douglas precinct is enhanced by ensuring development:

(A) maintains and enhances the built form, local character, streetscapes and natural elements of the township;

(B) is compatible with the desired character and amenity of local places and neighbourhoods;

(C) does not exceed the height of buildings designations which contribute to the desired form of the township which contains three storey development heights in sub-precinct 1a – Town Centre sub-precinct and part of sub-precinct 1b – Waterfront North sub-precinct;

(D) implements high quality landscaped environments around buildings and on streets;

(E) protects the recognisable character and locally significance sites throughout the precinct.

(v) public spaces and the streetscape are enhanced through:

(A) an increase in the quantity and quality of public land and places throughout the precinct;

(B) consolidating community recreation and sporting uses to create a precinct of community focussed activity between Mudlo Street and Wharf Street;

(C) improved connections between the town centre and the waterfront marina, including an investigation of a plaza on the waterfront;

(D) improved streetscapes with high quality landscaping, surface treatments and shaded pedestrian environments;

(E) the creation of a sense of place through aesthetic streetscapes and built-form character;

(F) managing vegetation to ensure succession of planting and the ongoing presence of significant trees.

(vi) advertising signage is small scale, low-key and complements the tropical character of the town.

Sub-precinct 1a – Town Centre sub-precinct

(6) In addition to other overall development outcomes, development in the Town Centre sub-precinct facilitates the following development outcomes:

(a) tourist, retail, dining and entertainment activities are facilitated at an appropriate pedestrian scale;

(b) drive-through developments, bulky goods showrooms, outdoor sales, saleyards and other big-box retailing or entertainment facilities are not established;

(c) development contributes to a high quality public realm;

(d) parking (and associated infrastructure) does not undermine the relationship between buildings and street or pedestrian circulation patterns;

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

(f) active street frontages are established along Macrossan and Wharf Streets and other nearby streets as shown on the Port Douglas Centre Active Frontages and Pedestrian and Cycle Network Plan;

(g) Live entertainment activities are concentrated within the Live Entertainment Precinct and are subject to the recommendations of a suitably qualified acoustic engineer.

Sub- precinct 1b - Waterfront North sub-precinct

(7) In addition to other overall development outcomes, development in the Waterfront North sub-precinct facilitates the following development outcomes:

(a) the precinct evolves as a revitalised open space and waterside development precinct;

(b) development within the precinct is designed to be sympathetic to the environmentally sensitive Dickson Inlet and mitigates any adverse impacts;

(c) the establishment of mixed-use development is facilitated to promote activity and vitality;

(d) public pedestrian access is maximised along the extent of the edge of the waterfront, consisting of a boardwalk or similar structure available for 24-hour use;

(e) development contributes to a high quality public realm;

(f) built form provides an attractive point of arrival from both land and sea;

(g) pedestrian connectivity is safe, efficient and provides for the needs of all users of the Port Douglas waterfront;

(h) parking (and associated infrastructure) does not undermine the relationship between buildings and street or pedestrian circulation patterns;

(i) the importance of existing marine-based industries to the area is recognised, not diminished and protected from incompatible uses. Relocation of marine based industries to an alternative precinct does not occur until such time that agreement has been reached among all relevant stakeholders such that development does not diminish the viability of marine based industrial uses that directly serve the Port Douglas tourist and fishing operators and private boat owners;

(j) marine infrastructure is established to service the tourism, fishing and private boating community;

(k) Live entertainment activities are concentrated within the Live Entertainment Precinct and are subject to the recommendations of a suitably qualified acoustic engineer;

T (l) he functionality of the Balley Hooley tourist rail is retained.

Sub-precinct 1c – Waterfront South sub-precinct

(8) In addition to all other overall development outcomes, development in the Waterfront South sub-precinct facilitates the following development outcomes:

(a) any use of land in the precinct does not affect the environmental, habitat, conservation or scenic values of Dickson Inlet and surrounding land;

(b) marine-based industries are established on appropriate land having regard to site suitability, accessibility, surrounding land uses, and location of utilities and services;

(c) marine-based industry achieves appropriate environmental standards;

(d) industrial buildings have a high standard of layout and building design;

(e) landscaping provides an attractive streetscape and screens utility, storage and car parking from the street and other public areas;

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

Sub- precinct 1d – Limited Development sub-precinct

(9) In addition to all other overall development outcomes, development in the Limited Development sub-precinct facilitates the following development outcomes:

(a) any use of land in the precinct does not affect the environmental, habitat, conservation or scenic values of Dickson Inlet and surrounding land;

(b) the open nature and character of the precinct is retained maintaining view lines across the inlet;

(c) community and recreation land use activities are established that promote public access to the foreshore.

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

(10) In addition to all other overall development outcomes, development in the Community and recreation sub-precinct facilitates the following development outcomes:

(a) development for community uses, including sport and recreation is facilitated.

(b) sport and recreation activities predominantly involve outdoor activities;

(c) areas of natural vegetation are protected from further development;

(d) shade trees are increased, in appropriate locations, surrounding the sports fields.

Sub-precinct 1f – Flagstaff Hill sub-precinct

(11) In addition to all other overall development outcomes, development in the Flagstaff Hill sub-precinct facilitates the following development outcomes:

(a) development is not established where it results in detriment to the vegetated and scenic qualities of Flagstaff Hill;

(b) development minimises excavation and filling;

(c) buildings and other works are unobtrusive when viewed from vantage points in Port Douglas and are designed and constructed of colours and materials which complement the hill's vegetated state;

(d) views from public viewing points within the precinct are protected.

Precinct 2 – Integrated Resort precinct

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

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

Precinct 3 – Craiglie Commercial and Light Industry precinct

(13) In addition to the overall outcomes, development in the Craiglie Commercial and Light Industry precinct facilitates the following overall outcomes:

(a) development supports the tourism and marine industries in Port Douglas, along with the small-scale commercial and light industry land uses that support the local economy that would otherwise be better suited to a location outside the Port Douglas Centre Precinct unless they pose a safety issue;

(b) development adjacent to the Captain Cook Highway presents an attractive appearance to the highway. The rain-trees, melaleucas and eucalypt trees along the Captain Cook Highway are retained where possible, taking into account the Department of Transport and main Road's requirements;

(c) retailing activities are generally restricted to those which are ancillary and necessarily associated with the primary service and light industry nature of the area;

(d) adjacent residential areas are protected from industry nuisances;

(e) lots fronting Downing Street, between Dickson Street and Beor Street, are provided with an appropriate standard of road access and infrastructure, prior to development occurring.

Precinct 4 – Old Port Road / Mitre Street precinct

(14) In addition to the overall outcomes, development in the Old Port Road / Mitre Street precinct facilitates the following overall outcomes:

(a) the precinct is intended to be used for outdoor recreational land use activity, primarily as a golf course;

(b) areas of significant vegetation are protected from development and retained;

(c) other forms of development will only be considered if substantial areas of open space are retained adjacent to existing residential areas to maintain the existing residential amenity of open views across open space.

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

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

(a) residential accommodation does not exceed a maximum of 8.5 metres in building height;

(b) minimum lot sizes exceed 2 hectares;

(c) very low scale and intensity recreation/ very low scale and intensity educational/ and very low scale entertainment uses may be appropriate in areas of the precinct subject to erosion and other flooding constraints.

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

Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		
Development in the Port Douglas / Craiglie local plan area generally		
PO1 Pedestrians, cyclists, motorists and public transport users can easily move into and through the precinct along planned connectivity routes, identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2.	**AO1** A pedestrian and cycle movement network is integrated and delivered through development.	**Complies with AO1.** **The subdivision provides a clear internal road hierarchy, integrated pedestrian connections and logical access arrangements that connect to the existing road and footpath network. Pedestrian movement is prioritised within the development through defined internal footpaths and landscaped verges, ensuring ease of movement and legibility for residents and visitors.** **The proposal therefore achieves AO1 by providing a functional and integrated movement network appropriate to its residential context.**
PO2 Development retains and enhances key landscape elements including character trees and areas of significant vegetation contributing to the character and quality of the local plan area and significant views and vistas and other landmarks important to the context of Port Douglas / Craiglie (as identified on the Port Douglas/ Craiglie Townscape Plan map contained in Schedule 2).	**AO2.1** Development provides for the retention and enhancement of existing mature trees and character vegetation that contribute to the lush tropical character of the town, including: (a) the tree covered backdrop of Flagstaff Hill; (b) natural vegetation along watercourses, in particular the Mowbray River, Beor Creek and Dickson Inlet; (c) the tidal vegetation along the foreshore;	**Complies with AO2.1.** **The proposed development does not impact upon the Oil Palm avenue which is iconic to Port Douglas Road.**

Performance outcomes	Acceptable outcomes	Applicant response
	(d) beachfront vegetation along Four Mile Beach, including the fringe of Coconut Palms; (e) the oil palm avenues along the major roads; (f) the lush landscaping within major roundabouts at key nodes; (g) Macrossan Street and Warner Street; (h) Port Douglas waterfront.	
	AO2.2 Development protects and does not intrude into important views and vistas as identified on the Port Douglas Townscape Plan map contained in Schedule 2, in particular: (a) Flagstaff Hill; (b) Four Mile Beach; (c) Across to the ranges over Dickson Inlet; (d) Mowbray Valley. **AO2.3** Important landmarks, memorials and monuments are retained.	**AO2.2 Not Applicable.** **AO2.3 Not Applicable.**
PO3 Development contributes to the protection, reinforcement and where necessary enhancement of gateways and key intersections identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2.	**AO3** Development adjacent to the gateways and nodes as identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2 incorporates architectural features and landscaping treatments and design elements that enhance the sense of arrival and way finding within the town.	**Complies with AO3.** **Site landscaping compliments the nearby roundabout node and will contribute positively to the experience of entering the town. Currently the site appears as an abandoned construction site.**
PO4 Landscaping of development sites complements the existing tropical character of Port Douglas and Craiglie.	**AO4** Landscaping incorporates the requirements of Planning scheme policy SC6.7 – Landscaping, in particular landscaping should be capable of achieving	**Complies with AO4.** **The Landscape Plan has been designed to deliver a cohesive, tropical and climate-responsive landscape outcome, using a**

