

11 September 2026

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

Attn: Leonard Vogel (Manager Environment and Planning)

Submitted via: enquiries@douglas.qld.gov.au

RE: DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE (WAREHOUSE) OVER LAND AT 29 FRONT STREET, MOSSMAN, MORE FORMALLY DESCRIBED AS LOT 34 ON RP706256

Aspire Town Planning and Project Services act on behalf of Dorway 2 Pty Ltd (as the 'Applicant' and 'Land Owner') in relation to the above described Development Application.

On behalf of the Applicant, please accept this correspondence and the accompanying attachments as a properly made Development Application pursuant to Sections 50 and 51 of the *Planning Act 2016* seeking a Development Permit for a Material Change of Use (Warehouse). More specifically, the proposal seeks to utilise a series of existing shipping containers for the purposes of self storage. The shipping containers are arranged side by side in a single row adjacent the rear boundary, are fixed to the ground and include a roof cover.

Please find enclosed the following documentation associated with this Development Application:

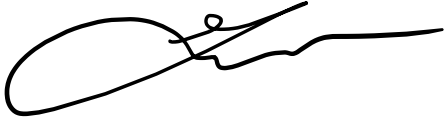
- Duly Completed DA Form 1 (Attachment 1); and
- Town Planning Report (Attachment 2).

The applicable application fee under the Douglas Shire Council Fees & Charges Schedule 2026–2027 is \$2,026.00. This is the base fee which covers up to 100m² gross floor area. Additional unit charges are not applicable given the proposal represents 83m² additional GFA).

We respectfully request that Council confirm the applicable fee and provide the payment link and reference details so that the payment can be made directly by the Applicant.

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

Regards,

A handwritten signature in black ink, appearing to read 'Daniel Favier', with a large loop at the start and a horizontal line extending to the right.

Daniel Favier

Senior Town Planner

ASPIRE Town Planning and Project Services

Attachment I

Duly Completed DA Form I

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)	Dorway 2 Pty Ltd
Contact name (only applicable for companies)	c/- Daniel Favier T/A 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	0418826560
Email address (non-mandatory)	admin@aspireqld.com
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	2026-07-89 - Conway - 29 Front Street, Mossman

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
		29	Front Street	Mossman
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4873	34	RP706256	Douglas
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:

- ☐ 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 <i>Airport Assets (Restructuring and Disposal) Act 2008</i>
Name of airport:
☐ Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>
EMR site identification:
☐ Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>
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):

Warehouse (Self Storage)

e) Relevant plans

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

- ☒ Relevant plans of the proposed development are attached to the development application

6.2) Provide details about the second development aspect

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

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

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

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

c) What is the level of assessment?

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

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

e) Relevant plans

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

- ☐ Relevant plans of the proposed development are attached to the development application

6.3) Additional aspects of development

- ☐ Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application
- ☒ Not required

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 <i>DA Form 2 – Building work details</i>

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use

Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m ²) (if applicable)
Self Storage	Warehouse		83

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?

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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: CTS Management Lots and Common Property
Number of lots created				

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

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

12) Boundary realignment			
12.1) What are the current and proposed areas for each lot comprising the premises?			
Current lot		Proposed lot	
Lot on plan description	Area (m ²)	Lot on plan description	Area (m ²)
12.2) What is the reason for the boundary realignment?			

13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement? (attach schedule if there are more than two easements)				
Existing or proposed?	Width (m)	Length (m)	Purpose of the easement? (e.g. pedestrian access)	Identify the land/lot(s) benefitted by the easement

Division 3 – Operational work

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

14.1) What is the nature of the operational work?	
☐ Road work ☐ Drainage work ☐ Landscaping ☐ Other – please specify:	☐ Stormwater ☐ Earthworks ☐ Signage ☐ Water infrastructure ☐ Sewage infrastructure ☐ Clearing vegetation
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



Queensland
Government

☐ 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 <i>(from a watercourse or lake)</i> ☐ Water-related development – referable dams ☐ Water-related development – levees <i>(category 3 levees only)</i> ☐ Wetland protection area
Matters requiring referral to the local government: ☐ Airport land ☐ Environmentally relevant activities (ERA) <i>(only if the ERA has been devolved to local government)</i> ☐ 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 <i>(where inconsistent with the Brisbane port LUP for transport reasons)</i> ☐ 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 <i>(below high-water mark)</i>
Matters requiring referral to the Chief Executive of the relevant port authority: ☐ Ports – Land within limits of another port <i>(below high-water mark)</i>
Matters requiring referral to the Gold Coast Waterways Authority: ☐ Tidal works or work in a coastal management district <i>(in Gold Coast waters)</i>
Matters requiring referral to the Queensland Fire and Emergency Service: ☐ Tidal works or work in a coastal management district <i>(involving a marina (more than six vessel berths))</i>

18) Has any referral agency provided a referral response for this development application?		
☐ 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 <i>(if applicable)</i> .		

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 2 under 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 Form 1 Template 2
- Taking overland flow water: complete DA Form 1 Template 3.

Waterway barrier works

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

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

☒ No

DA templates are available from 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.qld.gov.au for information regarding assessment of Queensland heritage places.

Name of the heritage place:		Place ID:	
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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	☒ Yes
Note: See the Planning Regulation 2017 for referral requirements	
If building work is associated with the proposed development, Parts 4 to 6 of DA Form 2 – Building work details have been completed and attached to this development application	☐ Yes ☒ Not applicable
Supporting information addressing any applicable assessment benchmarks is with the development application	
Note: This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see DA Forms Guide: Planning Report Template .	☒ Yes
Relevant plans of the development are attached to this development application	
Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans .	☒ Yes
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (see 21)	☐ Yes ☒ Not applicable

25) Applicant declaration

- ☒ By making this development application, I declare that all information in this development application is true and correct
- ☒ Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001*

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

Privacy – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website.

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

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

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

PART 9 – FOR COMPLETION OF THE ASSESSMENT MANAGER – FOR OFFICE USE ONLY

Date received: Reference number(s):

Notification of engagement of alternative assessment manager

Prescribed assessment manager	
Name of chosen assessment manager	
Date chosen assessment manager engaged	
Contact number of chosen assessment manager	
Relevant licence number(s) of chosen assessment manager	

QLeave notification and payment

Note: For completion by assessment manager if applicable

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

Attachment 2

Town Planning Report



Town Planning Report

29 FRONT STREET, MOSSMAN
LOT 34 ON RP706256

11 September 2026

ASPIRE Town Planning and Project Services

Authored by: Daniel Favier

Ref: 2026-07-89 - Conway - 29 Front Street, Mossman

This Town Planning Report is intended for the exclusive use of our Client "Dorway 2 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.

1.0 Executive Summary

Aspire Town Planning and Project Services has been engaged by Dorway 2 Pty Ltd, the Applicant and Land Owner, to prepare and lodge a Development Application seeking a Development Permit for a Material Change of Use for a Warehouse (Self Storage) at 29 Front Street, Mossman, formally described as Lot 34 on RP706256.

The application seeks approval for the continued use of six existing standard 20-foot shipping containers arranged side by side in a single row beneath a common roof at the western rear of the premises. The application is confined to these six units, providing approximately 83m² of enclosed storage GFA. The existing approved parking and access arrangements are retained. Customers will drive to their storage unit, deposit or collect items, turn within the site and depart in forward gear. Traffic generation and concurrent attendance are expected to be low.

The site is located within the Centre Zone under the Douglas Shire Council Planning Scheme, where a Warehouse is subject to Impact Assessment. The application therefore seeks Council's consideration of the suitability of the use having regard to the relevant assessment benchmarks, the established development on the premises and the particular scale and characteristics of the self storage activity.

The development makes use of existing structures within the rear portion of an established commercial property. Its position behind the existing buildings limits its prominence when viewed from Front Street and retains the established presentation of the premises to the street. The proposal provides a modest amount of enclosed storage space, with access available via the existing driveway from Front Street.

The principal planning considerations relate to compatibility with the Centre Zone, the appearance of the containers, amenity at the residential rear boundary, and access, parking and stormwater management. The following assessment considers these matters in the context of the limited scale of the use and the existing site layout.

Having regard to its scale, rear location and use of existing development, the proposal is considered capable of operating compatibly within its setting, subject to appropriate conditions. Council's approval is sought to regularise the Warehouse (Self Storage) use allowing for its continued operation.

2.0 Site Details and Characteristics

The subject site is located at 29 Front Street, Mossman, formally described as Lot 34 on RP706256. The site has an area of approximately 2,020m² and is situated within the established Mossman township in the Douglas Shire local government area, refer to Figure 1. The property is owned by Dorway 2 Pty Ltd and is included within the Centre Zone under the Douglas Shire Council Planning Scheme.

The site comprises an elongated, generally rectangular allotment with frontage to Front Street along its eastern boundary. Existing development includes a building addressing the street frontage and a further elongated building extending along the southern portion of the property. The balance of the site accommodates vehicle access, parking, open yard areas and landscaping. Six existing shipping containers used for self storage are arranged side by side adjacent to the western rear boundary, beneath a roof cover.

Front Street forms the principal commercial corridor through Mossman. The site is positioned within an established urban setting characterised by commercial premises and a broader mix of community and residential uses. Buildings along the street generally address the road frontage, with access, parking and service areas accommodated beside or behind the frontage development. The arrangement of the subject premises reflects this pattern, with the container storage area located at the rear of the property, behind the existing buildings.

Surrounding Land Uses

The surrounding development and adjoining properties comprise:

- **To the north:** the Mossman Police Station and Court House.
- **To the east:** Front Street, with further established town centre development beyond the road corridor including the Mossman State Primary School.
- **To the south:** Lot 35 on RP706256, containing an existing building towards Front Street and an open grassed area extending towards the rear.
- **To the west:** residential allotments, adjoining the rear boundary near the container storage area, with vegetation evident along portions of the interface.

Vehicle access is provided via an existing crossover from Front Street towards the northern side of the frontage. An internal driveway extends beside the existing buildings and provides access to the parking area and rear portion of the site. The submitted site plan identifies parking along the northern side of the internal driveway. A footpath along Front Street provides pedestrian connectivity with surrounding town centre premises.

The site is substantially developed, with existing buildings, driveway surfaces and parking areas interspersed with grassed areas and established vegetation. The self storage containers occupy a defined area at the rear and are separated from the Front Street frontage by the existing development. This position reduces their prominence within the streetscape, while their relationship with adjoining properties remains a relevant consideration for boundary treatment and amenity.

The application seeks to regularise the self storage use within this established setting. The site’s town centre location provides convenient access for storage users, while the rear placement of the containers retains the existing presentation of the property to Front Street.



Figure 1: Site locality (Source: Queensland Globe, September 2026)

3.0 Proposal

The application seeks a Development Permit for a Material Change of Use for a Warehouse (Self Storage) at 29 Front Street, Mossman, formally described as Lot 34 on RP706256. The application is lodged on behalf of Dorway 2 Pty Ltd, the Applicant and Land Owner, in response to Council's compliance correspondence. It seeks to regularise the existing use of six shipping containers for self storage within the rear portion of the property.

The application seeks approval for the continued use of six existing standard 20-foot shipping containers arranged side by side in a single row beneath a common roof at the western rear of the premises. The application is confined to these six units, providing approximately 83m² of enclosed storage GFA. The existing approved parking and access arrangements are retained. Customers will drive to their storage unit, deposit or collect items, turn within the site and depart in forward gear. Traffic generation and concurrent attendance are expected to be low.

The submitted plans and photographs identify the containers as steel structures supported on concrete footings and secured to the ground. A common steel roof supported on purlins extends over the containers, providing additional weather protection. The roof has a shallow fall and projects beyond the container doors to provide a sheltered edge along the access frontage. The containers and associated roof form a single storey structure, lower than the principal building addressing Front Street.

The storage units occupy a defined area at the rear of the approximately 2,020m² property. An open grassed yard separates the containers from the existing elongated building along the southern side of the site. This space provides an approach to the storage units and allows the container doors to open into the property. The containers are positioned behind the established buildings, substantially reducing their prominence when viewed from Front Street.

The self storage activity involves the placement, retention and collection of goods within the individual containers. Each unit provides a separate lockable storage space, with access occurring through its existing container doors. The use is expected to generate intermittent visits associated with depositing or retrieving stored items. Deposits and retrievals generally occur during daylight hours, as no lighting is provided. The application does not seek approval for additional containers or an expansion beyond the six existing units.

Vehicle access is maintained through the existing crossover from Front Street near the northern side of the frontage. The internal driveway extends westward beside the frontage building and connects with the parking area and rear yard. Users can access the rear storage area through this existing internal arrangement, with loading and unloading associated with the containers occurring within the property.

The submitted plans identify a concrete internal driveway, angled parking spaces along its northern side and an adjoining gravel parking area. These facilities form part of the existing site layout. The proposal retains this arrangement to serve the premises, including users of the six storage containers. Access to the individual units is from the grassed rear yard beyond the formed driveway.

The proposal retains the established frontage buildings, internal access and parking layout, together with the existing landscaped and grassed areas surrounding the development. No additional containers, substantial earthworks or extension of the existing building footprint are proposed. The application concerns the continued use of structures already established on the property, with any requirements relating to drainage, access or boundary treatment to be addressed through the assessment and appropriate development conditions.

The development provides a modest amount of enclosed self storage accommodation within an established commercial property. Its scale and rear location allow the activity to be accommodated behind the existing frontage development while maintaining access from Front Street. Approval is sought to regularise the six container storage units and establish appropriate conditions for their continued operation.

A copy of the Proposal Plans is included under **Attachment 2**.

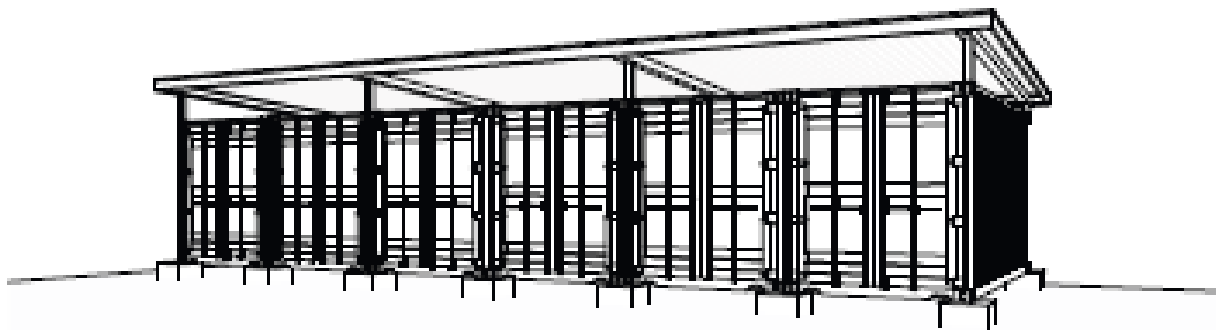


Figure 2: Perspective of the six existing self storage containers

4.0 Statutory Town Planning Framework

4.1 Planning Act 2016

The *Planning Act 2016* (the 'Planning Act') is the statutory instrument for the State of Queensland under which, amongst other matters, development applications are assessed by local governments. The Planning Act is supported by the *Planning Regulation 2017* (the 'Planning Regulation').

