

Change application form

Planning Act Form 5 (version 1.2 effective 7 February 2020) made under Section 282 of the Planning Act 2016.

This form is to be used for a change application made under section 78 of the *Planning Act 2016*. It is important when making a change application to be aware of whether the application is for a minor change that will be assessed under section 81 of the *Planning Act 2016* or for an other change that will be assessed under section 82 of the *Planning Act 2016*.

An applicant must complete all parts of this form, and provide any supporting information that the form identifies as being required to accompany the change application, unless stated otherwise. Additional pages may be attached if there is insufficient space on the form to complete any part.

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)	Mark & Catherine Atkinson
Contact name (only applicable for companies)	Patrick Clifton, GMA Certification
Postal address (P.O. Box or street address)	PO Box 831
Suburb	Port Douglas
State	QLD
Postcode	Australia
Country	4877
Email address (non-mandatory)	Patrick.C@gmacert.com.au
Mobile number (non-mandatory)	0438 755 374
Applicant's reference number(s) (if applicable)	20203254

2) Owner's consent - Is written consent of the owner required for this change application?	
Note: Section 79(1A) of the <i>Planning Act 2016</i> states the requirements in relation to owner's consent.	
<input checked="" type="checkbox"/> Yes – the written consent of the owner(s) is attached to this change application	
<input type="checkbox"/> No	

PART 2 – LOCATION DETAILS

3) Location of the premises (complete 3.1) or 3.2), and 3.3) as applicable)				
3.1) Street address and lot on plan				
<input checked="" type="checkbox"/> Street address AND lot on plan (all lots must be listed), or				
<input type="checkbox"/> 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
		14	Triton Crescent	Port Douglas
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	0	BUP70647	Douglas Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	2	14	Triton Crescent	Port Douglas
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	2	BUP70647	Douglas Shire Council



**Queensland
Government**

3.2) Coordinates of premises (appropriate for development in remote areas, over part of a lot or in water not adjoining or adjacent to land e.g. channel dredging in Moreton Bay)

Note: Place each set of coordinates in a separate row.

☐ Coordinates of premises by longitude and latitude

Longitude(s)	Latitude(s)	Datum	Local Government Area(s) (if applicable)
		<input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other:	

☐ Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) (if applicable)
		<input type="checkbox"/> 54 <input type="checkbox"/> 55 <input type="checkbox"/> 56	<input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other:	

3.3) Additional premises

- ☐ Additional premises are relevant to the original development approval and the details of these premises have been attached in a schedule to this application
- ☒ Not required

PART 3 – RESPONSIBLE ENTITY DETAILS

4) Identify the responsible entity that will be assessing this change application

Note: see section 78(3) of the Planning Act 2016

Douglas Shire Council

PART 4 – CHANGE DETAILS

5) Provide details of the existing development approval subject to this change application

Approval type	Reference number	Date issued	Assessment manager/approval entity
<input checked="" type="checkbox"/> Development permit <input type="checkbox"/> Preliminary approval	TPC 658	TBC	Douglas Shire Council
<input type="checkbox"/> Development permit <input type="checkbox"/> Preliminary approval			

6) Type of change proposed

6.1) Provide a brief description of the changes proposed to the development approval (e.g. changing a development approval for a five unit apartment building to provide for a six unit apartment building):

Inclusion of a car port to Unit 2.

6.2) What type of change does this application propose?

- ☒ Minor change application – proceed to Part 5
- ☐ Other change application – proceed to Part 6

PART 5 – MINOR CHANGE APPLICATION REQUIREMENTS

7) Are there any affected entities for this change application		
<input type="checkbox"/> No – proceed to Part 7 <input type="checkbox"/> Yes – list all affected entities below and proceed to Part 7 Note: section 80(1) of the Planning Act 2016 states that the person making the change application must give notice of the proposal and the details of the change to each affected entity as identified in section 80(2) of the Planning Act 2016.		
Affected entity	Pre-request response provided? (where a pre-request response notice for the application has been given, a copy of the notice must accompany this change application)	Date notice given (where no pre-request response provided)
	<input type="checkbox"/> No <input type="checkbox"/> Yes – pre-request response is attached to this change application	
	<input type="checkbox"/> No <input type="checkbox"/> Yes – pre-request response is attached to this change application	
	<input type="checkbox"/> No <input type="checkbox"/> Yes – pre-request response is attached to this change application	

PART 6 – OTHER CHANGE APPLICATION REQUIREMENTS

Note: To complete this part it will be necessary for you to complete parts of DA Form 1 – Development application details and in some instances parts of DA Form 2 – Building work details, as mentioned below. These forms are available at <https://planning.dsdmip.qld.gov.au>.