Performance outcomes	Acceptable outcomes	Applicant response
	a 60% screening of development within 5 years and predominantly consists of endemic vegetation.	**combination of native and established tropical species suited to local conditions. Planting is structured to provide shade, screening, visual interest and long-term amenity, with landscaping clearly integrated as a defining element of the development rather than an afterthought.** **The scale, density and composition of planting ensures that vegetation will dominate over built form as the development matures, which is a defining characteristic of Port Douglas.**
PO5 Development does not compromise the safety and efficiency of the State-controlled road network.	**AO5** Direct access is not provided to a State-controlled road where legal and practical access from another road is available.	**Complies with AO5.** **The proposal avoids the creation of a new direct access onto Port Douglas Road. Instead, access is achieved via an existing service road arrangement, thereby minimising additional conflict points and maintaining the operational integrity of the road network.** **It is demonstrated that the traffic generation associated with the proposed residential subdivision is modest and appropriate for the surrounding urban context.**

Performance outcomes	Acceptable outcomes	Applicant response
For assessable development		
Additional requirements in Precinct 1 – Port Douglas precinct		
PO6 The views and vistas identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2 are maintained.	**AO6.1** Development does not impede continued views to scenic vistas and key streetscapes within the local plan area. **AO6.2** Unless otherwise specified within this Local Plan, buildings are set back not less than 6 metres from the primary street frontage.	**Not Applicable as the site is not located within a Precinct.**
PO7 Vehicle access, parking and service areas: (a) do not undermine the relationship between buildings and street or dominate the streetscape; (b) are designed to minimise pedestrian vehicle conflict; (c) are clearly identified and maintain ease of access at all times.	**AO7.1** For all buildings, parking is: (a) to the side of buildings and recessed behind the main building line; or (b) behind buildings; or (c) wrapped by the building façade, and not visible from the street. **AO7.2** Ground level parking incorporates clearly defined pedestrian routes. **AO7.3** Any porte-cocheres, disabled and pedestrian accesses are accommodated within the boundary of new or refurbished development. **AO7.4** Where the development is an integrated mixed-use development incorporating short term accommodation or multiple dwellings and either food and drink outlet or hotel or shop or shopping centre or office, on-site parking spaces are provided as per the number prescribed in the Parking and access code with a relaxation of 30% of spaces required for the non-residential uses.	**Not Applicable as the site is not located within a Precinct.**

Performance outcomes	Acceptable outcomes	Applicant response
	AO7.5 On-site car parking available for public use is clearly signed at the site frontage. **AO7.6** Boom gates, pay machines or other regulatory devices to control access to a publicly available car parking area are not constructed or installed.	
PO8 Precinct 1 – Port Douglas precinct is not characterised by a proliferation of advertising signs.	**AO8** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**
Additional requirements for Sub-precinct 1a – Town Centre sub-precinct		
PO9 Building heights: (a) do not overwhelm or dominate the town centre; (b) respect the desired streetscape; (c) ensure a high quality appearance when viewed from both within the town centre sub-precinct and external to the town centre sub-precinct; (d) remain subservient to the natural environment and the backdrop of Flagstaff Hill. (e) do not exceed 3 storeys.	**AO9** Buildings and structures are not more than 3 storeys and 13.5 metres in height, with a roof height of not less than 3 metres. Note – Height is inclusive of the roof height.	**Not Applicable as the site is not located within a Precinct.**
PO10 Building design, the streetscape, pedestrian paths and street front spaces promote integration with the surrounding area and the rest of Precinct 1 – Port Douglas Precinct.	**AO10** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**

Performance outcomes	Acceptable outcomes	Applicant response
PO11 Buildings: (a) address street frontages; (b) ensure main entrances front the street or public spaces; (c) do not focus principally on internal spaces or parking areas.	**AO11** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**
PO12 Setbacks at ground level provide for: (a) connection between pedestrian paths and public places; (b) areas for convenient movement of pedestrians; (c) changes in gradient of the street.	**AO12** Setbacks at ground level: (a) are clear of columns and other obstructions; (b) have pavement matching the gradient of adjoining footpaths and connecting pedestrian areas on adjoining sites; (c) connect without any lip or step to adjoining footpaths.	**Not Applicable as the site is not located within a Precinct.**
AO13 Buildings do not result in a reduction of views and vistas from public places to: (a) Flagstaff Hill; (b) Dickson Inlet; (c) public open space; (d) places of significance.	**AO13** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**
PO14 Development enhances the distinctive tropical resort town and identity of Port Douglas and encourages pedestrian activity at street level including shade protection across the footpath for the length of the building.	**AO14** Development is built up to the street frontage/s at the street level and incorporates a light frame awning, a minimum of 3 metres in width for the length of the street frontage/s; or If a development includes an outdoor dining area at ground/footpath level, the dining area has a maximum setback of 3 metres and the required awning is still maintained along the length of the street frontage/s. Note – PO24 provides more detail on awning design.	**Not Applicable as the site is not located within a Precinct.**

Performance outcomes	Acceptable outcomes	Applicant response
PO15 Development is predominantly commercial in nature with any tourist accommodation having a secondary focus and not located on the street-level frontage where active frontages are encouraged as identified the Port Douglas local plan maps contained in Schedule 2.	**AO15.1** Centre activities establish: at street level on active street frontages; a maximum of one level above street level. **AO15.2** Any residential development activities or short term accommodation is located above street level of the active frontage, but not on or up to the street frontage in any development, including mixed use development.	**Not Applicable as the site is not located within a Precinct.**
PO16 Detailed building design: (a) enhances the visual amenity of the streetscape; (b) has a legible and attractive built form that is visually enhanced by architectural elements; (c) contributes to a distinctive tropical north Queensland, seaside tourist town character; (d) integrates major landscaping elements to maximise their aesthetic value to ensure that the lush, vegetated character of the Town Centre sub-precinct is maintained.	**AO16** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**
PO17 Buildings exhibit variations to their external appearance and the shape of the built form to provide visual interest through: (a) surface decoration; (b) wall recesses and projections; (c) a variation in wall finishes; windows, balconies, awnings and other visible structural elements.	**AO17** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**

Performance outcomes	Acceptable outcomes	Applicant response
(d) differentiating between the lower, middle and upper parts of the building by varying the façade and/or the shape of the built form, where comprised of more than two storeys.		
PO18 Roofs are not characterised by a cluttered display of plant and equipment, in particular: (a) building caps and rooftops contribute to the architectural distinction of the building and create a coherent roofscape for the Town Centre sub-precinct; (b) service structures, lift motor rooms and mechanical plant and equipment are designed as an architectural feature of the building or are screened from public view; (c) rooftops are not used for advertising.	**AO18** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**
P019 Windows and sun/rain control devices are used in the building form, in particular, sun shading devices are provided to: (a) shade windows; (b) reduce glare; (c) assist in maintaining comfortable indoor temperatures; (d) minimising heat loads; (e) enrich the North Queensland tropical character of the Town Centre sub-precinct; (f) provide architectural interest to building façades.	**AO19** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**

Performance outcomes	Acceptable outcomes	Applicant response
PO20 Buildings are finished with high quality materials, selected for: (a) their ability to contribute the character of Town Centre sub-precinct; (b) easy maintenance, durability and an ability not to readily stain, discolour or deteriorate.	**AO20** No acceptable outcomes are prescribed	**Not Applicable as the site is not located within a Precinct.**
PO21 Buildings do not incorporate any type of glass or other materials that are likely to reflect the sun's rays in a manner that may create a nuisance, discomfort or a hazard.	**AO21** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**
PO22 Façades and elevations do not include large blank walls. Openings and setbacks are used to articulate vertical building surfaces.	**AO22.1** Development has a maximum length of unbroken building facade of 20 metres and a maximum extent of overall development in the same style/design along the street frontage/s of 40 metres. **AO22.2** Any break in the building façade varies the alignment by a 1 metre minimum deviation. **AO22.3** A minimum of three of the following building design features and architectural elements detailed below are incorporated to break the extended facade of a development: (a) a change in roof profile; (b) a change in parapet coping; (c) a change in awning design; (d) a horizontal or vertical change in the wall plane; or (e) a change in the exterior finishes and exterior colours of the development.	**Not Applicable as the site is not located within a Precinct.**