The following sections of this report discuss the parts of the Planning Act and Planning Regulation applicable to the assessment of a development application.

4.1.1 Development Application

The application seeks a Development Permit for a Material Change of Use for a Warehouse (Self Storage) under the Planning Act. The proposed use is assessable development under the Planning Scheme and is not identified as prohibited development.

4.1.2 Assessment Manager

The proposed development is:

- (a) development which is located completely in a single local government area;
- (b) development involving a Material Change of Use for a Warehouse (Self Storage); and
- (c) development made assessable under a local categorising instrument, as discussed in Section 4.7.

Douglas Shire Council is the assessment manager for the application under the Planning Act and the assessment manager provisions of the Planning Regulation, as the development is located wholly within the Douglas Shire local government area and is made assessable by the Planning Scheme.

4.1.3 Referral

The Planning Regulation identifies the circumstances in which a development application requires referral. The application identifies referral to the following agency in relation to the state transport corridor:

- State Assessment and Referral Agency - infrastructure-related referrals – state transport corridor and future state transport corridor.

4.1.4 Public Notification

Section 53(1) of the Planning Act provides that an applicant must give notice of a development application where any part is subject to Impact Assessment or where it is an application which includes a variation request.

The development application is subject to impact assessment. Public notification will be undertaken in accordance with the Planning Act and the applicable Development Assessment Rules.

4.1.5 Assessment Framework

The Douglas Shire Planning Scheme 2018 v1 (the 'Planning Scheme') identifies the proposed Warehouse as subject to impact assessment. The assessment must consider the relevant assessment benchmarks and other applicable matters; it is not confined to the zone purpose or the codes listed in this report.

The following sections of this report discuss the applicable assessment benchmarks and applicable matters in further detail.

4.2 Schedules 9 and 10 of the Planning Regulation 2017

In accordance with Schedule 10 of the *Planning Regulation 2017* the Development Application is subject to assessment against the State Development Assessment Provisions, in particular:

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

The code assessment is included under **Attachment 4**.

4.3 Schedule 12 of the Planning Regulation 2017

The proposal is for a Warehouse (Self Storage). It does not involve the types of development to which the additional assessment benchmarks in Schedule 12 of the *Planning Regulation* apply.

4.4 Far North Queensland Regional Plan 2026

The Far North Queensland Regional Plan 2009–2031 has been superseded by the Far North Queensland Regional Plan 2026. Douglas Shire Planning Scheme 2018 v1 has not yet been amended to expressly reflect the updated Regional Plan and continues to reference the previous regional planning framework.

Under the Far North Queensland Regional Plan 2026, the subject site is located within the Urban Footprint. The applicable regional policy position is not materially dissimilar to that previously integrated into the planning scheme.

The proposal retains six existing storage containers within an established urban property. Its modest scale, use of existing access and location behind the commercial frontage support efficient use of developed land and the provision of local services. These characteristics support the regional planning objectives concerning consolidated urban development and efficient infrastructure use, subject to consideration of any applicable regional assessment benchmarks.

4.5 State Planning Policy

The State Planning Policy (SPP) identifies state interests relevant to planning and development assessment. The Planning Scheme identifies the April 2016 SPP as appropriately integrated. Assessment of this application must also consider any relevant provisions of the applicable SPP that are not appropriately integrated into the Planning Scheme. The limited scale and established urban setting of the self storage use are relevant to that consideration but do not, of themselves, remove applicable state assessment requirements.

4.6 Temporary State Planning Policies

Any Temporary State Planning Policy applicable to the premises or the proposed development must be considered as part of the statutory assessment.

4.7 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.

4.7.1 Zone

The site is located within the Centre Zone under the Planning Scheme.

The purpose of the zone is to provide for:

"...a mix of land uses and activities.

(a) These uses include, but are not limited to, business, retail, professional, administrative, community, entertainment, cultural and residential activities.

(b) Centres are found at a variety of scales based on their location and surrounding activities."

The proposed Warehouse (Self Storage) is considered consistent with the purpose of the Centre Zone, having regard to its modest scale, service function and location within the rear portion of an established commercial property. The zone purpose provides for a mix of land uses and activities, with the

identified uses expressly stated to be non exhaustive. The proposal would contribute to this mix by providing enclosed storage space capable of serving local businesses and residents.

The development comprises six existing shipping containers providing approximately 83m² of storage floor area. This limited scale is appropriate to the local service role of the Mossman centre. Intermittent visits to deposit and collect goods are anticipated. Compatibility with surrounding uses can be supported through appropriate management of access, loading and unloading, and operating hours, particularly at the residential rear boundary.

The containers are positioned adjacent to the rear boundary, behind the existing buildings addressing Front Street. This arrangement retains the established street frontage and avoids introducing storage structures directly along the principal commercial interface. The proposal therefore accommodates a supporting service activity within the rear of the premises while preserving the opportunity for frontage activities to contribute to the function and presentation of the centre.

The development also uses existing structures and established vehicle access and parking facilities. Its confined footprint allows the balance of the premises to continue accommodating other activities, supporting the mix of uses contemplated by the zone purpose.

Accordingly, while a Warehouse is subject to Impact Assessment within the Centre Zone, the particular form and scale of this proposal are considered compatible with the zone's purpose. The six unit self storage facility provides a local service within an established commercial setting without materially diminishing the role of the Mossman centre as a location for business, retail, community and other complementary activities.

Further detailed assessment of the proposed development against the Centre Zone Code is included under **Attachment 3**.

4.7.2 Local Plan

The proposed Warehouse (Self Storage) is considered consistent with the identified precinct outcomes of the Mossman Local Plan. The development comprises six existing shipping containers within the rear portion of an established commercial property at 29 Front Street. Its location behind the existing buildings allows the established street frontage and town centre character to be retained.

In relation to outcome (a), the proposal retains the existing frontage building and does not alter its presentation to Front Street. The containers are confined to the rear yard and do not require the removal or modification of features contributing to the character and integrity of the town centre. Their modest scale and position behind the existing development limit their prominence within the public streetscape.

In relation to outcome (b), the site is away from the Foxton Avenue, Mill Street and Junction Road intersection. The proposal retains the existing Front Street building and does not alter the built form surrounding the intersection or interrupt the established street frontage.

In relation to outcome (c), the development does not involve works to the Mill Street cane tram line or the sugar mill chimney. Its location within the rear of the Front Street property does not intrude into the Mill Street corridor or the identified vista towards Mount Beaufort. These features and their contribution to Mossman's sugar town heritage are therefore retained.

In relation to outcome (d), the containers and roof form a single storey structure lower than the principal frontage building. Their rear position limits potential impacts on mountain views from Front Street. The proposal does not increase the frontage building's height or introduce structures into an existing street frontage opening.

In relation to outcome (e), the proposal retains the existing vehicle crossover and does not require works within the Front Street median. Existing avenue planting is unaffected, and the development does not constrain its future extension.

Accordingly, the proposal accommodates a modest storage use while retaining the established frontage, streetscape and identified townscape features. The development is considered compatible with the precinct outcomes concerning the protection of Mossman's character, heritage features, mountain views and avenue planting.

Assessment of the proposed development against the Mossman Local Plan Code is included under **Attachment 3**.

4.7.3 Overlays

Table 1 below identifies the Planning Scheme Overlays applicable to the site.

Table 1: Applicable Planning Scheme Overlays

Overlay	Designation
Acid Sulfate Soils Overlay	Land 5m-25m AHD
Transport Network Overlay	Category 0: Noise Level < 58 dB(A) Category 1: 58 dB(A) ≤ Noise Level < 63 dB(A) Category 2: 63 dB(A) < Noise Level < 68 dB(A) Category 3: 68 dB(A) ≤ Noise Level < 73 dB(A) Pedestrian and Cycle (Principal Route) Road Hierarchy (Collector Road)

The Acid Sulfate Soils Overlay identifies the site as land between 5m and 25m AHD. The proposal retains existing containers and footings and does not propose additional excavation, filling or dewatering. On this basis, the use is not expected to disturb potential acid sulfate soils. The Transport Network Overlay identifies road, pedestrian and cycle infrastructure and transport noise categories. The proposal retains the existing crossover and internal access and does not require works within the road reserve. The storage use does not introduce residential accommodation or another use inherently dependent on a quiet internal environment. Vehicle movements, loading and unloading must nevertheless be managed to maintain safe access and avoid obstructing the frontage footpath or internal circulation. These matters also inform the separate state transport assessment.

4.7.4 Applicable Codes

Table 2 summarises the Planning Scheme codes identified as relevant to the proposed development. Detailed code assessments are identified under Attachment 3, with the overlay discussion provided above. As no new landscaping is proposed and existing landscaping is unaffected, both the Landscaping Code and Vegetation Management Code are not considered relevant to the assessment of the Development Application. Similarly, as no earthworks are proposed, the Filling and Excavation Code is also not considered relevant.

The application is impact assessable, and therefore the assessment also extends to relevant Strategic Framework provisions.

Table 2: Applicable Planning Scheme Codes

Type	Codes
Zone Code	Centre Zone Code
Local Plan Code	Mossman Local Plan Code
Overlay Codes	- Acid Sulfate Soils Overlay Code - Transport Network Overlay Code
Development Codes	- Industry Activity Code - Access, Parking and Servicing Code - Environmental Performance Code - Filling and Excavation Code - Infrastructure Works Code - Landscaping Code - Vegetation Management Code

4.8 Local Government Infrastructure Plan

The site is identified as being within the Priority Infrastructure Area under the Local Government Infrastructure Plan (the 'LGIP').

The proposal uses the existing developed site and does not propose new trunk infrastructure.

4.9 Infrastructure Charges

Infrastructure charges are levied upon development as part of the development assessment process. Charges collected or assets constructed contribute to the provision of essential trunk infrastructure to service the Shire.

Pursuant to section 113 of the *Planning Act 2016*, Douglas Shire Council adopted a Local Government Infrastructure Plan and Infrastructure Charges on 5 June 2018. These commenced on 1 July 2018.

Council adopted a new Infrastructure Charges Resolution (No.2) on 23 February 2021 that had effect from 1 March 2021. The Resolution states how infrastructure charges are calculated and the rates for different types of development.

Any infrastructure charges should be determined under the applicable Council charges resolution, having regard to the approximately 83m² of self storage floor area for which approval is sought, the relevant use category and any applicable lawful existing use credits. The application seeks to regularise existing containers rather than construct an additional 83m² of floor area. The chargeable demand and any credits are to be confirmed through Council's assessment.

5.0 Conclusion

Aspire Town Planning and Project Services has prepared this Development Application on behalf of Dorway 2 Pty Ltd, the Applicant and Land Owner, seeking a Development Permit for a Material Change of Use for a Warehouse (Self Storage) at 29 Front Street, Mossman, formally described as Lot 34 on RP706256.

The application responds to Council's compliance correspondence and seeks to regularise the use of six existing 20 foot shipping containers providing approximately 83m² of enclosed storage floor area. The containers are arranged side by side on concrete footings beneath a common roof at the rear of the property. The proposal retains the existing frontage buildings and access arrangement and does not seek additional containers.

The proposal is considered compatible with the purpose of the Centre Zone because it provides a modest local storage service within an established commercial property. Its rear location preserves the Front Street presentation and allows the balance of the premises to continue contributing to the mix of activities within the centre. The development also retains the streetscape and identified townscape features addressed by the Mossman Local Plan precinct outcomes.

The principal matters requiring consideration are access and parking, loading and unloading, drainage from the existing roof, and amenity at the adjoining residential boundary. The limited scale of the use and retention of existing development support its suitability, with appropriate conditions available to address site management and operational impacts. Detailed compliance and any necessary works remain subject to Council's assessment and the relevant state referral requirements.

On balance, the proposal is considered capable of achieving an acceptable planning outcome in this location. Having regard to the matters addressed in this report, Council is respectfully requested to approve the application subject to reasonable and relevant conditions governing the continued operation of the six unit Warehouse (Self Storage).

Attachment 1

Certificate of Title

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	21505081	Search Date:	10/09/2026 09:37
Date Title Created:	08/09/1992	Request No:	57582803
Previous Title:	20136234		

ESTATE AND LAND

Estate in Fee Simple

LOT 34 REGISTERED PLAN 706256
Local Government: DOUGLAS

REGISTERED OWNER

Dealing No: 721285442 25/11/2021
DORWAY 2 PTY LTD A.C.N. 654 579 736

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10600240 (POR 35)
2. MORTGAGE No 721285443 25/11/2021 at 14:05
AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED A.C.N. 005
357 522

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

NIL

Caution - Charges do not necessarily appear in order of priority

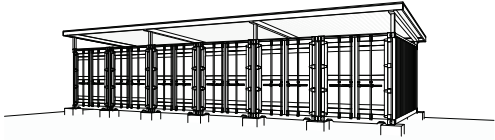
** End of Current Title Search **

Attachment 2

Proposal Plans

Prepared by Success by Design

REAR BUILT IN SECTION



STORAGE UNITS X 6



ULTIMATE & SERVICEABILITY LIMIT STATE DESIGN WIND PRESSURES						
WIND CLASS	DESIGN GUST WIND SPEED (mi/h)		DESIGN PRESSURES (psf)			
	V _{10s}	V _{1s}	GREATER THAN 1.2s FROM CORNERS		UP TO 1.2s FROM CORNERS	
			U.S.	S.S.	U.S.	S.S.
C2	61	39	+2.68	+0.88	-4.92	-1.23



PLAN ISSUE:

CONCEPT DESIGN
NOT FOR CONSTRUCTION

**CERTIFIED AS
STRUCTURALLY ADEQUATE**

KFB Engineers Civil & Structural
1/38-42 Pease St, Cairns | PO Box 927, Cairns Q 4878
P: 07 40320492 | F: 07 40320092 | E: email@kfbeng.com.au

PROJECT: PLANNING APPLICATION

PROJECT ADDRESS:
29 FRONT STREET
MOSSMAN 4873 QLD.

DRAWING TERMS AND NOTATION -

- DRAWING DIMENSIONS ARE TO BE CHECKED AND CONFIRMED ONSITE BY THE BUILDER.
- FURNITURE AND DISPLAY ITEMS WITHIN PLANS AND RENDERERS ARE FOR DRAWING PURPOSES AND NOT TO BE INCLUDED IN TENDERING DOCUMENTATION UNLESS NOTED ON PLAN.
- ARTISTIC DRAWING AND RENDERERS ARE FOR VISUAL REPRESENTATION ONLY AND MAY NOT BE THE EXACT FINISH, COLOUR, ITEM OR MATERIAL TO BE USED. ALWAYS CONSULT BUILDING SPECIFICATIONS FOR EXACT FINISH, COLOUR, ITEM OR MATERIAL.