8) Location details - Are there any additional premises included in this change application that were not part of the original development approval?
<input type="checkbox"/> No <input type="checkbox"/> Yes

9) Development details
9.1) Is there any change to the type of development, approval type, or level of assessment in this change application? <input type="checkbox"/> No <input type="checkbox"/> Yes – the completed Sections 1 and 2 of Part 3 (Development details) of DA Form 1 – Development application details as these sections relate to the new or changed aspects of development are provided with this application.
9.2) Does the change application involve building work? <input type="checkbox"/> No <input type="checkbox"/> Yes – the completed Part 5 (Building work details) of DA Form 2 – Building work details as it relates to the change application is provided with this application.

10) Referral details – Does the change application require referral for any referral requirements?
Note: The application must be referred to each referral agency triggered by the change application as if the change application was the original development application including the proposed change. <input type="checkbox"/> No <input type="checkbox"/> Yes – the completed Part 5 (Referral details) of DA Form 1 – Development application details as it relates to the change application is provided with this application. Where referral is required for matters relating to building work the Referral checklist for building work is also completed.

11) Information request under Part 3 of the DA Rules
<input type="checkbox"/> I agree to receive an information request if determined necessary for this change application <input type="checkbox"/> I do not agree to accept an information request for this change application Note: By not agreeing to accept an information request I, the applicant, acknowledge:

- that this change application will be assessed and decided based on the information provided when making this change application and the assessment manager and any referral agencies relevant to the change application are not obligated under the DA Rules to accept any additional information provided by the applicant for the change application unless agreed to by the relevant parties
 - Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.
- Further advice about information requests is contained in the [DA Forms Guide: Forms 1 and 2](#).

12) Further details

- ☒ Part 7 of *DA Form 1 – Development application details* is completed as if the change application was a development application and is provided with this application.- **There are no applicable further details or legislative requirements.**

PART 7 – CHECKLIST AND APPLICANT DECLARATION

13) Change application checklist

I have identified the:

- responsible entity in 4); and
- for a minor change, any affected entities; and
- for an other change all relevant referral requirement(s) in 10)

☒ Yes

Note: See the *Planning Regulation 2017* for referral requirements

For an other change application, the relevant sections of [DA Form 1 – Development application details](#) have been completed and is attached to this application

☐ Yes

☒ Not applicable

For an other change application, where building work is associated with the change application, the relevant sections of [DA Form 2 – Building work details](#) have been completed and is attached to this application

☐ Yes

☒ Not applicable

Supporting information addressing any applicable assessment benchmarks is attached to this application

Note: This includes any templates provided under 23.6 and 23.7 of *DA Form 1 – Development application details* that are relevant as a result of the change application, a planning report and any technical reports required by the relevant categorising instrument(s) (e.g. the local government planning scheme, 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 relevant aspects of this change application. For further information, see [DA Forms Guide: Relevant plans](#).

☒ Yes

14) Applicant declaration

- ☒ By making this change application, I declare that all information in this change 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 responsible entity and any relevant affected entity or referral agency for the change 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 responsible entity and/or chosen assessment manager, any relevant affected entity or referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the change application.