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

Performance outcomes	Acceptable outcomes	Applicant response
PO25 Development integrates with the streetscape and landscaping improvements for Port Douglas.	**AO25** Development fronting Davidson Street, Macrossan Street, Wharf Street, Mowbray Street and Warner Street is designed to integrate with the on-street landscaping and design improvements as outlined within the Port Douglas landscape master plan contained within Planning scheme policy SC6.7 – Landscaping. Note - Planning scheme policy SC6.7 - Landscaping provides guidance on meeting the Performance Outcome.	**Not Applicable as the site is not located within a Precinct.**
Additional requirements for Sub-precinct 1b – Waterfront North sub-precinct		
PO26 The establishment of uses is consistent with the outcomes sought for sub-precinct 1b – Waterfront North.	**AO26** Uses identified as inconsistent uses in Table 7.2.4.b – Inconsistent uses in sub-precinct 1b Waterfront North sub precinct are not established in sub-precinct 1b - Waterfront North.	**Not Applicable as the site is not located within a Precinct.**
PO27 The bulk and scale of buildings is consistent with surrounding development and steps down to complement the open space areas in the adjoining limited development sub-precinct.	**AO27** Buildings and structures are not more than: (a) 3 storeys and 13.5 metres in height , with a roof height of not less than 3 metres, in those parts of the precinct south of Inlet Street; (b) 2 storeys and 8.5 metres in height, with a roof height of not less than 3 metres, in those parts of the precinct north of Inlet Street. Note – Height is inclusive of roof height.	**Not Applicable as the site is not located within a Precinct.**
PO28 Building design, streetscape, pedestrian paths and street front spaces promote integration with the surrounding area and the rest of Precinct 1 – Port Douglas Precinct	**AO28** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**

Performance outcomes	Acceptable outcomes	Applicant response
PO29 Public pedestrian access along the water's edge is maximised.	**AO29.1** Public pedestrian access is provided along the frontage of the water's edge consisting of a boardwalk of a minimum width of 4 metres that is available of 24-hour use. **AO29.2** A public plaza is incorporated into the design generally reflecting the requirements of the Port Douglas Waterfront Master Plan, focussing in the vicinity of the 'Duck Pond'. **AO29.3** Built envelopes are setback a minimum of 3.0 metres from the board walk, with a shelter/shade zone between the building envelopes and the boardwalk consisting of shade structure, canopies, verandahs and the like.	**Not Applicable as the site is not located within a Precinct.**
PO30 Buildings: (a) address street frontages; (b) ensure main entrances front the street or public spaces.	**AO30** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**
PO31 Setbacks at ground level provide for: (a) connection between pedestrian paths and public places; (b) areas for convenient movement of pedestrians; (c) changes in gradient.	**AO31** Setbacks at ground level: (a) are clear of columns and other obstructions; (b) have pavement matching the gradient of adjoining footpaths and connecting pedestrian areas on adjoining sites; (c) connect without any lip or step to adjoining footpaths.	**Not Applicable as the site is not located within a Precinct.**

Performance outcomes	Acceptable outcomes	Applicant response
PO32 Buildings do not result in a reduction of views and vistas from public places to: (a) Dickson Inlet; (b) public open space; (c) places of significance.	**AO32** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**
PO33 Development enhances the distinctive tropical resort town and identity of Port Douglas and encourages pedestrian activity at ground level including shade protection across the footpath and open space areas.	**AO33** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**
PO34 Development is predominantly commercial in nature with any tourist accommodation having a secondary focus and not located on the street-level frontage where active frontages are encouraged as identified the Port Douglas local plan maps contained in Schedule 2.	**AO34.1** Centre activities establish: (a) at street level on active street frontages; (b) a maximum of one level above street level. **AO34.2** Residential development activities or short term accommodation is located above street /ground floor level of the active frontage, but not on or up to the street / public frontage in any development, including mixed use development.	**Not Applicable as the site is not located within a Precinct.**
PO35 Detailed building design: (a) enhances the visual amenity of the streetscape; (b) has a legible and attractive built form that is visually enhanced by architectural elements; (c) contributes to a distinctive tropical north Queensland, seaside tourist town character; (d) integrates major landscaping elements to maximise their aesthetic value to ensure that the lush, vegetated character of the Waterfront North sub-precinct is maintained.	**AO35** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**

Performance outcomes	Acceptable outcomes	Applicant response
PO36 Buildings exhibit variations to their external appearance and the shape of the built form to provide visual interest through: (a) surface decoration; (b) wall recesses and projections; (c) a variation in wall finishes; windows, balconies, awnings and other visible structural elements. (d) differentiating between the lower, middle and upper parts of the building by varying the façade and/or the shape of the built form, where comprised of more than two storeys.	**AO36** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**
PO37 Roofs are not characterised by a cluttered display of plant and equipment, in particular: (a) building caps and rooftops contribute to the architectural distinction of the building and create a coherent roofscape for the Waterfront North sub-precinct; (b) service structures, lift motor rooms and mechanical plant and equipment are designed as an architectural feature of the building or are screened from public view; (c) rooftops are not used for advertising.	**AO37** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**
PO38 Windows and sun/rain control devices are used in the building form, in particular, sun shading devices are provided to: (a) shade windows; (b) reduce glare; (c) assist in maintaining comfortable indoor temperatures; (d) minimising heat loads;	**AO38** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**

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

Performance outcomes	Acceptable outcomes	Applicant response
	(d) a horizontal or vertical change in the wall plane; or (e) a change in the exterior finishes and exterior colours of the development	
PO42 Building facades that face public spaces at ground level: (a) complement the appearance of the development and surrounding streetscape; (b) enhance the visual amenity of the public place; (c) include a variety of human scale architectural elements and details; (d) provide an opportunity for the casual and convenient surveillance of public space from within the development.	**AO42** Building facades at the ground floor of development that face public space are designed to ensure: (a) a minimum of 70% of the façade area is comprised of windows, wall openings or shop fronts that permit the casual surveillance of the public space from the development; (b) a visually prominent main entrance that faces the principal public place; (c) vertical architectural elements and features are incorporated at 3 metre or less intervals along the length of the façade.	**Not Applicable as the site is not located within a Precinct.**
PO43 Awnings for pedestrian shelter are consistent with the character setting of the Waterfront North sub-precinct and: (a) extend and cover the footpath to provide protection from the sun and rain; (b) include lighting under the awning; (c) are continuous across pedestrian circulation areas; (d) align to provide continuity with existing or future awnings on adjoining sites; (e) are a minimum of 3 metres in width and generally not more than 3.5 metres above pavement height; (f) do not extend past a vertical plane,1.2 metres inside the street kerb-line to enable street trees to be planted and grow;	**AO43** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**

Performance outcomes	Acceptable outcomes	Applicant response
(g) are cantilevered from the main building with any posts within the footpath being non load-bearing.		
PO44 The Balley Hooley rail line and turn-table is retained and incorporated into development and maintains its functionality.	**AO44.1** Bally Hooley rail line and turn-table is retained and incorporated into development to maintain its functionality. **AO44.2** Where development provides floor area for the Bally Hooley rail station, the gross floor area of the rail line and station does not generate a requirement for additional vehicle parking.	**Not Applicable as the site is not located within a Precinct.**
PO45 Development recognises the importance of and relationship between the marina, commercial and residential development in the Waterfront North sub-precinct, and includes measures to mitigate the impact of: (a) noise; (b) odour; (c) hazardous materials; (d) waste and recyclable material storage.	**AO45** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**
PO46 Formalised public spaces and pedestrian paths/areas on freehold land are made accessible to the public.	**AO46** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**

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

Performance outcomes	Acceptable outcomes	Applicant response
Additional requirements for Sub-precinct 1c – Waterfront South sub-precinct		
PO52 The establishment of uses is consistent with the outcomes sought for Precinct 1c – Waterfront South.	**AO52** Uses identified as inconsistent uses in Table 7.2.4.4.c are not established in Precinct 1c – Waterfront South.	**Not Applicable as the site is not located within a Precinct.**
PO53 Development does not adversely impact on the natural environment, natural vegetation or watercourses.	**AO53.1** An Ecological assessment report is prepared identifying the environmental qualities of the surrounding natural and built features which are to be managed. Note - Planning scheme policy SC6.8 – Natural environment provides guidance on preparing an ecological assessment report. **AO53.2** An Environmental Management Plan is prepared to manage potential impacts of the operation of the development on surrounding natural areas. Note - Planning scheme policy SC6.4 – Environmental management plans contains information to demonstrate compliance and guidance on preparing an Environmental Management Plan.	**Not Applicable as the site is not located within a Precinct.**
PO54 Development of land at the end of Port Street adjacent to Dickson Inlet incorporates a slipway, or an alternative functioning facility, with capacity to service the Port Douglas marine and tourism industry.	**AO54** A master plan for the development is provided and implemented to demonstrate the integration of the slipway, or an alternative functioning facility, with other supporting service industry activities that service the marine and tourism industry of Port Douglas.	**Not Applicable as the site is not located within a Precinct.**
PO55 Buildings and structures are of a height, and are set back from side boundaries and other sensitive areas to ensure the scenic amenity and environmental qualities of the adjacent area are not adversely affected.	**AO55.1** Development has a height of not more than 10 metres. **AO55.2** Development is setback from all property boundaries not less than 3 metres.	**Not Applicable as the site is not located within a Precinct.**

Performance outcomes	Acceptable outcomes	Applicant response
PO56 The site coverage of all buildings and structures ensures development: (a) is sited in an existing cleared area or in an area approved for clearing; (b) has sufficient area for the provision of services; (c) development does not have an adverse effect on the environmental, habitat, conservation or landscape values of the on-site and surrounding sensitive areas.	**AO56** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**
PO57 Premises include adequate provision for service vehicles, to cater for generated demand. Loading areas for service vehicles are designed to: (a) be accommodated on-site; (b) maximise safety and efficiency of loading; (c) protect the visual and acoustic amenity of sensitive land use activities; (d) minimise adverse impacts on natural characteristics of adjacent areas.	**AO57.1** Sufficient manoeuvring area is provided on-site to allow a Medium Rigid Vehicle to enter and leave the site in a forward gear. **AO57.2** Development is designed to ensure all service vehicles are contained within the site when being loaded/unloaded. **AO57.3** Driveways, parking and manoeuvring areas are constructed and maintained to: (a) minimise erosion from storm water runoff; (b) retain all existing vegetation.	**Not Applicable as the site is not located within a Precinct.**
PO58 Development ensures adverse impacts from service vehicles on the road network, external to the site, are minimised.	**AO58** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**