[illegible]

SHEET TITLE PAGE, GENERAL NOTES & LEGEND

PROJECT NUMBER 29FRNTST

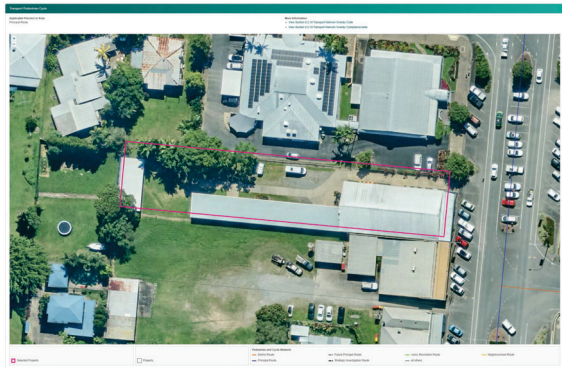
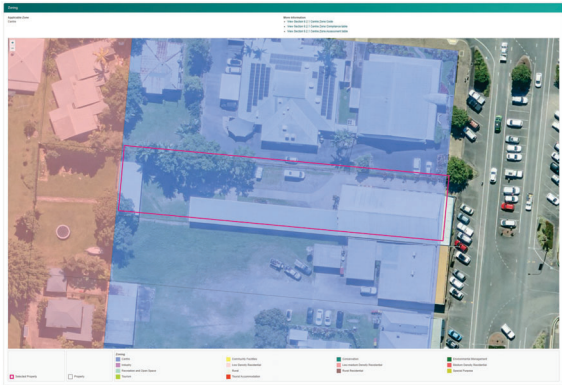
DESIGNER RYAN FUDALA

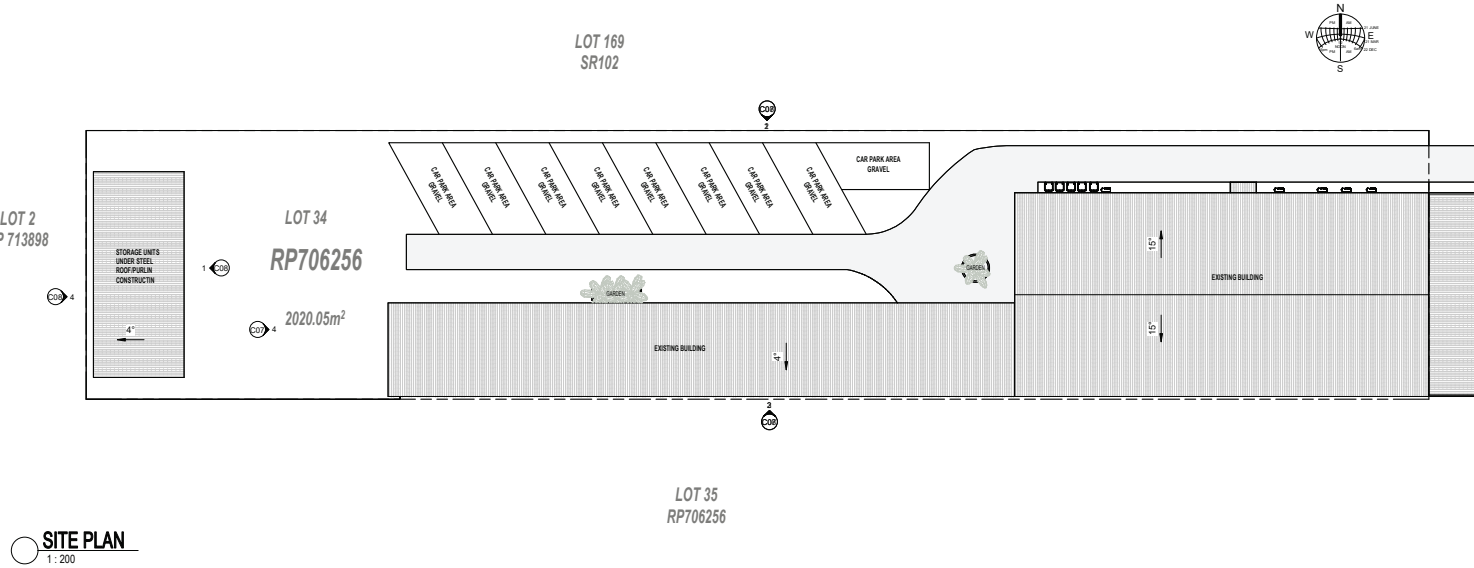
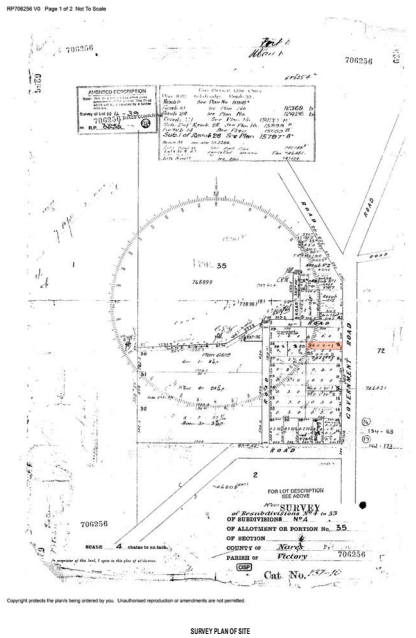
DRAWIN RYAN FUDALA

SCALE AS SHOWN @ A1

SHEET C01 REV

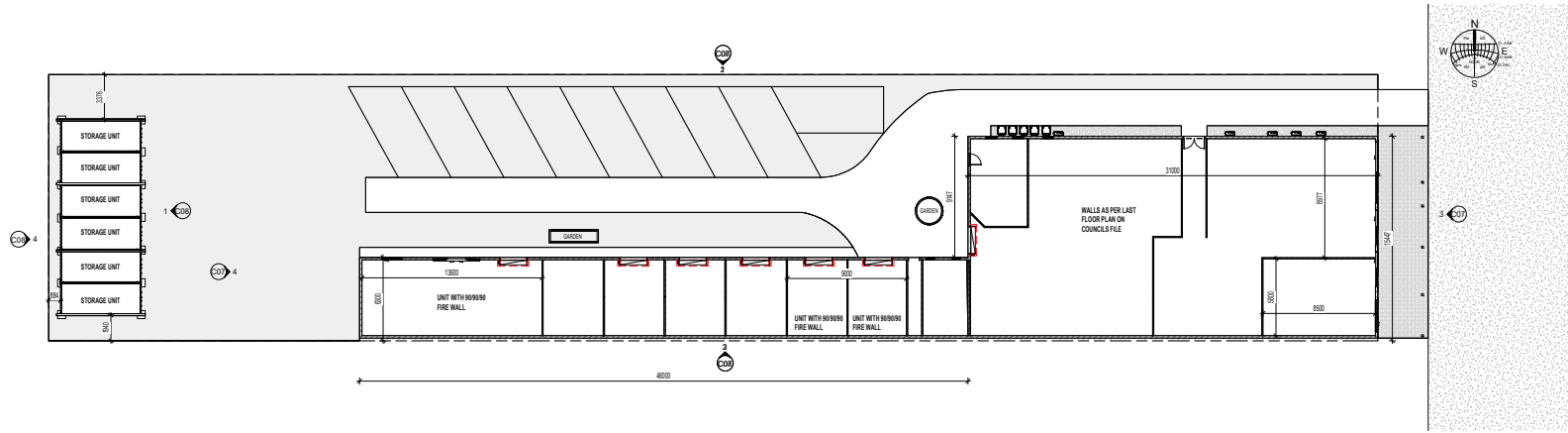
Douglas Shire Planning Scheme 2010 version 1.0 The table below provides a summary of the Zones and Overlays that apply to the selected property.		
Zoning	Applicable Zone Centre	More Information • View Section 6.2.1 Centre Zone Code • View Section 6.2.1 Centre Zone Compliance table • View Section 6.2.1 Centre Zone Assessment table
Local Plans	Applicable Precinct or Area Mossman Precinct 5	More Information • View Section 7.2.3 Mossman Local Plan Code • View Section 7.2.3 Mossman Local Plan Compliance table
Acid Sulfate Soils	Applicable Precinct or Area Acid Sulfate Soils (5-20m AHD)	More Information • View Section 8.2.1 Acid Sulfate Soils Overlay Code • View Section 8.2.1 Acid Sulfate Soils Overlay Compliance table
Transport Noise Corridors	Applicable Precinct or Area Category 0: Noise Level < 58 dB(A) Category 1: 58 dB(A) <= Noise Level < 63 dB(A) Category 2: 63 dB(A) < Noise Level < 68 dB(A) Category 3: 68 dB(A) <= Noise Level < 73 dB(A)	More Information • View Section 6.2.10 Transport Network Overlay Code • View Section 6.2.10 Transport Network Overlay Compliance table
Transport Pedestrian Cycle	Applicable Precinct or Area Principal Route	More Information • View Section 6.2.10 Transport Network Overlay Code • View Section 6.2.10 Transport Network Overlay Compliance table
Transport Road Hierarchy	Applicable Precinct or Area Collector Road	More Information • View Section 6.2.10 Transport Network Overlay Code • View Section 6.2.10 Transport Network Overlay Compliance table



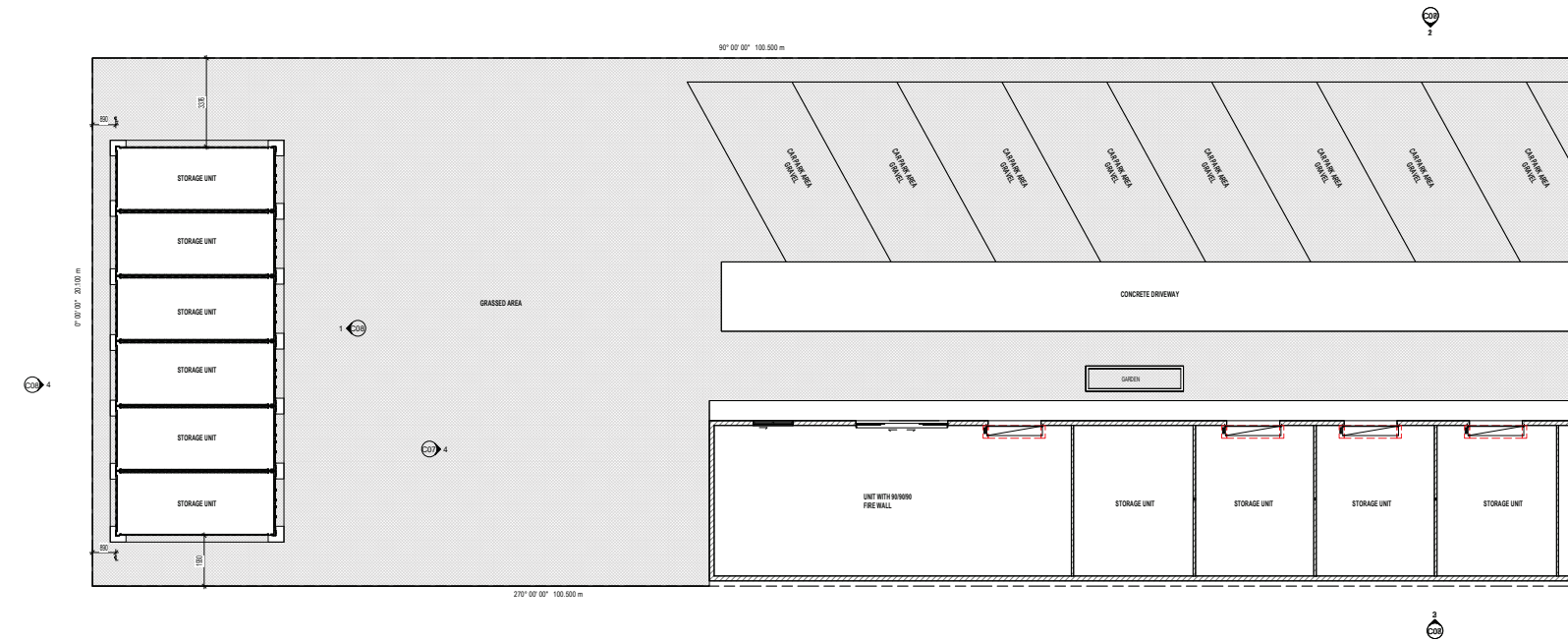


FRONT STREET

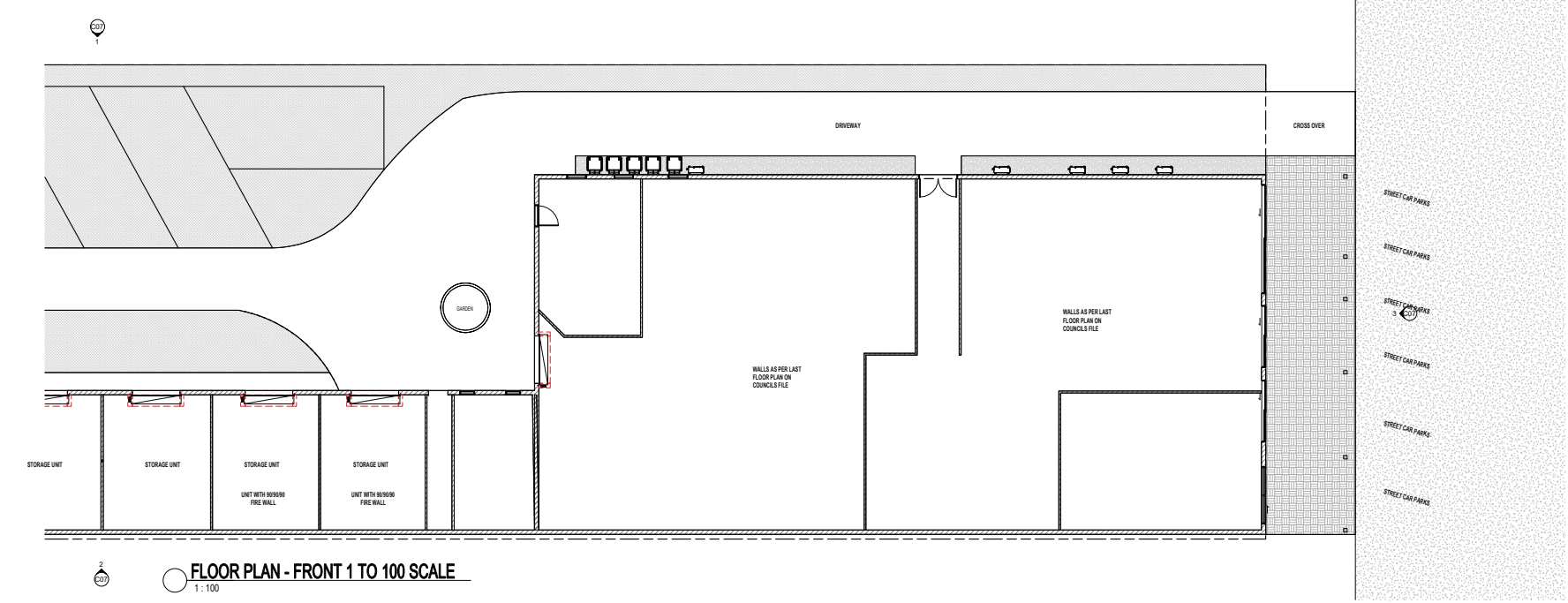
AREA KEY - SITE COVERAGE	
SITE AREA	180m²
INTERNAL HOUSE	180m²
EXTERNAL UNDER COVER	180m²
INTERNAL GARAGE	180m²
GPA	180m²
COVERAGE %	180%