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

Performance outcomes	Acceptable outcomes	Applicant response
PO64 All development on Flagstaff Hill is designed to minimise the visibility of the development and to ensure development is subservient to the natural landscape and topography of the site, including through: (a) building design which minimises excavation and filling; (b) buildings being designed to step down the site and incorporate foundations and footings on piers or poles; (c) buildings being visually unobtrusive and incorporating exterior finishes and muted colours which are non-reflective and complement the colours of the surrounding vegetation and view-shed; (d) protection of the views from public viewing points in the Port Douglas precinct.	**AO64** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**
Additional requirements for Precinct 3 – Craiglie Commercial and Light Industry precinct		
PO65 Development supports the tourism and marine industries in Port Douglas, along with the small-scale commercial and light industry land uses that support the local economy that would otherwise be better suited to a location outside the Port Douglas Town Centre Precinct.	**AO65** Development consists of service and light industries and associated small scale commercial activities.	**Not Applicable as the site is not located within a Precinct.**
PO66 Development on lots adjacent to the Captain Cook Highway is sited, designed and landscaped to provide an attractive visual approach to Port Douglas with all buildings, structures and car parking areas setback a sufficient distance from the frontage to enable landscaping to soften or screen the appearance of the development.	**AO66.1** Buildings and structures are setback 8 metres from the Captain Cook Highway frontage, or no closer to the Captain Cook Highway frontage than buildings and structures on adjoining sites (averaged), whichever is the greater.	**Not Applicable as the site is not located within a Precinct.**

Performance outcomes	Acceptable outcomes	Applicant response
	AO66.2 The setback area to the Captain Cook Highway frontage is landscaped with advanced dense planting including tree species (100 litre bag stock), which will, at maturity, exceed the height of the building(s) on the site. **AO66.3** Advertising signs are discreet in appearance with no large advertising signs, including tenancy signs, located on or near the Captain Cook Highway frontage, or within any landscaped setback area. **AO66.4** Car parking areas, loading and other service areas are designed to be screened from the Captain Cook Highway and are located so as to not be visually prominent from the Captain Cook Highway.	
Additional requirements for Precinct 6 – Very Low Residential Density / Low Scale Recreation / Low Scale Educational / Low Scale Entertainment Uses precinct		
PO67 No additional lots are created within the precinct.	**AO67** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**
PO68 Reconfigured lots have a minimum lot size of 2 hectares, unless the lot reconfiguration transfers lots to the higher parts of the land, to avoid the need to fill existing lots to accommodate dwelling houses.	**AO68** No acceptable outcomes are prescribed.	**Not Applicable as the site is not located within a Precinct.**

Table 7.2.4.4.b – Inconsistent uses in sub-precinct 1b – Waterfront North sub-precinct

Inconsistent uses		
• Agricultural supplies store • Air services • Animal husbandry • Animal keeping • Aquaculture • Brothel • Bulk landscape supplies • Car wash • Cemetery • Crematorium • Cropping • Detention facility • Dual occupancy • Dwelling house	• Extractive industry • Funeral parlour • High impact industry • Intensive animal industry • Intensive horticulture • Major electricity infrastructure • Major sport, recreation and entertainment facility • Medium impact industry • Motor sport facility, • Outstation • Permanent plantation	• Relocatable home park • Roadside stall • Rural industry • Rural workers accommodation • Service station • Showroom • Special industry • Tourist park • Transport depot • Veterinary services • Warehouse • Wholesale nursery • Winery

Table 7.2.4.4.c – Inconsistent uses in sub-precinct 1c – Waterfront South sub-precinct

Inconsistent uses		
• Adult store • Agricultural supplies store • Air services • Animal husbandry • Animal keeping • Brothel • Bulk landscape supplies • Car wash • Cemetery • Child care centre • Community care centre • Community residence • Community use • Crematorium • Cropping • Detention facility • Dual occupancy • Dwelling house • Dwelling unit • Extractive industry • Function facility • Funeral parlour • Garden centre	• Hardware and trade supplies • Health care services • Home based business • Hospital • Hotel • Indoor sport and recreation • Intensive animal industry • Intensive horticulture • Major electricity infrastructure • Major sport, recreation and entertainment facility • Market • Motor sport facility • Multiple dwelling • Nature-based tourism • Nightclub entertainment facility • Outdoor sales • Outdoor sport and recreation • Outstation	• Permanent plantation • Place of worship • Relocatable home park • Residential care facility • Resort complex • Retirement facility • Roadside stall • Rooming accommodation • Rural industry • Rural workers accommodation • Sales office • Shopping centre • Short-term accommodation • Showroom • Special industry • Theatre • Tourist attraction • Tourist park • Transport depot • Veterinary services • Warehouse • Wholesale nursery • Winery

Note –

Table 7.2.4.4.b – Inconsistent uses in sub-precinct 1b – Waterfront North sub-precinct or

Table 7.2.4.4.c – Inconsistent uses in sub-precinct 1c – Waterfront South sub-precinct do not imply that all other uses not listed in the table are automatically consistent uses within the zone. Assessable development must still demonstrate consistency through the assessment process.

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.

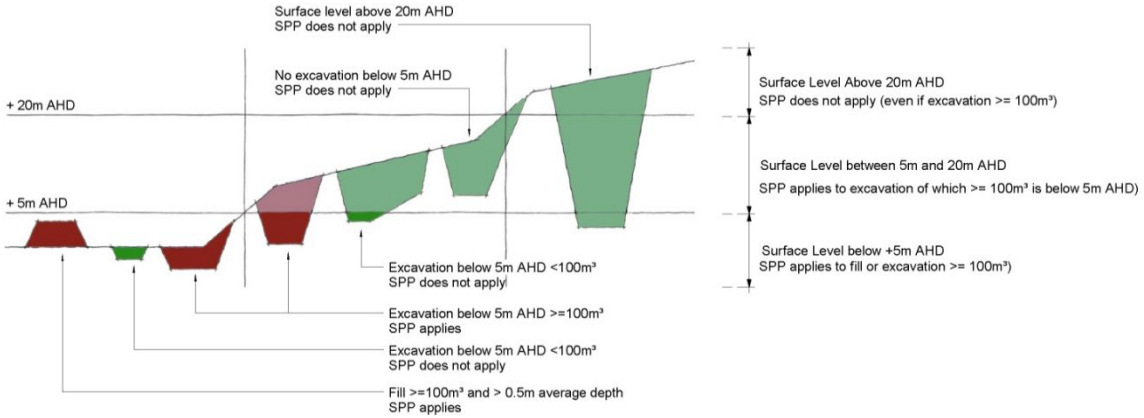
Criteria for assessment

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.	**Alternative Solution.** **The bushfire hazard mapping affecting the rear portion of the subject site appears anomalous when considered in the context of the site's urban setting, surrounding land uses and existing levels of disturbance. The mapped High Potential Bushfire Intensity area is limited to vegetation located along the rear of the site, which is not representative of a continuous or unmanaged bushland interface.** **Notwithstanding the mapping, it is proposed that all vegetation within the identified High Potential Bushfire Intensity area along the rear of the property be removed to facilitate the bulk earthworks associated with the subdivision. The removal of this vegetation will eliminate the fuel load in this location and, in practical terms, remove the source of bushfire risk affecting the development.**

Performance outcomes	Acceptable outcomes	Applicant response
		The proposed extension of the existing service road provides an effective line of defence, creating a cleared, accessible separation between any residual vegetation and future residential lots. This road corridor also improves emergency access and supports bushfire response and management should it ever be required. **All proposed lots will be connected to the reticulated water supply network, providing a reliable water source to support active defence measures in the unlikely event of a bushfire. This servicing outcome is consistent with contemporary urban subdivision standards and significantly reduces risk compared to developments reliant on on-site water storage.** **Having regard to the removal of hazardous vegetation, the establishment of a permanent cleared access corridor, the availability of reticulated water, and the highly unlikely nature of bushfire occurrence in this urban context, the development will achieve a level of bushfire safety that is equivalent to, or better than, the**

Performance outcomes	Acceptable outcomes	Applicant response
		intent of the applicable bushfire assessment benchmarks.
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. The access is available for both fire fighting and maintenance/defensive works.	**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; (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.	**Complies with PO5.** **Refer to discussion above.**
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	**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	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
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.	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; (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;	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
	(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; (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	**Complies with AO8.** **Refer to discussion against PO4.**

Performance outcomes	Acceptable outcomes	Applicant response
	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	
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.	**Complies with AO9.**
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.	**Not Applicable.**
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	**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;	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
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. Note - Fire trails are unlikely to be required where a development site involves less than 2.5ha	(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; (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%;	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
	(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.	
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.	**Not Applicable.**
PO14 Landscaping does not increase the potential bushfire risk.	**AO14**	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
	Landscaping uses species that are less likely to exacerbate a bushfire event, and does not increase fuel loads within separation areas.	
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.	**Not Applicable.**

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.