FLOOR PLAN - LOWER
1 : 200



FLOOR PLAN - REAR 1 TO 100 SCALE
1 : 100



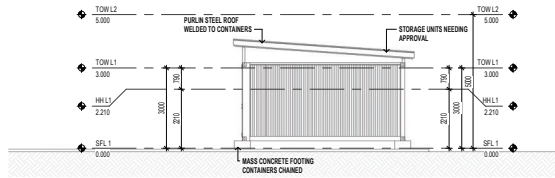
FLOOR PLAN - FRONT 1 TO 100 SCALE
1 : 100



SHEET **ELEVATIONS - BUILDING** PROJECT NUMBER **29FRNTST**
 DESIGNER **RYAN FUDALA** DRAWN **RYAN FUDALA** SCALE **AS SHOWN @ 1/4"** SHEET **C07** REV

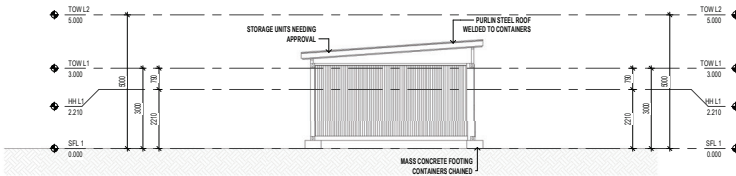
NORTH STORAGE UNIT

1:100



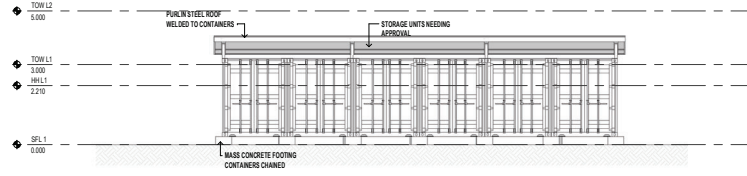
SOUTH STORAGE UNIT

1:100



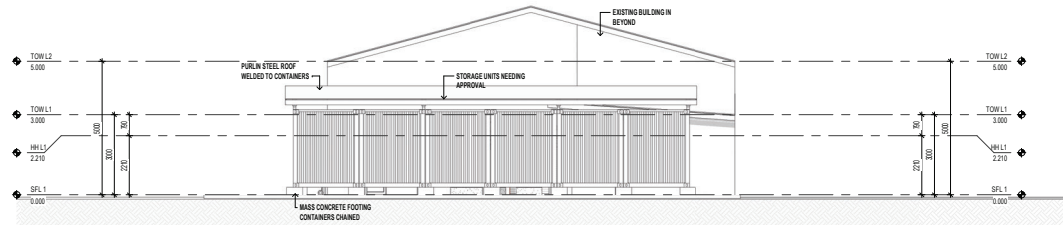
EAST STORAGE UNIT

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WEST STORAGE UNIT

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Attachment 3

**Douglas Shire Planning Scheme 2018
v1 Code Compliance**

Strategic Framework Compliance Assessment

Strategic Framework	Compliance comments
3.4 Theme 1 - Settlement pattern	Consistent on balance, subject to residential amenity and access being satisfactorily addressed. Relevant provisions: 3.4.1(3), (4) and (7); 3.4.2.1(2), (5) and (8); 3.4.3.1(2), (3), (6) and (8); 3.4.4.1(1) and (2); and 3.4.7.1(1) and (2). The proposal remains within an established Centre Zone property in Mossman and does not extend the township into rural or undeveloped land. Six enclosed storage units provide a small local service while retaining the frontage building and the opportunity for other centre activities on the balance of the premises. The existing crossover is retained and no additional interruption to the Front Street footpath is proposed. The proposal is limited to self storage within six containers; manufacturing, processing and workshop operations are not part of the application. Nevertheless, container doors, vehicle movements and loading can generate noise. Deposits and collections will generally occur during daylight hours as there is no lighting. The limited scale supports a site specific case for this location within the Mossman CBD.

Strategic Framework	Compliance comments
3.5 Theme 2 - Environment and landscape values	Consistent in principle, subject to appropriate drainage and amenity controls. Relevant provisions: 3.5.1; 3.5.3.1(2), (4) and (7); 3.5.4.1(8); 3.5.5.1(1), (2) and (4); and 3.5.6.1(1) and (2). The application retains existing containers and a roof within a developed urban property. No vegetation clearing, additional excavation or alteration of natural landforms is proposed. Existing grassed areas and landscaping are retained. This avoids a new disturbance footprint and provides a basis for protecting vegetation and ecological values. The single storey container structure is lower than the principal frontage building and is positioned at the rear. The Front Street building and street presentation remain unchanged. This arrangement limits impacts on townscape and mountain views. The residential property to the rear is more elevated than the subject site and a timber fence provides visual screening. The report identifies land between 5m and 25m AHD under the Acid Sulfate Soils Overlay. As no new ground disturbance is proposed, further disturbance of potential acid sulfate soils is not anticipated. Rainwater from the shipping container roof falls to the ground and naturally infiltrates. Surface water flows along the northern boundary and discharges to Front Street via the driveway. Stormwater is not concentrated onto neighbouring land or causing erosion. It is anticipated that this may be conditioned. Storage content and operating practices are controlled to prevent nuisance, hazardous material risks and contamination.

Strategic Framework	Compliance comments
3.6 Theme 3 - Natural resource management	Consistent, with ongoing water quality protection required. Relevant provisions: 3.6.1(1); 3.6.2.1(1), (2), (4), (6) and (8); and 3.6.3.1(1), (3) and (5). The proposal occupies an existing urban property and does not involve subdivision, conversion of agricultural land, forestry, fisheries operations or resource extraction. It does not introduce a competing land use into a primary production area. The rural land protection and resource extraction outcomes are therefore not directly engaged by the proposed activity. The relevant operational issue is protection of water quality. Goods are stored in enclosed containers, with no manufacturing or processing proposed. Stored materials, waste and any spills must be managed so that contaminants do not enter the yard drainage or downstream receiving waters. Retaining the existing containers avoids additional building works and material consumption, although this benefit does not replace the catchment management requirements. Maintaining the grassed yard, managing weeds and pests and keeping drainage paths unobstructed will support the continued use without degrading surrounding land or water resources. Subject to these measures, no material conflict with this theme is identified.

Strategic Framework	Compliance comments
3.7 Theme 4 - Strong communities and identity	Consistent with the relevant character and community amenity outcomes. Relevant provisions: 3.7.1(1), (2) and (4); 3.7.2.1(1); 3.7.3.1(1); 3.7.4.1(1) and (3); and 3.7.7.1(1) to (3). The proposal provides a modest commercial storage service that may be used by residents and local businesses. It does not establish social infrastructure, housing or a community facility, and the assessment does not attribute those benefits to the development. The principal contribution under this theme is retention of the established town centre presentation while accommodating a limited supporting service. The existing Front Street building is retained, with the containers confined to the rear of the property. The scheme's concern with generic built forms and loss of local identity is relevant to the standard container appearance. Their low profile and rear siting reduce public streetscape exposure, while maintenance and appropriate boundary treatment can address their presentation to neighbours. The proposal does not alter the identified town intersection, Mill Street cane tram line or sugar mill chimney. No demolition or alteration of the existing frontage building or works to the public footpath are proposed. Residential amenity must be protected through suitable operating practices, and any lighting should avoid spill onto neighbouring homes. The proposal retains the frontage pedestrian connection and existing vegetation. It does not claim to provide additional housing, public open space or cultural facilities, and does not depend on those outcomes to establish support.

Strategic Framework	Compliance comments
3.8 Theme 5 - Economy	Consistent with the relevant local business and land use compatibility outcomes. Relevant provisions: 3.8.1(2), (3) and (4), and 3.8.2.1(2). The six unit facility provides approximately 83m² of enclosed storage within an established commercial property. This creates a small service offering that can assist local households and businesses with storage needs and makes productive use of a defined rear portion of the premises. The proposal retains the Front Street building and does not convert the entire property to container storage. It can therefore operate alongside the existing centre setting without displacing the principal street frontage. The use contributes modestly to the range of services available within Mossman, consistent with its established service role. The economic benefit is the provision of a small local storage service within an existing commercial property. This benefit is supported by maintaining compatibility with adjoining residences and ensuring that storage users can share the access and parking facilities without disrupting other activities on the premises. With appropriate operational management, the limited storage use can be accommodated without undermining the activity centre or the planned industrial areas. Tourism, primary production and specialised technology outcomes are not directly applicable; the proposal does not seek to occupy land required for those activities or interfere with their supporting infrastructure.

Strategic Framework	Compliance comments
3.9 Theme 6 - Infrastructure and transport	Consistent in principle, subject to confirmation of access, parking and drainage adequacy. Relevant provisions: 3.9.1(1) to (4) and (6); 3.9.3.1(1), (3) and (6); and 3.9.4.1(1), (2), (4) and (5). The proposal retains the existing Front Street crossover and internal driveway. The plans show angled parking, a gravel parking area and access to the containers through the rear grassed yard. Loading and unloading is intended to occur within the property. No additional crossover or works affecting the public footpath are proposed. Intermittent visits are anticipated for depositing and retrieving goods, with the six unit scale supporting an expectation of modest demand. Detailed parking and manoeuvring requirements must be considered across the uses sharing the site. Vehicle movements and loading is undertaken to keep the driveway and footpath clear and maintain safe access to Front Street. Any applicable state transport referral requirements remain relevant. The containers are for storage and no new amenities or process water demand is proposed. Any servicing required for the use must meet the applicable standards. Existing roof runoff must be collected and discharged appropriately without increasing nuisance, erosion or adverse flows to neighbouring properties. The proposal does not rely on new trunk infrastructure, but any necessary local drainage or access improvements should be identified through detailed assessment. These requirements can support the continued use within the established urban network.

7.2.3 Mossman local plan code

7.2.3.1 Application

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

7.2.3.2 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 Mossman local plan code.

The Mossman local plan area is located at the northern end of the Captain Cook Highway where it continues on to the Daintree township as the Mossman-Daintree Road. The local plan area contains the rural and local administrative centre of Mossman.

The town of Mossman is located on a flat plain framed by the southern portion of the Daintree National Park to the west and Mount Beaufort to the east. The lush Daintree National Park dominates the town with striking views across to Mt Demi (Manjal Dimbi) and the spectacular Mossman Bluff above the Mossman Gorge. South Mossman River and North Mossman river provide significant natural entry and exit gateways to the town supported by Marrs Creek to the west. Parker Creek divides the town midway separating the commercial township from the more predominately residential areas in the southern half of the town.

Mossman developed as a strong sugar producing region at the end of the nineteenth century and quickly developed into a prosperous small town. From the mid-1930s the main commercial street was Mill Street. However Front Street, being the main access from Port Douglas and the Daintree also saw a concentration of commercial development from the 1930s onward. The town focusses on "the Triangle" and central grassed area at the five way junction at the northern end of the town providing a focal community hub that contributes significantly to the town's central setting.

The Mossman Sugar Mill in the north eastern part of the town is the northern most sugar mill in Queensland with its building and chimney stack dominating the town centre while forming part of an important vista along Mill Street looking toward Mount Beaufort. The mill is also the central focus of the cane rail network that radiates outward through the town adding an important character element that contributes to the appeal of the sugar town. Part of the cane rail network runs east-west through the Triangle occasionally delaying north-south vehicular traffic during cane harvesting months.

Mossman is a discrete linear township surrounded by sugar cane cultivation. The established business centre serves much of the northern part of the Shire with generally lower order goods and services. Service industries are concentrated at the southern end of the town providing for the general needs of the community. A limited area of expansion is available if the need arises.

Much of the township's character is derived from its picturesque rural setting and heritage character. Significant stands of mature vegetation (rain-trees and fig trees) dominate parts of the streetscape providing a much valued and identifiable feature to the town.

At the southern end of town centre, Johnston Road heads west from Front Street providing access to the Mossman Gorge, a popular tourist attraction and small indigenous community in the Daintree National Park to the west of the town. This intersection is another important focal point, particularly for tourists finding their way to the gorge. Johnston Road also provides access to the hospital and showgrounds on the western side of the town and the developing residential area off Daintree Horizon Drive: currently the main expanding residential estate in the township.

A more contemporary shopping facility is available at the southern end of Front Street on the western side of the road. Expansion of this shopping precinct has recently been completed. It is not intended that this precinct be expanded any further, and any form of redevelopment of the older retail component, will occur as an integrated development.

On the south western side of the town, off Coral Sea Drive, is a rural residential subdivision providing a green backdrop to the town. It is not intended that further lot reconfiguration occur in this area in order to protect the appeal of the hillside on the western flank of the township.

The indigenous Mossman Gorge community is located approximately three kilometres to the west of Mossman township where improved infrastructure, housing and economic opportunities are to be facilitated.

The Mossman North community located approximately two kilometres north of the Mossman township will remain as a residential community.

7.2.3.3 Purpose

- (1) The purpose of the Mossman local plan code is to facilitate development which creates a vibrant and independent community which supports the needs of the local community and surrounding rural areas, while protecting and enhancing the unique local and historic character of the town.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Mossman will continue to develop as the major administrative, commercial and industrial centre in Douglas Shire.
 - (b) The key built form and main street character of the town centre is to be retained and reinforced.
 - (c) Mossman's identity as Queensland's northern-most sugar mill town is strengthened through the development of a distinct, ordered and attractive streetscape which responds to the tropical climate and the special features of the town's setting and layout.
 - (d) Mossman's distinct character is enhanced through appropriate building design and landscaping.
 - (e) The significant avenues of rain-trees and fig trees and other such vegetation that contribute significantly to township identity are protected.
 - (f) Residential development is encouraged within designated areas to consolidate Mossman's character as a permanent residential settlement.
 - (g) Residential areas are pleasant, functional, distinctive and well-defined and residential amenity is maintained and enhanced with all residential areas having good access to services and facilities, while minimising any land use conflicts associated with different urban activities or nearby rural activities.

- (h) Development in the Low-medium density residential zone provides a range of housing options and contributes to a high standard of residential amenity, scale and design consistent with the character of Mossman.
 - (i) Opportunities for a limited range of tourist accommodation and services are facilitated to cater for the requirements of tourists passing through Mossman or visiting the Mossman Gorge.
 - (j) To provide the opportunity for an alternative truck route to by-pass the town centre for safer and less disruptive access between the sugar mill and Cairns (subject to further investigation as a local initiative).
 - (k) Improved local land use planning, housing and infrastructure arrangements enable private home ownership, economic development and municipal service delivery for the Mossman Gorge community.
 - (l) Mossman North will remain as a residential land use community only, with no further outward expansion intended.
 - (m) Conflicts between alternative land uses are minimised.
 - (n) Mossman's role as an industrial service centre is enhanced by facilitating the expansion of industrial development adjacent to existing industrial areas and protecting industrial areas from encroachment of incompatible land use activities.
 - (o) Remnant vegetation areas, riverine corridors and natural features are protected by ensuring any adjacent development is low key and sensitive to its surroundings.
- (3) The purpose of the code will be further achieved through the following overall outcomes:
- (a) Precinct 1 – Mossman North precinct;
 - (b) Precinct 2 – Foxtan Avenue precinct;
 - (c) Precinct 3 – Junction Road residential precinct;
 - (d) Precinct 4 – Junction Road industry precinct;
 - (e) Precinct 5 – Town Centre precinct;
 - (f) Precinct 6 – Front Street precinct;
 - (g) Precinct 7 – Emerging community precinct;
 - (h) Precinct 8 – Mossman South industry precinct;
 - (i) Precinct 9 – Mossman Gorge community precinct

Precinct 1 – Mossman North precinct

- (4) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure that:
- (a) development is restricted to low density residential uses only.
 - (b) development reliant on exposure to the Mossman-Daintree Road does not occur.