8.2.4 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** **The lot is affected by storm tide inundation for the Year 2100, 1 in 100 (1% AEP) event. The 1% AEP for the year 2100 (including a Sea Level Rise of 0.8m) is at 2.809 (without freeboard).The Freeboard for the Study is 0.5m and is applied to determine Finished Floor Level for habitable rooms. The total required Finished Floor Level for habitable rooms is 3.309 m AHD.** **The minimum design level of the pads is 3.45m**

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	**Not Applicable.**

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).	**Not Applicable.**

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.**

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;	**Not Applicable.**

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	**Not Applicable.** **The development provides appropriate flood immunity.**

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.**

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; (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.	**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. **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**	**Not Applicable.** **The site is not within a High Landscape Value Area.**

Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes.	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. **AO1.8** Advertising devices do not occur.	

Performance outcomes	Acceptable outcomes	Applicant response
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; (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	**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. **AO2.5**	**Not Applicable.** **The site is not within a Medium Landscape Value Area.**

Performance outcomes	Acceptable outcomes	Applicant response
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.	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; (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.	**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.	**Complies with PO3.** **The subdivision itself does not introduce bulky or visually intrusive built form into identified view corridors. Rather, it establishes the underlying urban structure, including the internal road network, lot configuration and landscape framework, that will enable future dwellings to be appropriately designed and sited in a manner responsive to the surrounding landscape. Proposed landscaping as part of the reconfiguration and landscaping requirements contained within the estate's Architectural Design Guidelines promote a consistent, tropical streetscape character and the establishment of meaningful vegetation, supporting compliance with PO3(b). Importantly, the development does not impact the existing Oil Palm Avenue, which will be retained and continue to function as the dominant visual and landscape focal element of the locality. The proposal also does not rely on signage or advertising devices as part of the**

Performance outcomes	Acceptable outcomes	Applicant response
		subdivision outcome, aligning with PO3(g) and the Landscape Values Overlay Code's intent to avoid visual clutter.
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: (a) where no adjoining development, a minimum of 6 metres from the coastward property boundary. The setback area is landscaped in accordance	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Applicant response
	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	**Not Applicable.**

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 Impact Assessment has been prepared and submitted with the application material. The TIA concludes that the proposed subdivision is compatible with the intended role and function of the surrounding transport network and will not compromise traffic safety or operational efficiency.** **Access to the development is achieved via an existing lower-order road, rather than creating new or intensified direct access to**

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.	**the state-controlled road. This approach is consistent with the intent of AO1.3, which seeks access to be provided via the lowest order road where practicable. The access arrangement appropriately manages traffic movements, maintains the function of Port Douglas Road, and supports the established road hierarchy.**
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.** **The proposal does not necessitate the provision of additional transport infrastructure or upgrades to the broader transport network. The internal road layout and access arrangements have been designed to integrate with the existing road network in a safe and efficient manner.** **Given the scale and nature of the subdivision, and the conclusions of the Traffic Impact Assessment, the development is considered to achieve the intent of PO2, noting that no additional infrastructure beyond standard subdivision works is required**
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.**

Performance outcomes	Acceptable outcomes	Applicant response
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.** **The Traffic Impact Assessment confirms that the proposed access strategy is compatible with the role and function of the state controlled road network and does not introduce unacceptable safety or operational impacts. Direct access to the major corridor is avoided where practicable, and intersection and access arrangements have been assessed as operating safely and efficiently.** **The layout and access design are compatible with existing and future transport corridor boundaries and do not prejudice the ongoing function of Port Douglas Road.**

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.** **Minor vegetation clearing works will be required to facilitate the service road extension, however on balance the development maintains existing vegetation within the road reserve including the iconic Oil Palm avenue.**
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	**Not applicable.** **The subdivision layout does not preclude the delivery of pedestrian connectivity and has been designed to integrate with the existing movement network where relevant. No designated pedestrian or cycle network elements are required to be constructed as part of this subdivision approval.**

Performance outcomes	Acceptable outcomes	Applicant response
	policy SC6.5 – FNQROC Regional Development Manual.	

9.4.7 Reconfiguring a lot code

9.4.7.1 Application

(1) This code applies to assessing reconfiguring a lot if:
- (a) assessable development where the code is an applicable code identified in the assessment criteria column of a table of assessment;
- (b) impact assessable development, to the extent relevant.

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

9.4.7.2 Purpose

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

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

9.4.7.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Applicant response
General lot design standards		
PO1 Lots comply with the lot reconfiguration outcomes of the applicable Zone code in Part 5.	**AO1** No acceptable outcomes are prescribed.	**Alternative Solution.** **While a number of proposed lots are below 450m², the reduced lot sizes are offset by a comprehensive and enforceable design framework that ensures future development**

		outcomes remain consistent with the intent of the zone. In particular: • **The development is supported by Architectural Design Guidelines that strictly control building height, scale, setbacks, site coverage, and dwelling yield (one dwelling plus a single secondary dwelling/attached flat only).** • **All future dwellings are required to be low-rise (maximum two storeys) and designed in accordance with contemporary tropical residential principles, ensuring that reduced lot sizes do not translate into bulky or over-intensive built form.** • **Private open space, landscaping and interface treatments are secured through both the subdivision layout and estate controls, ensuring residential amenity is not compromised.** **The proposal represents an urban consolidation outcome in a fully serviced urban setting, surrounded by established resort and residential uses.** **In this context, the strict application of a 450m² minimum lot size is not necessary to achieve the zone's intent, and a more flexible approach better reflects contemporary housing demand and the efficient use of land close to the Port Douglas town centre.** **Accordingly, despite the numerical departure, the Purpose and Overall Outcomes of the Code are achieved.**
PO2 New lots are generally rectangular in shape with functional areas for land uses intended by the zone.	**AO2** Boundary angles are not less than 45 degrees.	**Complies with AO2.** **Proposed lots are regular in shape.**

PO3 Lots have legal and practical access to a public road.	**AO3** Each lot is provided with: (a) direct access to a gazetted road reserve; or (b) access to a gazetted road via a formal access arrangement registered on the title.	**Complies with AO3.** **All lots have frontage to Common Property for the purpose of access.**
PO4 Development responds appropriately to its local context, natural systems and site features.	**AO4** Existing site features such as: (a) significant vegetation and trees; (b) waterways and drainage paths; (c) vistas and vantage points are retained and/or are incorporated into open space, road reserves, near to lot boundaries or as common property.	**Complies with PO4.** **Vegetation clearing within the site is unavoidable in order to achieve required design levels and services. Further clearing will be required in order to facilitate the extension of the service road to the site frontage. Vegetation clearing will be offset through purposeful landscaping of the site as detailed within the Landscape Plan.** **The development maintains the existing iconic Oil Palm avenue which lines Port Douglas Road.**
PO5 New lots which have the capability of being further reconfigured into smaller lots at a later date are designed to not compromise ultimate development outcomes permitted in the relevant zone.	**AO5** The ability to further reconfigure land at a later date is demonstrated by submitting a concept plan that meets the planning scheme requirements for the applicable Zone.	**Not Applicable.** **It is not intended to further reconfigure the resulting lots.**
PO6 Where existing buildings or structures are to be retained, development results in: (a) boundaries that offer regular lot shapes and usable spaces; (b) existing improvements complying with current building and amenity standards in relation to boundary setbacks. Note - This may require buildings or structures to be modified, relocated or demolished to meet setback standards, resolve encroachments and the like.	**AO6** Development ensures setbacks between existing buildings or structures and proposed boundaries satisfy relevant building standards or zone code requirements, whichever is the greater.	**Not Applicable.** **There are no existing building proposed to be retained.**

PO7 Where rear lots are proposed, development: (a) provides a high standard of amenity for residents and other users of the site and adjoining properties; (b) positively contributes to the character of adjoining properties and the area; (c) does not adversely affect the safety and efficiency of the road from which access is gained.	**AO7.1** Where rear lots are to be established: (a) the rear lot is generally rectangular in shape, avoiding contrived sharp boundary angles; (b) no more than 6 lots directly adjoin the rear lot; (c) no more than one rear lot occurs behind the road frontage lot; (d) no more than two access strips to rear lots directly adjoin each other; (e) access strips are located only on one side of the road frontage lot. **AO7.2** Access strips to the rear lot have a minimum width dimension of: (a) 4.0 metres in Residential Zones. (b) 8.0 metres in Industrial Zones category. (c) 5.0 metres in all other Zones. Note - Rear lots a generally not appropriate in non-Residential or non-Rural zones. **AO7.3** Access strips are provided with a sealed pavement of sufficient width to cater for the intended traffic, but no less than: (a) 3.0 metres in Residential Zone. (b) 6.0 metres in an Industrial Zone. (c) 3.5 metres in any other Zone.	**Not Applicable.** **No rear lots are proposed.**

Performance outcomes	Acceptable outcomes	
Structure plans		
Additional requirements for: (a) a site which is more than 5,000m^2 in any of the Residential zones; or within these zones, and (b) creates 10 or more lots; or (c) involves the creation of new roads and/or public use land. or (d) For a material change of use involving: (i) preliminary approval to vary the effect of the planning scheme; (ii) establishing alternative Zones to the planning scheme. Note - This part is to be read in conjunction with the other parts of the code		
PO8 A structure plan is prepared to ensure that neighbourhood design, block and lot layout, street network and the location and provision on any open space recognises previous planning for the area and its surroundings, and integrates appropriately into its surroundings.	**AO8.1** Neighbourhood design, lot and street layout, and open space provides for, and integrates with, any: (a) approved structure plan; (b) the surrounding pattern of existing or approved subdivision. Note - Planning scheme policy SC14– Structure planning provides guidance on meeting the performance outcomes. **AO8.2** Neighbourhood design, lot and street layouts enable future connection and integration with adjoining undeveloped land.	**Complies with PO8.** **Consideration has been given in the design to ensure the development appropriately integrates with the surrounding environment. Access to the site is achieved via the existing service road, thereby avoiding the need for an additional direct connection to the state controlled Port Douglas Road. The development retains the iconic Oil Palm Avenue, which continues to frame and define the Port Douglas Road streetscape. The proposal also integrates with the existing public pedestrian infrastructure and includes a dedicated pedestrian and buggy pathway providing a direct connection to the Mirage Country Club to the north.**

PO9 Neighbourhood design results in a connected network of walkable streets providing an easy choice of routes within and surrounding the neighbourhood.	**AO9.1** Development does not establish cul-de-sac streets unless: (a) cul-de-sacs are a feature of the existing pattern of development in the area; (b) there is a physical feature or incompatible zone change that dictates the need to use a cul-de-sac streets. **AO9.2** Where a cul-de-sac street is used, it: (a) is designed to be no longer than 150 metres in length; (b) is designed so that the end of the cul-de-sac is visible from its entrance; (c) provides connections from the top of the cul-de-sac to other streets for pedestrians and cyclists, where appropriate. **AO9.3** No more than 6 lots have access to the turning circle or turning-tee at the end of a cul-de-sac street.	**Complies with PO9.** **The cul-de-sac layout is an appropriate and necessary design response given the size and configuration of the site and enables the efficient and orderly utilisation of the land. Importantly, this layout minimises the need for additional access points to Port Douglas Road and facilitates the retention of the established Oil Palm Avenue, thereby protecting both the function and visual character of the state-controlled road corridor.**
PO10 Neighbourhood design supports diverse housing choices through block sizes and lot design. In developing areas, significant changes in lot size and frontage occur at the rear of lots rather than on opposite sides of a street.	**PO10** No acceptable outcomes are prescribed.	**Complies with PO10.** **The proposed development provides a diverse range of lot sizes and configurations in a highly convenient location within close proximity to the Port Douglas CBD. The subdivision represents a rare opportunity to deliver a coordinated residential outcome of this calibre so close to the town centre, offering future residents access to established services, employment, recreation and amenities. There are no comparable developments of similar scale, quality or proximity to the CBD currently available within the Port Douglas urban area.**

PO11 Provision of physical and social infrastructure in developing residential neighbourhoods is facilitated through the orderly and sequential development of land. Note - Part 4 – Local government infrastructure plan may identify specific levels of infrastructure to be provided within development sites.	**AO11.1** New development adjoins adjacent existing or approved urban development. **AO11.2** New development is not established beyond the identified Local government infrastructure plan area.	**Complies with AO11.1-AO11.2.** **The proposed development is within an existing established urban context with connections available to necessary urban infrastructure.**
Urban parkland and environmental open space		
PO12 Where appropriate development maintains and enhances public access and use of natural areas, rivers, dams, creeks and the foreshore.	**AO12** No acceptable outcomes are prescribed.	**Complies with PO12.** **The design of the development facilitates access to public pedestrian pathways and also direct pedestrian and buggy access to the Mirage Country Club to the north.**
PO13 Development provides land to: (a) meet the recreation needs of the community; (b) provide an amenity commensurate with the structure of neighbourhoods and land uses in the vicinity; and adjacent to open space areas; (c) provide for green corridors and linkages.	**AO13** No acceptable outcomes are prescribed. Note - Part 4 – Priority infrastructure plan and Planning scheme policy SC14 – Structure Plans provides guidance in providing open space and recreation land.	**Complies with PO13.** **The development is located in close proximity to a range of existing public and private recreational facilities, including beaches, foreshore reserves, pedestrian pathways and the adjoining Mirage Country Club. Given this context, the proposal does not rely on the provision of new onsite recreation land, but rather leverages and provides convenient access to existing facilities that already serve the broader community.** **In terms of amenity, green corridors and linkages, the subdivision layout and lot configuration are commensurate with the surrounding neighbourhood structure and land uses. The development maintains established landscape elements, including the Oil Palm Avenue along Port Douglas Road, and integrates sensitively with adjoining residential and resort uses. The scale and form of the subdivision ensures an appropriate transition to surrounding development while enhancing local streetscape character.**

AO14 Lot size, dimensions, frontage and orientation permits buildings to be established that will facilitate casual surveillance to urban parkland and environmental open space.	**AO14.1** Urban parkland is regular in shape. **AO14.2** At least 75% of the urban parkland's frontage is provided as road. **AO14.3** Urban parkland and environmental open space areas are positioned to be capable of being overlooked by surrounding development. **AO14.4** Surrounding lots are orientated so that facades will front and overlook the urban parkland and environmental open space. **AO14.5** The number of lots that back onto, or are side-orientated to the urban parkland and environmental open space is minimised.  Inconsistent design solution - low total number of lots complying with the acceptable outcomes.	**Not Applicable.** **No parkland is proposed within the development**

	 Lots orientated to front and overlook park to provide casual surveillance. Consistent design solution - high total number of lots complying with the acceptable outcomes.	
Private subdivisions (gated communities)		
PO15 Private subdivisions (gated communities) do not compromise the establishment of connected and integrated infrastructure and open space networks.	**PO15** No acceptable outcomes are prescribed.	**Complies with PO15.**
Additional requirements for reconfiguration involving the creation of public streets or roads		
PO16 The function of new roads is clearly identified and legible and provides integration, safety and convenience for all users.	**AO16** No acceptable outcomes are prescribed. Note - The design and construction standards are set out in Planning scheme policy SC5 – FNQROC Regional Development Manual, with reference to the specifications set out in Sections D1 and D3.	**Complies with PO16.** **The only public road includes the short extension of the existing service road.**
PO17 Street design supports an urban form that creates walkable neighbourhoods. Street design: (a) is appropriate to the function(s) of the street; (b) meets the needs of users and gives priority to the needs of vulnerable users.	**AO17** No acceptable outcomes are prescribed.	**Complies with PO17.** **The reconfiguration layout supports walkability within internal footpath network and key connection with existing public pedestrian infrastructure and the Mirage Country Club to the north.**
Public transport network		

PO18 Development provides a street pattern that caters for the extension of public transport routes and infrastructure including safe pedestrian pick-up and set-down up facilities.	**AO18** No acceptable outcomes are prescribed.	**Not Applicable.**
Pest plants		
PO19 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.	**AO19** Pest plants detected on a development site are removed in accordance with a management plan prepared by an appropriately qualified person prior to earthworks commencing. Note - A declaration from an appropriately qualified person validates the land being free from pest plants. Declared pest plants include locally declared and State declared pest plants.	**Complies with PO19.** **Any pest plants will be managed at the time of constructing the subdivision.**

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 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.	**AO1.1** 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. **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.	**Not Applicable.**
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.	**Not Applicable.**

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 AO3.1-AO3.4.** **According to the Design Guidelines a single residential crossover permitted per block in the nominated locations. Crossover locations have been designed to avoid conflict with other infrastructure and on street parking.**

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.	**Not Applicable.**
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.	**Not Applicable.**
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.	**Not Applicable.**

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.	**Not Applicable.**
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.	**Not Applicable.**
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	**Complies with AO9.1 – AO9.3** **The Engineering Assessment Report details how service vehicles access the site.**

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.	**Not Applicable.**

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.	**Will comply.** **Street lighting will be subject to further detailed design and may be appropriately conditioned by Council at this stage.**
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 AO2.1.** **The development does not involve noise activities that would cause nuisance. It is anticipated that construction activities and associated noise will be conditioned further through the Operational Works phase.**

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.	
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.	**AO3.1** Development does not involve activities that will result in airborne particles or emissions being generated; or	**Complies with AO3.1.** **The development does not involve activities that will result in airborne particles. It is anticipated that construction activities and associated air emission issues will be conditioned further through the Operational Works phase.**

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.	**AO3.2** The design, layout and operation of the development activity ensures that no airborne particles or emissions cause environmental harm or nuisance. Note - examples of activities which generally cause airborne particles include spray painting, abrasive blasting, manufacturing activities and car wash facilities. Examples of emissions include exhaust ventilation from basement or enclosed parking structures, air conditioning/refrigeration ventilation and exhaustion. The *Environmental Protection (Air) Policy 2008*, Schedule 1 provides guidance on air quality objectives to ensure environmental harm (including nuisance) is avoided.	
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 AO4.1.** **The development does not involve activities that will result in odour issues.** **It is noted that odour control devices and landscape screening will be provided to the proposed SPS in order to minimise the impacts of this device upon the amenity of the development. The SPS will also be fitted with an automatic well washer which will be programmed to wash at least once a day after peak flows and to assist with odour control** **It is anticipated that construction activities and associated odour issues will be conditioned further through the Operational Works phase.**

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.	**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** **The proposed development will increase site imperviousness and, in turn, has the potential to increase peak stormwater discharge rates. To address this, an on-site stormwater detention basin is proposed to manage stormwater quantity. All site runoff will be directed to the detention basin, which has a storage capacity of approximately 296m³ and incorporates a controlled outlet. The outlet will be designed at the operational works stage to ensure no worsening of peak stormwater flows at the lawful point of discharge into the existing water body within the adjacent Mirage Country Club golf course.**

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. 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	**Complies with PO1.** **The subject site contains a large existing excavation associated with historic, partially completed development works, which currently**