Precinct 2 – Foxton Avenue precinct

- (5) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure that:
- (a) development occurs that is compatible with the establishment of a botanical garden, including a range of ancillary tourist facilities (not tourist accommodation), educational facilities and research facilities.
 - (b) Development takes into account physical constraints with particular attention paid to flooding and vegetation.
 - (c) development is adequately separated from, and protects, the existing cane railway track along the south boundary of the land;
 - (d) development does not impact on the environmental values of Marrs Creek.

Precinct 3 - Junction Road residential precinct

- (6) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure that:
- (a) land within the Junction Road residential precinct is developed taking into account the opportunities and constraints with particular attention paid to flooding and vegetation. Any form of urban development is to be free from flood inundation and will not impact on current drainage regimes;
 - (b) development in the form of lot reconfiguration consists of lot sizes and shapes that match the character and configuration of surrounding lots;
 - (c) development on the site does not impact on the environmental values of the North Mossman River.

Precinct 4 - Junction Road industry precinct

- (7) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure that:
- (a) the Mossman Mill is located within Precinct 4 and is the catalyst for encouraging and accommodating further industrial development.
 - (b) low and medium impact industry uses are located within the Junction Road industry precinct to service the needs of the sugar mill and to consolidate allied industrial uses;
 - (c) residential areas on the western side of Junction Street are protected from any industrial use, including industrial lot reconfiguration, by a dense screen of vegetation.

Precinct 5 - Town Centre precinct

- (8) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure that:
- (a) key elements which contribute to the character and integrity of the town centre are retained;
 - (b) the sense of place which characterises the main town intersection of Foxton Avenue, Mill Street and Junction Road is reinforced with new development or redevelopment contributing to the existing continuity of built form by being built up to the street frontage;
 - (c) the cane tram line which runs along Mill Street, the vista down Mill Street to Mount Beaufort and the sugar mill chimney are retained as unique features of the town and its sugar town heritage;
 - (d) views from Front Street of the mountains (from various vantage points) are maintained;
 - (e) avenue planting within the town centre along the centre median in Front Street is maintained and extended to reinforce the character of the town centre.

Precinct 6 - Front Street precinct

- (9) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure that any expansion of the development is integrated with the existing shopping facilities incorporating the following design parameters:
- (a) vehicular access is limited to:
 - (b) the existing access from Front Street opposite the Harper Street intersection;
 - (c) the existing access at the southern boundary of the precinct limited to commercial vehicles and staff only.
 - (d) any expansion complements the existing development in scale, height, roof alignment and colour;
 - (e) any expansion is integrated with existing development such that the final development functions as one shopping/commercial development;
 - (f) any expansion takes into account adjacent (existing and future) residential development and incorporates service areas, car parking and other utilities which are visually and acoustically screened to protect the residential amenity of the area.

Precinct 7 – Emerging community precinct

- (10) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure:
- (a) development takes into account the provision of road links, cycle links, pedestrian connections and parkland allocation, generally in accordance with the local plan, to ensure that each land subdivision does not compromise the future development of adjoining land. Open space is provided with extensive road frontage for visibility / utility.

Precinct 8 - Mossman south industry precinct

- (11) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure that:
- (a) low impact industry uses are the predominant form of industry within the Mossman South industry precinct;
 - (b) no uses that compete with the commercial and retail primacy of the town centre are established;
 - (c) development protects the amenity of adjacent and nearby residential land uses.

Precinct 9 – Mossman Gorge community precinct

- (12) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure that:
- (a) existing commercial, community and residential uses are recognised within the discrete area contained by the Mossman Gorge community;
 - (b) a flexible approach to land use planning is advanced through the adoption of a structure plan for the community;
 - (c) a flexible approach to lot reconfiguration is permitted to advance home ownership aspirations for the community;
 - (d) infrastructure upgrading is undertaken and transitioned to Council for future maintenance.

Criteria for assessment**Table 7.2.3.4.a – Mossman local plan – assessable development**

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		
PO1 Building and structures complement the height of surrounding development	AO1 Buildings and structures are not more than 8.5 metres in height, except where included in the Industry zone where buildings and structures are not more than 10 metres in height.	Complies with AO1. The six existing containers and common roof are single storey and below the 8.5 metre height limit, as demonstrated by the elevations on drawing C08. They sit below the principal frontage building and complement the scale of the surrounding development. No additional level or increase in height is proposed.



Performance outcomes	Acceptable outcomes	Applicant response
For assessable development		
Development in the Mossman local plan area generally		
PO1 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 Mossman (as identified on the Mossman Townscape Plan map contained in Schedule 2).	AO1.1 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 the low density subdivision at Coral Sea Drive and Gorge View Crescent; (b) natural vegetation along watercourses, in particular the Mossman River, the South Mossman River, Parker Creek and Marrs Creek; (c) the avenue of planting in the town centre in Front Street; (d) the Raintrees in Foxton Avenue; (e) the trees on the eastern side of the Mossman-Daintree Road, just north of the North Mossman River; (f) the avenue planting of Melaleucas on the southern approach to the town along Alchera Drive; (g) Mossman sugar mill site. AO1.2 Development protects and does not intrude into important views and vistas as identified on the Mossman Townscape Plan map contained in Schedule 2, in particular: (a) Mount Demi (Manjal Dimbi); (b) Mossman Bluff; (c) Mount Beaufort; (d) Shannonvale Valley.	Complies with AO1.1, AO1.2 and AO1.3. The proposal regularises six existing containers within the developed rear yard. It does not require vegetation clearing or works to the Front Street median, significant tree avenues, watercourse vegetation or other identified landscape features. Existing site vegetation is retained. The low structure is behind the frontage development and does not extend into the identified public view corridors. Its siting and scale retain the landscape setting and views towards the surrounding mountains. The proposal does not alter the Mill Street cane tram line, the Triangle, memorials, monuments or other town landmarks.



Performance outcomes	Acceptable outcomes	Applicant response
	AO1.3 Important landmarks, memorials and monuments are retained, including, but not limited to: (a) the cane tram line running east west through the town at Mill Street; (b) the general configuration of the 'Triangle' at the intersection of Front Street, Mill Street, Foxton Avenue and Junction Road	
P02 Development contributes to the protection, reinforcement and where necessary enhancement of gateways and key intersections identified on the Mossman local plan maps contained in Schedule 2.	AO2 Development adjacent to the gateways and key intersections as identified on the Mossman 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.	Not applicable. The site is not located adjacent a gateway or key intersection.
P03 Landscaping of development sites complements the existing tropical character of Mossman.	AO3 Landscaping incorporates the requirements of Planning scheme policy SC 6.2- Landscaping.	Complies with PO3, subject to conditions where required. Existing vegetation, landscaping and grassed areas are retained, maintaining the tropical character of the premises. No new landscaping is proposed as part of regularising the existing use. The reduced rear setback and associated landscaping constraints are addressed in the Centre Zone assessment and under PO14 below.
P04 Development does not compromise the safety and efficiency of the State-controlled road network.	AO4 Direct access is not provided to a State-controlled road where legal and practical access from another road is available.	Complies with AO4. The premises have a single road frontage to Front Street and rely on the existing



Performance outcomes	Acceptable outcomes	Applicant response
		crossover and internal driveway. No legal and practical access from another road is identified. No additional crossover or change to the road frontage is proposed. The six unit self storage use generates visits to deposit and collect goods, with loading and storage activity contained within the property. Retention of the existing access avoids an additional access point to the State controlled road. Detailed access and State referral matters are addressed separately in the application.



Performance outcomes	Acceptable outcomes	Applicant response
For assessable development		
Additional requirements for Precinct 2 – Foxton Avenue precinct		
PO5 Development takes into account the opportunities and constraints with particular attention paid to flooding and vegetation.	AO5 Buildings and structures are located outside areas subject to flooding. Development is undertaken in accordance with the recommendations of a Drainage/Flood Study which outlines the necessary improvements to be undertaken on the site to make it suitable for development and avoid impacts on adjoining land.	Not applicable. The site is within Precinct 5 – Town Centre. This provision applies to Precinct 2 and does not apply to the proposal.
PO6 Development is adequately separated from and protects the existing cane railway track along the southern boundary of the land.	PO6.1 Buildings and structures are setback a minimum of 10 metres from the cane railway. PO6.2 Pedestrian access to the cane railway is restricted.	Not applicable. The site is within Precinct 5 – Town Centre. This provision applies to Precinct 2 and does not apply to the proposal.
Additional requirements for Precinct 3 – Junction Road residential precinct		
PO7 Land within the Junction Road residential precinct is developed taking into account of the opportunities and constraints with particular attention paid to flooding and vegetation. Any form of urban development is to be free from flood inundation and will not impact on current drainage regimes.	AO7 Development is undertaken in accordance with the recommendations of a Drainage/Flood Study which outlines the necessary improvements to be undertaken on the site to make it suitable for residential development and avoid impacts on adjoining land.	Not applicable. The site is within Precinct 5 – Town Centre. This provision applies to Precinct 3 and does not apply to the proposal.
PO8 Development in the form of lot reconfiguration consists of lot sizes and shapes that match the character and configuration of surrounding lots.	AO8.1 Lots have a minimum area of 800m ² . AO8.2 Lots have a minimum frontage of 20m.	Not applicable. The site is within Precinct 5 – Town Centre. This provision applies to Precinct 3 and does not apply to the proposal.



Performance outcomes	Acceptable outcomes	Applicant response
PO9 Development on the site does not impact on the environmental values of the North Mossman River, with any land dedication along the creek provided with access to, at minimum, a partial esplanade road frontage.	AO9.1 Subject to any greater width requirement as a consequence of the studies required to satisfy AO8, a minimum riparian width of 30 metres is dedicated as open space along the frontage to the Mossman River. AO9.2 Practical road access is available to the minimum riparian width of 30 metres along the frontage to the Mossman River.	Not applicable. The site is within Precinct 5 – Town Centre. This provision applies to Precinct 3 and does not apply to the proposal.
Additional requirements for Precinct 4 – Junction Road industry precinct		
PO10 Residential areas on the western side of Junction Road are protected from any industrial use, including industrial lot reconfiguration, by a dense screen of vegetation.	AO10.1 A dense screen of vegetation of at least 10 metres depth separates any industrial use, including any lot reconfiguration, along the full frontage of Junction Road except where road access is required. AO10.2 No individual lots will have direct access to Junction Road across the 10 metre dense screen of vegetation.	Not applicable. The site is within Precinct 5 – Town Centre. This provision applies to Precinct 4 and does not apply to the proposal.
Additional requirements for Precinct 5 – Town Centre precinct		
PO11 Buildings in the precinct are designed and sited to complement the existing distinctive and cohesive character of the retail and business area, including: (a) buildings built to the frontage to reinforce the existing built-form character; (b) buildings that address the street; (c) development that incorporates awnings and verandahs providing weather protection for pedestrians.	AO11 With respect to Front Street, Foxton Avenue, Mill Street and Johnston Road, development incorporates buildings that front the street designed with non-transparent awnings that: (a) provide for pedestrian shelter that are consistent with the character and setting of the town centre; (b) are a minimum of 3.2 metres and a maximum of 3.5 metres above the finished footpath level; (c) extend and cover the adjoining footpath with a 1.5 metre setback to the kerb; (d) are continuous across the frontage of the site;	Performance outcome solution sought under PO11. The existing frontage building is retained and continues to address Front Street. The containers occupy the rear yard and do not replace the street frontage with storage doors, blank container walls or a new setback in the established building line. The proposal does not include a new frontage building or continuous awning



Performance outcomes	Acceptable outcomes	Applicant response
	(e) are cantilevered from the main building and where posts are used, posts are non-load bearing; (f) include under awning lighting	designed to the dimensions in AO11. Its rear location retains the existing pedestrian interface and streetscape continuity. Council is requested to accept this arrangement under PO11, having regard to the confined scope of the use and retention of the established frontage development.
PO12 Development in the precinct contributes positively to the character of the town and is complementary in scale to surrounding development.	AO12 Development incorporates the following design features: (a) built up to the front' alignment addressing the street frontage and continuing the scale of the existing built form and where necessary providing car parking spaces at the rear of the site;* (b) appropriate built form and roofing material; (c) appropriate fenestration in combination with roof form; (d) appropriate window openings, screens or eaves shading 80% of window openings; (e) minimum of 700mm eaves; (f) orientation of the building to address the street/s; (g) sheltered pedestrian access by enclosed covered common area walkway of 1.5 metres in width from the car park area/s to the development; (h) ground level façades facing streets consist of windows, wall openings or shop fronts; (i) vertical architectural elements a minimum of 3 metres along the length of the ground level façade; (j) inclusion of windows and balconies on the upper levels facing the street façade; (j) provision of lattice, battens or privacy screens;	Performance outcome solution sought under PO12. The six containers form a modest single storey structure under a common shallow roof. Existing buildings between the units and Front Street maintain the public presentation of the site. Storage doors face inward towards the yard, and no upper floor, balcony or new street facing container façade is proposed. Retaining that development and locating enclosed storage behind it achieves a compatible scale and preserves town centre character. Council is requested to accept the rear storage form under PO12, with any necessary finishes or screening secured by condition.



Performance outcomes	Acceptable outcomes	Applicant response
	(k) the overall length of a building does not exceed 30 metres and the overall length of any continuous wall does not exceed 15 metres; (l) Any air conditioning plant is screened from the street frontage and public view by use of architectural features. *Note - access to car parking must not adversely impact on 'built up to the front' alignment continuity.	
PO13 Site coverage of all buildings: (a) does not result in a built form that is bulky or visually intrusive to the streetscape; (b) respects the individual character of the town centre.	AO13 Site cover does not exceed 60%.	Complies with AO13. The development does not result in greater than 60% site cover.
PO14 Side and rear setbacks: (a) are appropriate for the scale of the development and the character of the town centre; (b) provide adequate daylight for habitable rooms on adjoining sites; (c) adequate separation between residential and non-residential uses.	AO14.1 For side boundary setbacks, no acceptable measures are specified. AO14.2 Buildings are setback a minimum of 6 metres from rear boundaries. Note: Building code requirements must be satisfied.	Performance outcome solution sought under PO14. Drawing C06 identifies an approximately 0.884 metre rear setback, compared with the 6 metres prescribed by AO14.2. Council's acceptance of a performance solution is therefore sought. AO14.1 specifies no acceptable measure for side setbacks. The containers are single storey, with no habitable rooms, windows or elevated outdoor areas overlooking adjoining premises. Access doors face east into the yard, directing customer activity away from the western residential interface. The use is enclosed self storage and does not include



Performance outcomes	Acceptable outcomes	Applicant response
		manufacturing, processing or workshop activities. The low height of the building, lower ground level of the subject site, limits potential overshadowing, while inward facing access assists separation of activities. A timber fence provides visual screening between the two properties. Reasonable conditions addressing hours, loading practices and any necessary acoustic or visual screening may be imposed by Council. These features support the reduced setback and provide a basis for achieving PO14.
PO15 Development in the precinct is predominantly retail or office based in nature or has a service delivery function.	AO15 Development at street level is limited to retail, office or restaurant/cafe based activities or personal services, with residential development limited to minor ancillary residential uses or to tourist accommodation located above ground level, or to the rear of the site at ground level.	Complies with PO15. The proposal maintains the existing commercial road frontage tenancies and uses an utilised area within the rear of the property for modest scale self storage.

Performance outcomes	Acceptable outcomes	Applicant response
Additional requirements for Precinct 6 – Front Street precinct		
PO16 Vehicular access is limited to: (a) the existing access from Front Street opposite the Harper Street intersection; (b) the existing access at the southern boundary of the precinct limited to commercial vehicles and staff only.	AO16 No acceptable outcomes are prescribed.	Not applicable. The site is within Precinct 5 – Town Centre. This provision applies to Precinct 6 and does not apply to the proposal.
PO17 Any expansion complements the existing development in scale, height, roof alignment and colour	AO17 No acceptable outcomes are prescribed.	Not applicable. The site is within Precinct 5 – Town Centre. This provision applies to Precinct 6 and does not apply to the proposal.
PO18 Any expansion is integrated with existing development such that the final development functions as one shopping/commercial development.	AO18 No acceptable outcomes are prescribed.	Not applicable. The site is within Precinct 5 – Town Centre. This provision applies to Precinct 6 and does not apply to the proposal.
PO19 Any expansion takes into account adjacent residential development and incorporates service areas, car parking and other utilities which are visually and acoustically screened to protect the residential amenity of the area.	AO19 No acceptable outcomes are prescribed.	Not applicable. The site is within Precinct 5 – Town Centre. This provision applies to Precinct 6 and does not apply to the proposal.
Additional requirements for Precinct 7 – Emerging Community precinct		
PO20 Development provides road connections, pedestrian and cycling links and open space to establish integrated, connected communities with adjoining land.	AO20 No acceptable outcomes are prescribed.	Not applicable. The site is within Precinct 5 – Town Centre. This provision applies to Precinct 7 and does not apply to the proposal.



Performance outcomes	Acceptable outcomes	Applicant response
Additional requirements for Precinct 8 – Mossman South industry		
PO21 Low impact industry uses are the predominant form of industry.	AO21 Development for industrial purposes consists of service industry or low impact industry uses.	Not applicable. The site is within Precinct 5 – Town Centre. This provision applies to Precinct 8 and does not apply to the proposal.
PO22 No uses that compete with the commercial and retail primacy of the Mossman town centre are established.	AO22 Office or retail uses: (a) are ancillary to an industrial use; or (b) directly service the needs of the surrounding industrial precinct; (c) do not rely on passing trade from Alchera Drive.	Not applicable. The site is within Precinct 5 – Town Centre. This provision applies to Precinct 8 and does not apply to the proposal.
PO23 Development protects the amenity of adjacent and nearby residential land uses.	AO23 No acceptable outcomes are prescribed.	Not applicable. The site is within Precinct 5 – Town Centre. This provision applies to Precinct 8 and does not apply to the proposal.
Additional requirements for Precinct 9 – Mossman Gorge Community		
PO24 No uses that compete with commercial and retail activities in Mossman town centre are established.	AO24 No acceptable outcomes are prescribed.	Not applicable. The site is within Precinct 5 – Town Centre. This provision applies to Precinct 9 and does not apply to the proposal.

6.2.1 Centre zone code

6.2.1.1 Application

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

6.2.1.2 Purpose

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

6.2.1.3 Criteria for assessment

Table 6.2.1.3.a – Centre zone – assessable development

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		
PO1 The height of all buildings is in keeping with the character of the surrounding residential neighbourhoods and must not adversely affect the amenity of the neighbourhood.	AO1 The maximum height of buildings and structures is: (a) in accordance with the provisions of any applicable local plan; (b) if no local plan applies, not more than 8.5 metres and two storeys in height. Note - Height is inclusive of the roof height.	Complies with AO1. The six containers and common roof form a single storey structure, lower than the principal building addressing Front Street. The elevations on drawing C08 demonstrate a modest built form within the rear yard. The structure does not increase the height of the existing frontage building or dominate the town centre streetscape. Its scale is compatible with the surrounding developed setting and limits visual bulk at neighbouring properties. The proposal is considered to achieve PO1. The Mossman Local Plan height provisions are addressed through the separate Local Plan assessment, as required by AO1(a).
PO2 The siting of buildings contributes to the use of the land, desired amenity and character of the area and protects the amenity of other land uses.	AO2.1 Buildings and structures are setback to road frontages: (a) in accordance with the provisions of any applicable local plan; (b) a minimum of 6 metres where no local plan applies or there are no particular provisions specified in the local plan for the site.	Complies with AO2.1. The containers are located at the western rear of the property, behind the existing frontage and side buildings, as shown on drawings C04 to C06. They are substantially separated from Front Street and do not introduce a new structure within the frontage setback. The existing frontage building, crossover and pedestrian interface are retained.

Performance outcomes	Acceptable outcomes	Applicant response
	AO2.2 Where adjoining land in the Industry zone, buildings are setback: (a) 0 metres from the side and rear boundaries; or (b) 2.5 metres or ¼ of the height of the building, whichever is the greater; and (c) not any distance between 0 metres and 2.5 metres. AO2.3 Where adjoining land in any other zone, buildings are setback 3 metres or ¼ of the height of the building, whichever is the greater and are provided with an acoustic barrier in accordance with the recommendations of a qualified acoustic expert.	The siting maintains the established commercial street presentation and accommodates the storage activity within the internal yard. It is consistent with the Mossman Local Plan intent to retain the town centre's built form and character. PO2 is achieved in relation to the road frontage. Not applicable to the identified interfaces. The proposal does not identify an adjoining Industry Zone interface to which AO2.2 applies. The rear residential interface and other boundaries are addressed under AO2.3 and PO2 below. Performance outcome solution sought - PO2. The rear floor plan C06 identifies an approximately 0.884 metre setback at the western boundary and 1.94 metres to the southern boundary. The proposal therefore does not achieve the minimum setback in AO2.3. The containers are single storey, have no windows or occupied rooms overlooking neighbouring properties, and have access doors facing east into the site. The use is limited to enclosed self storage, with visits to deposit and collect goods, and does not include manufacturing, processing or workshop activities. The inward facing access directs user activity towards the yard.

Performance outcomes	Acceptable outcomes	Applicant response
		The site adjoins a residential property to the rear. The subject site is slightly lower than the adjoining property and timber fence provides physical separation and visual screening. These characteristics support a reduced setback for this particular use. Council is requested to accept the arrangement under PO2.

Performance outcomes	Acceptable outcomes	Applicant response
	AO2.4 Setback areas are provided with a 2 metre landscaped strip capable of deep planting, which is kept clear of service equipment and storage areas: (a) adjacent to the road frontage in all areas not required for pedestrian or vehicular access for the setback area nominated in AO2.1(b) above; (b) adjacent to the boundary with the other zone for the setback area nominated in AO2.3 above.	Performance outcome solution sought - PO2. A continuous 2 metre deep planting strip is not provided along the western boundary, and the reduced rear setback does not accommodate the full strip specified by AO2.4(b). The assessment therefore relies on PO2. The proposal retains existing vegetation, landscaping and grassed yard areas. The containers are behind the frontage buildings and do not alter the public streetscape or require removal of frontage landscaping. Their access doors face inward, with storage contained within the units. The existing landscape elements and modest built form provide a basis for maintaining visual amenity. Council is requested to accept the existing arrangement.
PO3 The site coverage of buildings ensures that there is sufficient space available to cater for services, landscaping and on-site parking.	AO3 Site coverage does not exceed 80%, unless otherwise specified in a Local plan.	Complies with PO3. The site has an area of approximately 2,020m². The six containers occupy a limited portion of the rear yard, with the balance of the layout retaining an internal driveway, parking areas, landscaping and open grassed space. The proposal does not add further containers or extend the existing roof footprint. Drawings C04 to C06 demonstrate that space remains available for access, services, landscaping and parking. PO3 is therefore considered to be achieved. The approximately

Performance outcomes	Acceptable outcomes	Applicant response
		83m ² storage GFA is not a whole of site coverage calculation.
For assessable development		
PO4 The establishment of uses is consistent with the outcomes sought for the Centre zone and protects the zone from the intrusion of inconsistent uses.	AO4 Inconsistent uses as identified in table 6.2.1.3.b are not established in the Centre zone.	Complies with AO4 and PO4. Warehouse is not listed as an inconsistent use in Table 6.2.1.3.b. The proposal also demonstrates consistency with the Centre Zone purpose through its particular scale, function and siting. Six self storage units provide a modest service for local businesses and residents within the established Mossman centre. The frontage buildings are retained and remain available for centre activities. The rear storage use shares the existing access and occupies a defined part of the property without displacing the principal street frontage. The proposal complements the mix of services within the centre. Its limited scale and enclosed storage format, together with appropriate amenity controls, support compatibility with adjoining development and the outcomes sought for the zone.
PO5 Development provides a range of convenient goods and services for the daily needs of discrete residential communities.	AO5 Development complies with the requirements specified in a local plan.	Complies with PO5. The proposal provides conveniently located storage space capable of meeting local household and business needs. The limited six

Performance outcomes	Acceptable outcomes	Applicant response
		unit scale is proportionate to the premises and complements Mossman's service centre role. The development is considered consistent with the relevant Mossman Local Plan outcomes for town centre character and function. Detailed Local Plan responses accompany the application and address the location specific requirements referenced by AO5.
PO6 Development does not lower the standard of amenity in terms of air, noise, odour, electrical interference and vibrations at any land use associated with the: (a) the Accommodation activity group, located outside the Centre zone; (b) the Sensitive land use activity group, located outside the Centre zone.	AO6 No acceptable outcomes are prescribed.	Complies with PO6, with appropriate operational conditions. The proposal comprises enclosed self storage and does not include manufacturing, processing or workshop activities. It does not propose equipment or processes typically associated with significant air emissions, odour, electrical interference or vibration. Visits are associated with depositing and retrieving goods. The residential interface to the west has been considered. Container doors face east towards the internal yard, directing access and loading activity inward. The six unit scale supports a modest level of activity. Noise associated with vehicle movements, loading and door operation can be managed through suitable operating hours and practices. Council is requested to secure these measures through reasonable conditions. On this basis, the use is considered capable of maintaining the

Performance outcomes	Acceptable outcomes	Applicant response
		amenity of accommodation and sensitive uses outside the Centre Zone and achieving PO6.
PO7 Reconfiguration of land results in (a) a practical layout for centre land use activities, generally consisting of regular rectangular-shaped lots. (b) lots no less than 600m ² in area.	AO7 No acceptable outcomes are prescribed.	Not applicable. The application is for a Material Change of Use for a Warehouse (Self Storage). No reconfiguration of land is proposed. The existing allotment boundaries and approximately 2,020m ² lot area are retained.

Table 6.2.1.3.b – Inconsistent uses within the Centre Zone

Inconsistent uses		
• Air services • Animal husbandry • Animal keeping • Aquaculture • Brothel • Cemetery • Crematorium • Cropping • Detention facility • Environment facility • Extractive industry • High impact industry • Intensive animal industry • Intensive horticulture	• Major electrical infrastructure • Major sport and entertainment facility • Marine industry, except where located within sub-precinct 1b Waterfront North in the Port Douglas / Craiglie Local Plan. • Medium impact industry • Motor sport facility • Outstation • Permanent plantation	• Relocatable home park • Renewable energy facility, being a wind farm • Resort complex • Retirement facility • Roadside stall • Rural industry • Rural workers accommodation • Special industry • Tourist park • Transport depot • Utility installation • 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.

9.3.12 Industry activities code

9.3.12.1 Application

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

Note – 'Industry activities' is a defined activity group listed in Table 1 SC1.1.1 in Schedule 1 that applies to uses in the various zones. When the term industry activities is used within this code it means any of the above uses to which this code is applicable.

Note—For a proposal to be self-assessable, it must meet all the self-assessable outcomes of this code and any other applicable code. Where it does not meet all self-assessable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcome that the proposal fails to meet needs to be assessed against the corresponding assessable acceptable outcome or performance outcome. Other self-assessable outcomes that are met are not assessed as part of the development application

9.3.12.2 Purpose

- (1) The purpose of the Industry activities code is to assess the suitability of development to which this code applies.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the scale, character and built form of development contributes to a high standard of amenity;
 - (b) the design incorporates facilities and features that contribute to a high standard environment for workers and customers;
 - (a) the development has access to development infrastructure, including utility installations and essential services.

9.3.12.3 Criteria for assessment

Table 9.3.12.3.a – Industry activities code –assessable development

Performance outcomes	Acceptable outcomes	Applicant response
PO1 The site coverage of buildings ensures that there is sufficient area for the provision of services and landscaping and caters for flood storage in areas affected by flooding.	AO1 The site coverage is not more than 80%.	Complies with AO1. The site coverage does not exceed 80%.
PO2 Setbacks: contribute to an attractive and consistent streetscape appearance; provide for visible employee and customer car parking; allow for landscape planting along street frontages; minimise unusable spaces between buildings / boundaries.	AO2 Buildings, display areas and storage areas are set back: 6 metres from the main road frontage; 3 metres from any secondary road frontage; where the site has a common boundary with land in an industry zone, the building is setback either: zero metres from the side or rear boundary; or not less than 3 metres from the side or rear boundary. where a site adjoins land other than an industry zone, the building is setback not less than 3 metres from the side or rear boundary.	Performance outcome solution sought under PO2. The containers are located at the western rear of the property, behind the established frontage development. The existing Front Street presentation, crossover, internal driveway and parking areas are retained. No secondary road frontage is involved. Drawing C06 identifies an approximately 0.884 metre rear setback, which does not meet the 3 metre setback prescribed for a non Industry Zone interface. The proposal therefore relies on PO2 for acceptance of the existing arrangement, including the proposed 1.94 metre southern side setback also below the acceptable outcome. The siting consolidates storage along the rear of the yard while retaining a usable central area for access, parking and customer activity. Further compliance discussion is included under the Zone Code.

Performance outcomes	Acceptable outcomes	Applicant response
PO3 The appearance of development provides a quality, legible appearance and workplace.	AO3.1 Pedestrian entrances to buildings are: easily identifiable from the street and directly accessible from the car parking areas; provided with sun and rain shelter a minimum of 900mm width immediately above the entryway. AO3.2 Ancillary office or sales space is orientated toward the street frontage and is provided with human scale elements (such as windows, doors, shading devices and variation of construction materials and colours). AO3.3 Customer car parking is located to the front or side of premises with clear and direct pedestrian access to the main customer building entry. AO3.4 Outdoor storage areas are not located forward of the building line. AO3.5 Illumination is provided within parking and pedestrian areas during night time hours of operation. AO3.6 Development provides clear and legible street numbering for the benefit of motorists. AO3.7 Gates to a road frontage are sliding or open inwardly into the site. AO3.8 Development on a site greater than 2,500m² incorporates on-site amenity areas for staff that: provide seating and tables; incorporates weather protection.	Complies. AO3.1: The six storage doors face the internal yard and are directly approachable from the site's access and parking areas. The common roof provides shelter over the doors. AO3.2: No ancillary office or sales area forms part of the storage proposal. The existing frontage buildings are retained. AO3.3: Existing parking is retained with access through the yard to the storage units. Clear customer access can be maintained by keeping the driveway and door approaches unobstructed. AO3.4: Storage is contained within the containers. No outdoor storage area forward of the building line is proposed. AO3.5: No illumination is proposed. AO3.6 and AO3.7: Legible street numbering is located at the site frontage. Access is not gated. AO3.8: Not applicable. The site is approximately 2,020m², below the 2,500m² threshold for a dedicated staff amenity area.