	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.	**acts as a water collection point. A key objective of the proposed development is to remediate this disturbed landform and re-establish a stable and functional site profile.** **The Engineering Services Report identifies the following bulk earthworks quantities:** • **Total cut: approximately 4,871 m³** • **Total fill: approximately 14,138 m³, resulting in imported fill of approximately 9,267 m³** **Fill is required primarily to backfill the existing excavation and achieve level, buildable residential allotments. The extent of fill is therefore both necessary and appropriate to the site's current condition.** **Retaining walls are proposed to manage level transitions between lots, with wall heights ranging from approximately 0.4 metres to 2.6 metres. Importantly, all retaining walls are fully contained within private allotments, ensuring no reliance on adjoining land for structural support. Cross-sections provided within the engineering drawings demonstrate that finished batters and wall interfaces are stable and well resolved.** **Visual impacts associated with earthworks will be temporary during construction and progressively mitigated through landscaping, fencing and the establishment of dwellings. On completion, the regraded landform will present as a conventional residential estate with no visually intrusive cut or fill faces. The proposal therefore complies with PO1.**

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** **The proposed earthworks are entirely confined within the site boundaries and do not encroach into neighbouring land. Finished surface levels are designed to integrate with surrounding land uses, including the Mirage Country Club golf course to the west and north, without creating abrupt level changes at boundaries.** **The report confirms that stormwater continues to discharge toward the western side of the site, consistent with existing drainage patterns, but in a controlled manner via a detention basin. There is no proposal to direct uncontrolled runoff or surcharge onto adjoining land.**

		Given the internalised nature of the earthworks, the provision of retaining walls within allotments, and the remediation of an already disturbed site, the development will not adversely affect adjoining properties. The proposal therefore complies with PO2.
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.** **The Engineering Services Report confirms that the site will operate as a single stormwater catchment, with the lawful point of discharge located in the north-western corner of the site, consistent with existing drainage behaviour.** **As site imperviousness will increase, an on-site detention basin has been incorporated into the design to manage stormwater quantity. The basin has a storage capacity of approximately 296m³ and includes a controlled outlet to ensure no worsening of peak stormwater flows discharged into the existing water body within the Mirage Country Club golf course. Detailed outlet design will be addressed at the Operational Works stage.** **By integrating detention, controlled discharge and appropriate finished surface levels, the proposed filling and excavation will not exacerbate flooding or drainage impacts.**
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.	**Will Comply and May be Conditioned.** **Erosion and sediment control measures have been carefully considered in the subdivision layout. The Engineering Services Report outlines a staged erosion and sediment control strategy, including:** • **Use of the proposed detention basin as an interim sediment basin during construction;** • **Diversion of clean upstream flows around active work areas;** • **Localised sediment controls within construction zones; and** • **Progressive stabilisation of disturbed areas following bulk earthworks.** **These measures, together with compliance with IECA guidelines and Council standards, ensure that sediment-laden runoff is appropriately managed and that downstream water quality is protected.**
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.	**Will Comply and May be Conditioned.** **The Engineering Services Report demonstrates that earthworks have been coordinated with the design of internal roads, stormwater, water, sewerage and other services. All proposed infrastructure is located within the internal road reserve or designated easements, and earthworks will be undertaken in accordance with Council standards and the FNQROC Development Manual.** **There is no reliance on external land or**

		infrastructure for support, and connections to existing trunk infrastructure are clearly identified and subject to detailed design and approval.

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 AO1.1-AO1.2** **Footpaths within the development will be private infrastructure, nonetheless will be designed to comply.** **May be Conditioned to Comply.** **The construction methodology will be further detailed within the Operational Works stage.**

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.	**May be Conditioned to Comply.** **Not Applicable.**
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.	**Not Applicable.**
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** **The site will be connected to reticulated supply, further refer to the Engineering Assessment Report.**

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).*	**Complies with AO 4.1** **The site will be connected to reticulated services, further refer to the Engineering Assessment Report.**
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**	**Complies with PO5.** **Stormwater management and erosion control is detailed within the Engineering Assessment Report.**

	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 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.	

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	**Not Applicable.**

	drainage catchment management plan; or (c) stormwater harvesting plan as part of an 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.**
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.	**Complies with PO9.** **The existing padmount adjacent the site has been assessed to have sufficient capacity to service the development.**
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.**

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.	**Not Applicable.**
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.**

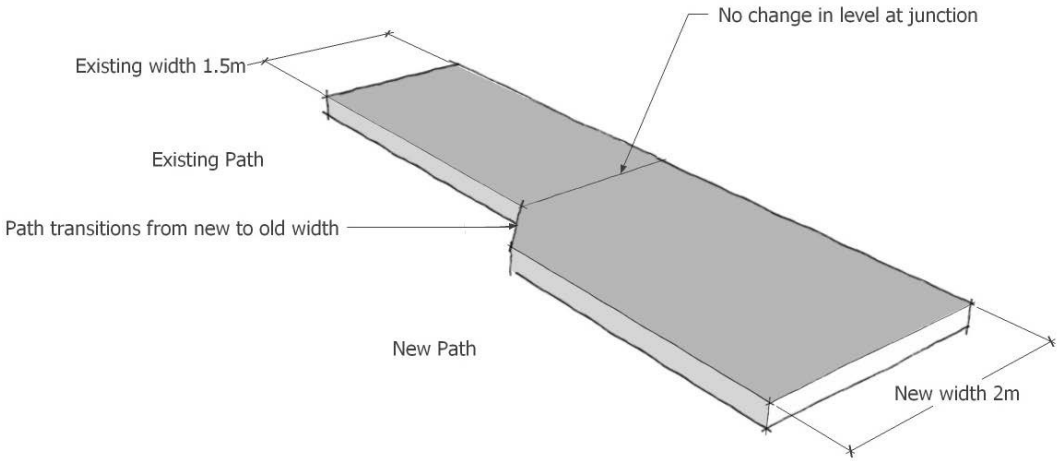
Table 9.4.5.3.b – Stormwater management design objectives (Construction phase).

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.	**Complies with AO1** **The Landscaping Plans illustrate the proposed landscaping concept.**

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.	**Complies 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 PO3.** **It is acknowledged that portions of the existing landscaping within the site will need to be cleared to facilitate necessary site earthworks and the delivery of essential infrastructure, including internal roads, services and stormwater management works. On balance, the proposed development incorporates a comprehensive landscape framework that will re-establish and enhance vegetated areas across the site, including street trees, boundary planting and private lot landscaping. This approach will result in a net improvement to visual amenity and streetscape character over time, softening built form, reinforcing the tropical setting and ensuring the development integrates appropriately with its surrounding environment.**

PO4 Plant species are selected with consideration to the scale and form of development, screening, buffering, streetscape, shading and the locality of the area.	**AO4** Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.	**Complies with AO4.** **Refer to the Landscape Plan.**
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.	**Complies with PO5.** **Refer to the Landscape Plan.**
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.	**Not Applicable.**
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.	**Complies with PO9.** **The landscape design adopts 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.	**Complies with PO10.** **The landscaping design ensures 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	**The site is subject to a separate Development Application for Operational Works Vegetation Clearing.**

	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 site is subject to a separate Development Application for Operational Works Vegetation Clearing.**
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.**

ASPIRE

Town Planning and Project Services

Attachment 12

Assessment of the applicable SDAP Code 1

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

State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment. This guideline provides direction on how to address State Code 1.

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the **state-controlled road.**	**AO1.1** Development is not located in a **state-controlled road**. AND **AO1.2** Development can be maintained without requiring access to a **state-controlled road**.	**Complies with AO1.1-AO1.2.** **The development does not create a safety hazard for users of the state-controlled road. Structures, services and utilities are located outside the state-controlled road corridor and can be maintained without access to Port Douglas Road. Access to the development is via an existing service road, avoiding new or intensified direct access to the state-controlled road. The application is supported by a Traffic Impact Assessment.**
PO2 The design and construction of the development does not adversely impact the **structural integrity** or physical condition of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO2.** **The design and construction of the subdivision do not adversely impact the structural integrity or physical condition of Port Douglas Road. Earthworks, services and drainage infrastructure are internal to the site and coordinated through engineered design and operational works controls. The application is supported by a Traffic Impact Assessment.**

Performance outcomes	Acceptable outcomes	Response
PO3 The location of the development does not obstruct **road transport infrastructure** or adversely impact the operating performance of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies with PO3.** **The location and layout of the development do not obstruct road transport infrastructure or adversely affect the operating performance of the state-controlled road. The Traffic Impact Assessment confirms acceptable operation under future traffic scenarios**
PO4 The location, placement, design and operation of advertising devices, visible from the **state-controlled road**, do not create a safety hazard for users of the **state-controlled road**.	No acceptable outcome is prescribed.	**No advertising devises are proposed.**
PO5 The design and construction of buildings and **structures** does not create a safety hazard by distracting users of the **state-controlled road**.	**AO5.1** Facades of buildings and **structures** fronting the **state-controlled road** are made of non-reflective materials. AND **AO5.2** Facades of buildings and **structures** do not direct or reflect point light sources into the face of oncoming traffic on the **state-controlled road**. AND **AO5.3** External lighting of buildings and **structures** is not directed into the face of oncoming traffic on the **state-controlled road**. AND	**No buildings are proposed.**