Performance outcomes	Acceptable outcomes	Applicant response
PO4 Landscaping is provided to: enhance the appearance and amenity of the development; contribute positively to the appearance of the streetscape.	AO4.1 At least 5% of the site is landscaped. AO4.2 A landscape strip not less than 2 metres is provided within the site along the road frontage. AO4.3 Landscaped areas adjoining parking and manoeuvring areas are protected from vehicular encroachment by a 150mm high vertical concrete kerb or similar obstruction. AO4.4 Planting is to consist of a combination of hardy tropical tree and spreading ground cover species in accordance with Planning scheme policy SC6.7 - Landscaping that will complement the scale of proposed development, without interfering with casual surveillance and sightlines. AO4.5 Hardy tropical shrubs are provided in accordance with Planning scheme policy SC6.7 - Landscaping to screen bin storage and service areas. AO4.6 Fencing along street frontages is more than 50% transparent.	Performance outcome solution sought under PO4. Existing vegetation and grassed yard areas are retained. The rear storage use does not require removal of frontage landscaping or changes to the public streetscape. No new landscaping is proposed.
PO5 Development adequately takes into account the functional requirements of infrastructure needs and service of the use.	AO5 Design takes into account the potential need to provide: space and access for trade waste connections to the sewer network; waste and recyclable material storage areas; storage tanks; fire fighting booster pumps; electrical infrastructure; car parking, manoeuvring areas including loading facilities.	Complies with PO5. The development does not rely on an infrastructure services except vehicle access, which is existing.

Performance outcomes	Acceptable outcomes	Applicant response
PO6 The transport of goods and materials to and from sites does not adversely affect the movement of traffic on roads adjacent to the site.	AO6.1 All vehicles are contained within the site when loading and unloading. AO6.2 Manoeuvring area is provided on site to allow a Medium rigid vehicle to enter and exit the site in a forward gear. AO6.3 Site access is limited to one access point to each frontage. AO6.4 Where a site has a frontage greater than 40 metres, two access points to the street frontage can be provided they are separated by a distance of not less than 10 metres.	Complies with PO6. Loading and unloading for the storage use is to occur wholly within the property, using the internal yard adjacent to the units. The frontage road and footpath are not to be used for loading, storage or vehicle queuing. The plans retain a central yard and internal driveway, which vehicles can access to manoeuvre and leave in forward gear.

9.4 Other development codes

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	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	Complies with PO1 on a performance basis. No changes are proposed to the existing approved parking and access arrangements. The car parking illustrated on the plans represents the parking associated with the existing approved development and is retained for that purpose.

Performance outcomes	Acceptable outcomes	Applicant Response
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.	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.	The proposed Warehouse comprises six self storage units. Customers will drive to their unit, briefly deposit or collect items, turn within the site and leave in forward gear. Traffic generation and concurrent attendance are expected to be low. These short visits create a different demand profile from a warehouse with a substantial workforce, sales area or regular freight movements. The internal yard provides space for this activity without allocating the existing approved parking exclusively to storage customers. Loading must occur clear of parking spaces and circulation routes so the existing development continues to function. AO1.1: Council is requested to accept the retained parking and customer loading arrangement under PO1, having regard to the limited scale, brief visits and retention of the existing buildings and their approved parking. This response does not claim a verified whole site parking surplus against Table 9.4.1.3.b. AO1.2: Existing parking spaces will remain available for parking and will not be used for external storage, product display or separate rental. AO1.3 and AO1.4: No substitution of ordinary spaces for motorcycle or recreational vehicle parking is proposed.
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;	Complies with PO2 through retention of the existing approved arrangement. The proposal does not alter the existing parking layout, dimensions or construction. The spaces shown on the plans represent the existing

Performance outcomes	Acceptable outcomes	Applicant Response
	(c) AS2890.6.	approved development. The storage use relies on brief attendance at the units and retains the existing parking and circulation areas. Council is requested to accept the retained arrangement for this limited use. The application does not represent a new certification of the existing facilities against AS2890.1, AS2890.3 or AS2890.6. Any localised works required by condition can be designed to the relevant standards.
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	Complies with PO3 on a performance basis. The existing approved Front Street crossover and internal driveway are retained. No additional access point, widening, regrading or works within the road reserve are proposed. AO3.1: The site continues to use one crossover. The low anticipated traffic generation and forward gear departure of storage customers support continued use of this arrangement. AO3.2: The proposal does not introduce a new conflict with road reserve utilities or change the frontage footpath interface. Existing sightlines must remain clear. The retained crossover is relied upon without asserting a new measured assessment of sight distances. AO3.3 and AO3.4: Existing driveway levels, drainage and surface materials remain unchanged. No new driveway gradients, transitions or surfacing are proposed. Customers will use the internal yard to

Performance outcomes	Acceptable outcomes	Applicant Response
	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 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; (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.	approach their unit and turn before departure. The limited scale and retained access minimise additional effects on Front Street, on street parking and pedestrian movement. Any specific access requirements arising from State assessment will be addressed through that process.
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.	Existing approved parking retained. No changes are proposed to the existing parking arrangement. The proposal does not identify a new or altered accessible parking bay. The drive up storage arrangement allows customers to stop close to their unit, but this does not replace any applicable accessible parking requirement.
PO5	AO5	Existing approved parking retained.

Performance outcomes	Acceptable outcomes	Applicant Response
Access for people with disabilities is provided to the building from the parking area and from the street.	Access for people with disabilities is provided in accordance with the relevant Australian Standard.	No changes are proposed to the existing parking arrangement. The proposal does not identify a new or altered accessible parking bay.
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.	Performance outcome solution sought under PO6. No additional bicycle parking is proposed. The six unit storage use is expected to generate limited bicycle demand because most visits involve transporting stored items by vehicle. No new office or sales component is proposed as part of the use. Council is requested to accept the existing arrangement having regard to this demand profile and the small scale of the use.
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.	Performance outcome solution sought under PO7. No new employee bicycle parking or end of trip facilities form part of the storage proposal. The low intensity storage function and brief customer visits are not expected to create substantial additional demand for these facilities.
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	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;	Complies with PO8 on a performance basis. The existing Front Street pedestrian connection and site access remain unchanged. The proposal does not remove or obstruct an

Performance outcomes	Acceptable outcomes	Applicant Response
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.	(b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	existing frontage walking or cycling route and does not require a new public route through the rear storage area. Customers approaching on foot or by bicycle can use the existing site access. The expected low vehicle activity, retention of clear circulation areas and management of loading at the units support safe shared movement within the site. Stored goods must remain within the containers and must not obstruct these routes.
PO9 Access, internal circulation and on-site parking for service vehicles are designed and constructed: (a) in accordance with relevant standards; (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.	AO9.1 Access driveways, vehicle manoeuvring and on-site parking for service vehicles are designed and constructed in accordance with AS2890.1 and 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.	Complies with PO9. Storage customers will drive to their unit, deposit or collect items, turn within the yard and leave in forward gear. Loading and unloading will occur wholly within the property. No change to the approved crossover, driveway or parking layout is proposed. Customers loading at the units will not occupy existing parking spaces and obstruct the access route. Vehicles and goods will not obstruct pedestrian movement, other customers or activities associated with the existing approved development. Loading or queuing on Front Street or across the footpath is not proposed. Low anticipated attendance and short loading periods support the practical operation of this arrangement. Any larger delivery can be coordinated to avoid competing movements and must not rely on reversing onto Front Street.
PO10 Sufficient queuing and set down areas are	AO10.1 Development provides adequate area on-site for	Not applicable.

Performance outcomes	Acceptable outcomes	Applicant Response
provided to accommodate the demand generated by the development.	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.	The proposal does not include a drive through sales facility or a passenger drop off service. Customers attend individual storage units for short periods to deposit or retrieve goods, and traffic generation is expected to be low. The internal yard accommodates attendance at the units and turning for forward gear departure. No dedicated queuing lane or change to the existing approved parking arrangement is proposed. Any simultaneous attendance is to be managed within the site while keeping parking, circulation and pedestrian routes clear.

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
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.	Not applicable. No new external lighting or floodlighting is proposed. Existing parking and access remain unchanged.

Performance outcomes	Acceptable outcomes	Applicant response
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 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: car parking is located away from adjacent sensitive land uses; car parking is enclosed within a building; 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; buffered with dense landscaping. Editor's note - The Environmental Protection (Noise) Policy 2008, Schedule 1 provides guidance on acoustic quality objectives to ensure environmental harm (including nuisance) is avoided.	Complies with AO2.1. The six containers are used for enclosed self storage. The proposal does not include manufacturing, workshop activities or other noise intensive processes. Customers will drive to their unit, deposit or collect items and depart in forward gear. Traffic generation and concurrent attendance are expected to be low. The doors face east into the yard, directing customer activity away from the western residential boundary. The existing parking layout is retained. Council is requested to accept the use with reasonable conditions addressing hours, loading practices and avoidance of nuisance.

Performance outcomes	Acceptable outcomes	Applicant response
PO3 Potential airborne particles and emissions generated from the development are avoided through design, location and operation of the activity. Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code.	AO3.1 Development does not involve activities that will result in airborne particles or emissions being generated; or AO3.2 The design, layout and operation of the development activity ensures that no airborne particles or emissions cause environmental harm or nuisance. 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.	Complies with AO3.1. The enclosed storage use does not involve spray painting, abrasive blasting, manufacturing, vehicle washing or similar emission generating activities. No new extraction or refrigeration plant is proposed. The specific process emission controls are therefore not relevant to the proposal.
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 environmental harm or nuisance with respect to surrounding land uses.	Complies with AO4.1. The units are not to be used for storing putrescible or other materials in a manner that creates odour nuisance. On this basis, the storage use does not require a dedicated odour treatment system.

Performance outcomes	Acceptable outcomes	Applicant response
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: the location of the waste and recyclable material storage areas in relation to the noise and odour generated; the number of receptacles provided in relation to the collection, maintenance and use of the receptacles; the durability of the receptacles, sheltering and potential impacts of local climatic conditions; 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 PO5. The development does not generate waste. Unwanted stored goods and packaging are to be removed by customers.
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. The proposed Warehouse (Self Storage) is not a sensitive land use. The application does not establish accommodation or another sensitive activity within the containers. Protection of existing sensitive uses on adjoining land is addressed under the lighting, noise, air and odour provisions above.

Performance outcomes	Acceptable outcomes	Applicant response
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: the amount and type of pollutants borne from the activity; maintaining natural stream flows; the amount and type of site disturbance; 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. 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.	Complies with PO7. The application regularises existing containers and their common roof. No additional roof area, new hardstand, earthworks or changes to the parking and access arrangement are proposed. Construction phase erosion controls are therefore not triggered by proposed ground disturbing works. AO7.1 and AO7.2: Roof rain water falls to the ground and naturally infiltrates. Any runoff collects along the northern boundary and discharges to Front Street via the driveway. AO7.3: No soil or water control measures are required.

Performance outcomes	Acceptable outcomes	Applicant response
Pest plants (for material change of use on vacant land over 1,000m²) 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.	Not applicable to the specified trigger. This section applies to a material change of use on vacant land over 1,000m². The approximately 2,020m² site is already developed with buildings, access, parking and the storage containers, and is not vacant land. No new clearing or earthworks is proposed. Routine maintenance of the retained yard and vegetation will continue, including removal of pest plants where identified.

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
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: are installed via trenchless methods; or where footpath infrastructure is removed to install infrastructure, the new section of footpath is installed to the standard detailed in the Planning scheme policy SC5 – FNQROC Regional Development Manual, and is not less than a 1.2 metre section. AO1.4 Where existing footpaths are damaged as a result of development, footpaths are reinstated ensuring: similar surface finishes are used; there is no change in level at joins of new and existing sections; 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	Not applicable to the proposed works. The existing approved Front Street crossover, driveway and parking arrangement are retained. No new crossover, footpath works, road reserve structures or utility crossings are proposed. The proposal does not disturb the existing frontage infrastructure or pedestrian connection.

Performance outcomes	Acceptable outcomes	Applicant response
	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.	
PO2 Development is designed to ensure it is accessible for people of all abilities and accessibility features do not impact on the efficient and safe use of footpaths. Note – Accessibility features are those features required to ensure access to premises is provided for people of all abilities and include ramps and lifts.	AO2.1 Accessibility structures are not located within the road reserve. AO2.2 Accessibility structures are designed in accordance with AS1428.3. AO2.3 When retrofitting accessibility features in existing buildings, all structures and changes in grade are contained within the boundaries of the lot and not within the road reserve.	Complies with PO2. No new accessibility structures or works in the road reserve are proposed.
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 occupation of the house and sited to be visually unobtrusive.	Complies with AO3.1. The proposal comprises enclosed self storage within an existing developed urban property. It introduces no process water use or new amenities and is expected to create minimal additional general water demand. Existing premises services are to be retained.
PO4 Provision is made for the treatment and disposal of effluent to ensure that there	AO4.1 The site is connected to Council's sewerage system and the extension of or connection to the sewerage system is	Complies with AO3.1. The containers are used only for storage and contain no

Performance outcomes	Acceptable outcomes	Applicant response
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.	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).	proposed toilets, kitchens, washdown facilities or industrial processes generating effluent. Existing lawful wastewater arrangements for the developed premises remain unchanged.
PO5 Development is planned, designed, constructed and operated to avoid or minimise adverse impacts on stormwater quality in natural and developed catchments by: achieving stormwater quality objectives; protecting water environmental values; maintaining waterway hydrology.	AO5.1 A connection is provided from the premises to Council's drainage system; or AO5.2 An underground drainage system is constructed to convey stormwater from the premises to Council's drainage system in accordance with the Design Guidelines set out in Sections D4 and D5 of the Planning scheme policy SC5 – FNQROC Regional Development Manual. AO5.3 A stormwater quality management plan is prepared, and provides for achievable stormwater quality treatment measures meeting design objectives listed in Table 9.4.5.3.b and Table 9.4.5.3.c, reflecting land use constraints, such as: erosive, dispersive and/or saline soil types; landscape features (including landform); acid sulfate soil and management of nutrients of concern; rainfall erosivity. AO5.4 Erosion and sediment control practices are designed, installed, constructed, monitored, maintained, and carried	Complies with PO5. The application regularises existing containers and their common roof. No additional containers, roof extension, new hardstand or changes to approved parking and access are proposed. The limited scope reduces the need for construction phase controls, but the existing roof runoff and site drainage remain relevant. AO5.1 and AO5.2: Roof rain water falls to the ground and naturally infiltrates. Any runoff collects along the northern boundary and discharges to Front Street via the driveway. AO5.3 to AO5.5: No stormwater quality modelling or management plan demonstrating the numerical treatment and flow objectives accompanies this response. Council is requested to accept a proportionate solution based on enclosed storage, retention of the open yard, keeping drainage paths clear and preventing waste or stored goods from contaminating runoff.

Performance outcomes	Acceptable outcomes	Applicant response
	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.	
PO6 Development involving non-tidal artificial waterways is planned, designed, constructed and operated to: protect water environmental values; be compatible with the land use constraints for the site for protecting water environmental values; be compatible with existing tidal and non-tidal waterways; perform a function in addition to stormwater management; achieve water quality objectives.	AO6.1 Development involving non-tidal artificial waterways ensures: environmental values in downstream waterways are protected; any ground water recharge areas are not affected; the location of the waterway incorporates low lying areas of the catchment connected to an existing waterway; existing areas of ponded water are included. AO6.2 Non-tidal artificial waterways are located: outside natural wetlands and any associated buffer areas; to minimise disturbing soils or sediments; 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,	Not applicable. The proposal does not construct, alter or operate a non-tidal artificial waterway. No lake, ornamental waterbody, harvesting pond or similar feature forms part of the storage use.

Performance outcomes	Acceptable outcomes	Applicant response
	pumping system or similar ensures: there is sufficient flushing or a tidal range of >0.3 m; or any tidal flow alteration does not adversely impact on the tidal waterway; or 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: amenity (including aesthetics), landscaping or recreation; or flood management, in accordance with a drainage catchment management plan; or stormwater harvesting plan as part of an integrated water cycle management plan; or 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 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.	
PO7 Discharge of wastewater to waterways, or off site: meets best practice environmental management;	AO7.1 A wastewater management plan is prepared and addresses: wastewater type; climatic conditions;	Not applicable to the proposed storage activity. No process wastewater, dewatering or wastewater discharge to a waterway or land is proposed. The containers provide enclosed storage only. Existing lawful sanitary

Performance outcomes	Acceptable outcomes	Applicant response
is treated to: meet water quality objectives for its receiving waters; avoid adverse impact on ecosystem health or waterway health; maintain ecological processes, riparian vegetation and waterway integrity; offset impacts on high ecological value waters.	water quality objectives; best practice environmental management. AO7.2 The waste water management plan is managed in accordance with a waste management hierarchy that: avoids wastewater discharge to waterways; or 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. 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: avoids lowering ground water levels where potential or actual acid sulfate soils are present; manages wastewater so that: the pH of any wastewater discharges is maintained between 6.5 and 8.5 to avoid mobilisation of acid, iron, aluminium and other metals; 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; precipitated iron floc is contained and disposed of; 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.	wastewater arrangements are retained. Roof runoff is addressed under PO5 and is not relied upon as a wastewater discharge.
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	Complies with PO8 through retained premises services. The storage proposal does not include power intensive equipment or industrial processes. Existing electricity services to the developed premises are to be retained. No

Performance outcomes	Acceptable outcomes	Applicant response
	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.	electricity network extension is proposed as part of the application.
PO9 Development incorporating pad-mount electricity infrastructure does not cause an adverse impact on amenity.	AO9.1 Pad-mount electricity infrastructure is: not located in land for open space or sport and recreation purposes; screened from view by landscaping or fencing; 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.	Not applicable. No new pad-mount transformer or similar electricity infrastructure is proposed. The storage use does not alter the street frontage to accommodate electrical plant.
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.	Complies with PO10 through use of existing premises servicing. No separate telecommunications installation is proposed for the individual containers.
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.	Not applicable. The application does not create new lots, roads or service corridors and involves no new trenching works.
PO12 The road to the frontage of the premises is constructed to provide for the safe and efficient movement of: pedestrians and cyclists to and from the	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	Complies with PO12. The proposal retains the existing road frontage and approved access and parking arrangement. No new road construction or access alteration is proposed.

Performance outcomes	Acceptable outcomes	Applicant response
site; pedestrians and cyclists adjacent to the site; vehicles on the road adjacent to the site; vehicles to and from the site; emergency vehicles.	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.	
PO13 Infrastructure is integrated with, and efficiently extends, existing networks.	AO13 Development is designed to allow for efficient connection to existing infrastructure networks.	Complies with PO13. The six unit storage use is located within an existing developed property and relies on retained premises services. No new lots or independent infrastructure networks are proposed.
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.	Complies with AO14.1. No alteration or relocation of public utility mains, services or installations is proposed. The use does not include new excavation or frontage works.
PO15 Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	AO15 Works include, at a minimum: installation of protective fencing around retained vegetation during construction; erection of advisory signage; no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation; removal from the site of all declared noxious weeds.	Not applicable. The containers and common roof already exist. No new clearing, excavation or construction works are proposed, and existing vegetation and yard areas are retained.

Performance outcomes	Acceptable outcomes	Applicant response
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.	Not applicable. No new construction, utility installation or road works are proposed. Existing infrastructure is retained. Any rectification works required by conditions must protect existing assets and comply with the relevant asset owner's requirements. Damage caused by such works is to be repaired to the required standard.
PO17 Development provides infrastructure to facilitate the roll out of high speed telecommunications infrastructure.	AO17 No acceptable outcomes are prescribed.	Not applicable. The proposal regularises six existing storage units and creates no new allotments, streets or buildings requiring a coordinated telecommunications rollout.
PO18 Where relevant, the development is capable of providing for the storage, collection treatment and disposal of trade waste such that: - off-site releases of contaminants do not occur; - the health and safety of people and the environment are protected; - the performance of the wastewater system is not put at risk.	AO18 No acceptable outcomes are prescribed.	Not applicable. Enclosed self storage does not involve manufacturing, processing, commercial food preparation or washdown activities generating trade waste. No trade waste discharge or treatment facility is proposed.
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.	Not applicable. The proposal is on an existing allotment and does not create a common private title street or access network serving separately titled properties.

Performance outcomes	Acceptable outcomes	Applicant response
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.	Not applicable. No new hydrants are proposed or required.

Table 9.4.5.3.b – Stormwater management design objectives (Construction phase).

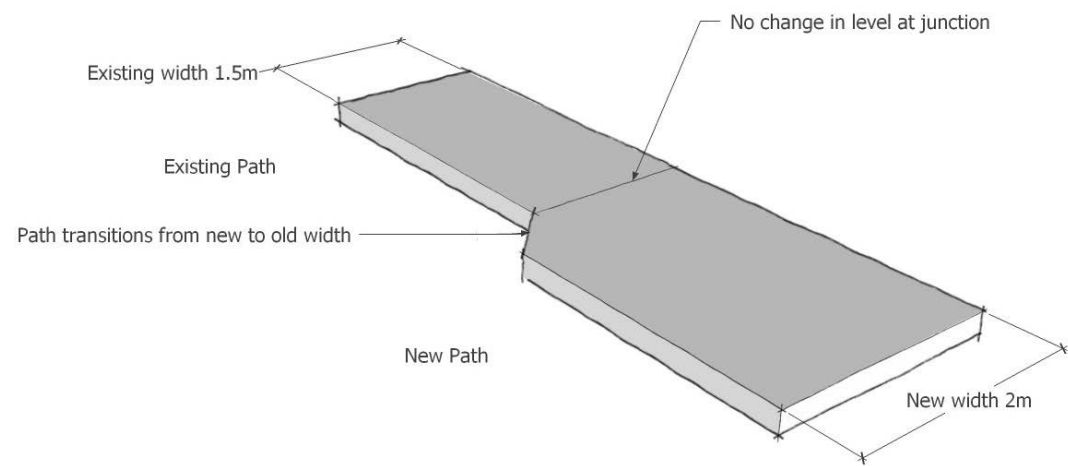
Issue	Design objectives
Drainage control (Temporary drainage works)	(a) Design life and design storm for temporary drainage works: (i) Disturbed open area for <12 months – 1 in 2 year ARI event; (ii) Disturbed open area for 12-24 months – 1 in 5 year ARI event; (iii) Disturbed open area for >24 months – 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 (%)

Total suspended solids (TSS)	Total phosphorus (TP)	Total nitrogen (TN)	Gross pollutants >5mm	Application
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



Attachment 4

SDAP Code Compliance

State code 1 assessment for 29 Front Street Mossman

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 PO1 The application seeks to regularise six existing self storage containers at the western rear of 29 Front Street. The containers and common roof are within the site, separated from the road frontage by the existing development and internal yard. Routine maintenance can occur from within the property without occupying the state controlled road.
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 No additional containers, extension of the existing storage footprint or works within Front Street are proposed. Continued use of the existing rear structures does not require interference with the road pavement or transport infrastructure. Any remedial works required for approval are to protect the road and associated infrastructure.
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 storage structures are located at the rear of the property and do not encroach into the road reserve or obstruct road transport infrastructure. Access is retained through the existing crossover and internal driveway. Loading and unloading are accommodated on site.

Performance outcomes	Acceptable outcomes	Response
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.	Complies with PO4 No advertising device forms part of the proposal assessed. Any subsequent signage visible from Front Street must be assessed separately where required and must avoid obstruction of sight lines, glare or driver distraction.
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 AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.	Complies with PO5 The existing containers are positioned at the rear of the site, behind the frontage development. No new illuminated facade or external lighting scheme is proposed. These requirements can be secured by conditions.
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 The proposal does not include a bridge over a state controlled road.
Landscaping		

Performance outcomes	Acceptable outcomes	Response
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 PO7 Existing landscaping is to be retained and maintained from within the property. The development maintains clear crossover sight lines and pedestrian visibility areas. No landscaping within the state controlled road is proposed.
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 Rain water sheets off the rear of the roof and falls to the ground naturally infiltrating. Surface water collects along the northern boundary and discharges to the road via the driveway.
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 Rain water sheets off the rear of the roof and falls to the ground naturally infiltrating. Surface water collects along the northern boundary and discharges to the road via the driveway.
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 Rain water sheets off the rear of the roof and falls to the ground naturally infiltrating. Surface water collects along the northern boundary and discharges to the road via the driveway.
PO11 Development ensures that stormwater is lawfully discharged.	AO11.1 Development does not create any new points of discharge to a state-controlled road .	Complies with AO11.1-AO11.4 Rain water sheets off the rear of the roof and falls to the ground naturally infiltrating. Surface water collects along

Performance outcomes	Acceptable outcomes	Response
	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.	the northern boundary and discharges to the road via the driveway.
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 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	Complies with PO12 The development was established in 2022 and modest in size. There is no evidence to suggest that the development results in worsening flooding impacts.

Performance outcomes	Acceptable outcomes	Response
	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 .	Not applicable
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.	Not applicable

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.	Not applicable The development utilises the existing crossover and access.
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.	Not applicable The development utilises the existing crossover and access.
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.	Not applicable The development utilises the existing crossover and access.

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Performance outcomes	Acceptable outcomes	Response
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.	Not applicable The development utilises the existing crossover and access.
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.	Not applicable The development utilises the existing crossover and access.
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.	Not applicable The development utilises the existing crossover and access.
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 to PO24, subject to safe access operation The existing Front Street crossover is retained. No alteration or relocation of public passenger transport facilities, footpaths or cycle infrastructure is proposed. The rear Warehouse does not require closure or diversion of access to these facilities. Vehicles using the crossover must give way to pedestrians and maintain clear sight lines. Parking, loading and unloading are to occur within the site without obstructing the footpath, road or public transport operations. Any subsequent access or drainage works must protect the condition and structural integrity of frontage infrastructure.
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 The small storage component is served through the existing access and internal driveway. Its operation retains clear access, provides on site loading and unloading, and accommodate vehicle turning without unsafe movements on Front Street.
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	Complies with PO26 Six self storage units of approximately 83 square metres in total are expected to generate intermittent customer visits rather than continuous retail activity. On that basis, material effects on network operation are not anticipated.
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.	Complies with PO27 The identified access is via Front Street. No alternative legal connection to the local road network is identified in the available site information. The proposal uses the established crossover and does not create an additional direct access to the state controlled road.
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.	Not applicable
PO29 Development does not impede delivery of planned upgrades of state-controlled roads .	No acceptable outcome is prescribed.	Complies with PO29 The containers are at the western rear of the site and no extension towards Front Street is proposed. No planned road upgrade affecting the property has been identified

Performance outcomes	Acceptable outcomes	Response
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor .	No acceptable outcome is prescribed.	Complies with PO30 The retained storage structures are within the property and no new works or infrastructure are proposed within the Front Street road corridor. The proposal therefore does not physically occupy land required for improvements wholly within that corridor.

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.	Not applicable
PO32 Development does not adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Not applicable
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road .	No acceptable outcome is prescribed.	Not applicable
PO34 Development does not cause ground water disturbance in a state-controlled road .	No acceptable outcome is prescribed.	Not applicable
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.	Not applicable
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.	Not applicable

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: 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	Not applicable The application seeks a material change of use for a warehouse. No reconfiguration creating residential lots is proposed.

Performance outcomes	Acceptable outcomes	Response
	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: 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.	Not applicable The application seeks a material change of use for a warehouse. No reconfiguration creating residential lots is proposed.
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	Not applicable The proposal is for self storage and does not include an accommodation activity, habitable rooms or residential private open space.

Performance outcomes	Acceptable outcomes	Response
	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 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;	Not applicable The proposal is for self storage and does not include an accommodation activity, habitable rooms or residential private open space.

Performance outcomes	Acceptable outcomes	Response
	b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; 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 The proposal is for self storage and does not include an accommodation activity, habitable rooms or residential private open space.
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 The proposal is for self storage and does not include an accommodation activity, habitable rooms or residential private open space.
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.	
Material change of use (other uses)		

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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 The proposal is a warehouse and does not include a childcare centre, educational establishment or hospital. The specified noise sensitive spaces are not proposed.
PO45 Development involving a childcare centre or educational establishment : 1. provides a noise barrier or earth mound that is designed, sited and constructed: 2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2);	No acceptable outcome is provided.	Not applicable The proposal is a warehouse and does not include a childcare centre, educational establishment or hospital. The specified noise sensitive spaces are not proposed.

Performance outcomes	Acceptable outcomes	Response
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 The proposal is a warehouse and does not include a childcare centre, educational establishment or hospital. The specified noise sensitive spaces are not proposed.
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) due to noise from a state-controlled road are provided with: 1. a continuous solid gap-free structure or balustrade (excluding gaps required for	No acceptable outcome is provided.	Not applicable The proposal is a warehouse and does not include a childcare centre, educational establishment or hospital. The specified noise sensitive spaces are not proposed.

Performance outcomes	Acceptable outcomes	Response
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 The proposal is a warehouse and does not include a childcare centre, educational establishment or hospital. The specified noise sensitive spaces are not proposed.
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 No residential private open space, outdoor education area or outdoor play area forms part of the warehouse proposal.

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 $0.1\text{m/s}^{1.75}$. 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 $0.4\text{m/s}^{1.75}$.	Not applicable The development does not include a hospital or patient care area.
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. 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.	Not applicable
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 .	No Not applicable

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Performance outcomes	Acceptable outcomes	Response
	AND AO56.2 Development does not concentrate flows to a future state-controlled road. AND 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.	