Performance outcomes	Acceptable outcomes	Response
	AO5.4 External lighting of buildings and **structures** does not involve flashing or laser lights.	
PO6 Road, pedestrian and bikeway bridges over a **state-controlled road** are designed and constructed to prevent projectiles from being thrown onto the **state-controlled road**.	**AO6.1** Road, pedestrian and bikeway bridges over the **state-controlled road** include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	**Not Applicable.**
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the **state-controlled road**.	**AO7.1** Landscaping is not located in a **state-controlled road**. AND **AO7.2** Landscaping can be maintained without requiring access to a **state-controlled road**. AND **AO7.3** Landscaping does not block or obscure the sight lines for vehicular access to a **state-controlled road**.	**Complies with AO7.1-AO7.3.** **Landscaping is confined to the site and does not obstruct sight lines. Refer to the Landscape Plan.**
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies with PO8.** **Stormwater is directed internally and away from the State Controlled Road.**
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO9.** **Stormwater is directed internally and away from the State Controlled Road.**

Performance outcomes	Acceptable outcomes	Response
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the **structural integrity** or physical condition of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO10.** **Stormwater is directed internally and away from the State Controlled Road.**
PO11 Development ensures that stormwater is lawfully discharged.	**AO11.1** Development does not create any new points of discharge to a **state-controlled road.** AND **AO11.2** Development does not concentrate flows to a **state-controlled road**. AND **AO11.3** Stormwater run-off is discharged to a **lawful point of discharge**. AND **AO11.4** Development does not worsen the condition of an existing **lawful point of discharge** to the **state-controlled road**.	**Complies with PO11.** **Stormwater is directed internally and away from the State Controlled Road.**
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a **state-controlled road**.	**AO12.1** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (within +/- 10mm) to existing flood levels within a **state-controlled road**. AND	**Complies with PO12.** **The state controlled road is substantially more elevated than the subject site. The development is not expected to cause worsening effect.**

Performance outcomes	Acceptable outcomes	Response
	AO12.2 For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a **state-controlled road**. AND **AO12.3** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a **state-controlled road**.	
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the **state-controlled road**.	**AO13.1** Drainage infrastructure is wholly contained within the development site, except at the **lawful point of discharge**. AND **AO13.2** Drainage infrastructure can be maintained without requiring access to a **state-controlled road**.	**Complies with PO13.** **Stormwater is directed internally and away from the State Controlled Road.**
PO14 Drainage infrastructure associated with, or within, a **state-controlled road** is constructed, and designed to ensure the **structural integrity** and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	**Will comply and may be conditioned.**

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a **new or changed access** to a **state-controlled road** does not compromise the safety of users of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies with PO15-PO20.** **The development relies on an existing access with minimal upgrades. Refer to the Engineering Assessment Report and Traffic Impact Assessment.**
PO16 The location, design and operation of a **new or changed access** does not adversely impact the **functional requirements** of the **state-controlled road**.	No acceptable outcome is prescribed.	
PO17 The location, design and operation of a **new or changed access** is consistent with the **future intent** of the **state-controlled road**.	No acceptable outcome is prescribed.	
PO18 New or changed access is consistent with the access for the relevant **limited access road policy**: 1. **LAR 1** where direct access is prohibited; or 2. **LAR 2** where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	
PO19 New or changed access to a **local road** within 100 metres of an intersection with a **state-controlled road** does not compromise the safety of users of the **state-controlled road**.	No acceptable outcome is prescribed.	
PO20 New or changed access to a **local road** within 100 metres of an intersection with a **state-controlled road** does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	
Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO21-PO24.** **The development maintains the existing path within the road reserve and provides connectivity from within the development.**

Performance outcomes	Acceptable outcomes	Response
PO22 Development maintains the ability for people to access **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	
PO23 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.	
PO24 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.	

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies with PO25-PO30.** **Refer to the Traffic Impact Assessment.**
PO26 Development ensures **no net worsening** of the operating performance of the **state-controlled road** network.	No acceptable outcome is prescribed.	
PO27 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.	
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a **state-controlled road**.	No acceptable outcome is prescribed.	
PO29 Development does not impede delivery of **planned upgrades** of **state-controlled roads**.	No acceptable outcome is prescribed.	
PO30 Development does not impede delivery of **corridor improvements** located entirely within the **state-controlled road corridor**.	No acceptable outcome is prescribed.	

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies with PO31-PO36.** **Filling and excavation are internalised, engineered and managed to avoid impacts on the state controlled road, including groundwater disturbance, subsidence or drainage interference.**
PO32 Development does not adversely impact the operating performance of the **state-controlled road**.	No acceptable outcome is prescribed.	
PO33 Development does not undermine, damage or cause subsidence of a **state-controlled road**.	No acceptable outcome is prescribed.	
PO34 Development does not cause ground water disturbance in a **state-controlled road**.	No acceptable outcome is prescribed.	
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or **structural integrity** of a **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	
PO36 Filling and excavation associated with the construction of **new or changed access** do not compromise the operation or capacity of existing drainage infrastructure for a **state-controlled road.**	No acceptable outcome is prescribed.	

Table 1.5 Environmental emissions

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

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO37 Development minimises free field noise intrusion from a **state-controlled road.**	**AO37.1** Development provides a noise barrier or earth mound which is designed, sited and constructed:	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Response
	1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO37.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. OR **AO37.3** Development provides a **solid gap-free fence** or other **solid gap-free structure** along the full extent of the boundary closest to the **state-controlled road**.	
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO38 Reconfiguring a lot minimises free field noise intrusion from a **state-controlled road.**	**AO38.1** Development provides noise barrier or earth mound which is designed, sited and constructed:	**Complies with AO38** **Refer to attached Noise Impact Assessment. It is proposed to install an acoustic fence and**

Performance outcomes	Acceptable outcomes	Response
	1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO38.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	**landscaping along the site frontage. This matter may be further conditioned.**
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
PO39 Development minimises noise intrusion from a **state-controlled road** in **private open space**.	**AO39.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for **private open space** at the ground floor level; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Response
	Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO39.2** Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for **private open space** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	
PO40 Development (excluding a **relevant residential building** or **relocated building)** minimises noise intrusion from a **state-controlled road** in **habitable rooms** at the facade.	**AO40.1** Development (excluding a **relevant residential building** or **relocated building**) provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms**; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Response
	c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO40.2** Development (excluding a **relevant residential building** or **relocated building**) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	
PO41 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	**Not Applicable.**
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: 1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.	No acceptable outcome is provided.	**Not Applicable.**
PO43 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	**Not Applicable.**
Material change of use (other uses)		

Performance outcomes	Acceptable outcomes	Response
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas**; b. in accordance with: i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	No acceptable outcome is provided.	**Not Applicable.**
PO45 Development involving a **childcare centre** or **educational establishment**: 1. provides a noise barrier or earth mound that is designed, sited and constructed:	No acceptable outcome is provided.	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Response
2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); 3. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.		
PO46 Development involving: 1. **indoor education areas** and **indoor play areas**; or 2. sleeping rooms in a **childcare centre**; or 3. **patient care areas** in a **hospital** achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	**Not Applicable.**
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a **childcare centre** or **educational establishment** which have balconies, podiums or elevated **outdoor play areas** predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3)	No acceptable outcome is provided.	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Response
due to noise from a **state-controlled road** are provided with: 1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated **outdoor play areas**.		
PO48 Development including: 1. **indoor education areas** and **indoor play areas** in a **childcare centre** or **educational establishment**; or 2. sleeping rooms in a **childcare centre**; or 3. **patient care areas** in a **hospital** located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	**Not Applicable.**
Air, light and vibration		
PO49 Private open space, **outdoor education areas** and **outdoor play areas** are protected from air quality impacts from a **state-controlled road**.	**AO49.1** Each dwelling or unit has access to a **private open space** which is shielded from a **state-controlled road** by a building, **solid gap-free fence**, or other **solid gap-free structure**. OR **AO49.2** Each **outdoor education area** and **outdoor play area** is shielded from a **state-controlled road** by a building, **solid gap-free fence,** or other **solid gap-free structure**.	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Response
PO50 Patient care areas within **hospitals** are protected from vibration impacts from a **state-controlled road** or **type 1 multi-modal corridor**.	**AO50.1 Hospitals** are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1m/s^{1.75}$. AND **AO50.2 Hospitals** are designed and constructed to ensure vibration in the ward of a **patient care area** does not exceed a vibration dose value of $0.4m/s^{1.75}$.	**Not Applicable.**
PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a **state-controlled road** or **type 1 multi-modal corridor**, does not: 1. intrude into buildings during night hours (10pm to 6am); 2. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	**Not Applicable.**

Table 1.6: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a **future state-controlled road**.	**AO52.1** Development is not located in a **future state-controlled road**. OR ALL OF THE FOLLOWING APPLY: **AO52.2** Development does not involve filling and excavation of, or material changes to, a **future state-controlled road**.	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Response
	AND **AO52.3** The intensification of lots does not occur within a **future state-controlled road**. AND **AO52.4** Development does not result in the landlocking of parcels once a **future state-controlled road** is delivered.	
PO53 The location and design of **new or changed access** does not create a safety hazard for users of a **future state-controlled road**.	**AO53.1** Development does not include **new or changed access** to a **future state-controlled road**.	**Not Applicable.**
PO54 Filling, excavation, building foundations and **retaining structures** do not undermine, damage or cause subsidence of a **future state-controlled road**.	No acceptable outcome is prescribed.	**Not Applicable.**
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a **future state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Not Applicable.**
PO56 Development ensures that stormwater is lawfully discharged.	**AO56.1** Development does not create any new points of discharge to a **future state-controlled road**. AND **AO56.2** Development does not concentrate flows to a **future state-controlled road**. AND	**Not Applicable.**

Performance outcomes	Acceptable outcomes	Response
	AO56.3 Stormwater run-off is discharged to a **lawful point of discharge**. AND **AO56.4** Development does not worsen the condition of an existing **lawful point of discharge** to the **future state-controlled road**.	