All information relating to this change 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 8 – FOR COMPLETION OF THE ASSESSMENT MANAGER – FOR OFFICE USE ONLY

Date received: Reference number(s):

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			



GMA Certification
Group

*Leader's in
Building Certification Services*



PLANNING STATEMENT

For: Mark & Catherine Atkinson
Development: Minor Change – Car Port associated with
Dual Occupancy
At: 14 Triton Crescent, Port Douglas (Lot 0 & 2
BUP70647
Prepared by: GMA Certification Group
File Ref: 20203254
Revision: A

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1.0 Introduction

This report has been prepared on behalf of Mark & Catherine Atkinson in support of a Development Application to Douglas Shire Council for approval of a minor change to an existing approved development to provide for the construction of a car port associated with an existing dual occupancy on land located at 14 Triton Crescent, Port Douglas, and described as Lots 0 - 2 on BUP70647.

The overall application site comprises three allotments, Lot 0-2 on BUP70647, located at 14 Triton Crescent, Port Douglas. The overall site contains an area of 904m² and has frontage to Triton Crescent of approximately 20 metres. It is currently improved by a dual occupancy development contained in a single building located centrally on the site with the access driveway located adjacent the eastern boundary

It is proposed to erect a car port on the site and adjacent unit 2, which is located to the rear of the property. The car port would extend the full frontage of unit 2 to the driveway to the east and would be setback 1.3 metres to the side boundary. The car port would be 12.5 metres long and 5 metres wide and with a maximum height of 3.138 metres. It would be an open sided structure of steel construction.

The application is considered to be a minor change to the existing development approval granted. It would not result in a substantially different development and would not result in the inclusion of prohibited development or additional referrals.

In assessing the change application, pursuant to s81 of the *Planning Act 2016*, the Council are required to have regard to all matters that would be considered if the application were a development application.

The development is considered to satisfy the relevant Assessment Benchmarks contained in the Planning Scheme that would be considered if the application were a development application and the application is submitted for approval, subject to reasonable and relevant conditions.

2.0 Development Summary

Address:	14 Triton Crescent, Port Douglas
Real Property Description:	Lot 0 – 2 BUP70647
Easements & Encumbrances:	Nil
Site Area/Frontage:	Area: 904m ² Frontage: Approx. 20 metres
Registered Owner:	Lot 0 – Body Corporate for Camelot Reef Community Titles Scheme 978 Lot 2 - Mark Atkinson and Maria Atkinson
Proposal:	Change Application – Car Port
Approval Sought:	Minor Change
State Interests – State Planning Policy	<ul style="list-style-type: none"> • Safety and Resilience to Hazards – <ul style="list-style-type: none"> - Flood hazard area level 1 - Medium storm tide inundation area.
State Interests – SARA Mapping:	<ul style="list-style-type: none"> • Coastal Protection – Medium storm tide inundation area • Native Vegetation Clearing – Category X
Referral Agencies:	Nil
State Development Assessment Provisions:	Nil
Regional Plan Designation:	Urban Footprint
Zone:	Low-medium Density Residential Zone
Local Plan Designation:	Port Douglas/ Craiglie Local Plan
Overlays:	<ul style="list-style-type: none"> • Acid sulfate soils overlay • Flood and storm tide hazard overlay

3.0 Site and Locality

The application site is the common property of an existing Dual Occupancy development located at 14 Triton Crescent, Port Douglas, and described as Lot(s) 0-2 on BUP70647. The overall site contains an area of approximately 904m² and has frontage to Triton Crescent of approximately 20 metres.

The site is developed with a Dual Occupancy Development, that has been subdivided and is the subject of a Community Management Statement. Access to the site is provided by a single driveway from Triton Crescent to the north east.

The area containing the site is characterised by residential development in the form of single detached dwellings and dual occupancy developments. To the west the site adjoins a dual occupancy and to the east a dwelling house. To the north the site fronts Triton Crescent, which is a constructed and council maintained road.



Photo 1 – Site Location (Source Queensland Globe)

4.0 Proposal

It is proposed to erect a car port on the site and adjacent unit 2, which is located to the rear of the property. The car port would extend the full frontage of unit 2 to the driveway to the east and would be setback 1.3 metres to the side boundary. It would be provided over the existing driveway, which is located within the common property.

The car port would be 12.5 metres long and 5 metres wide and with a maximum height of 3.138 metres. It would be an open sided structure of steel construction.

Proposal Plans are attached at [Appendix 2](#).

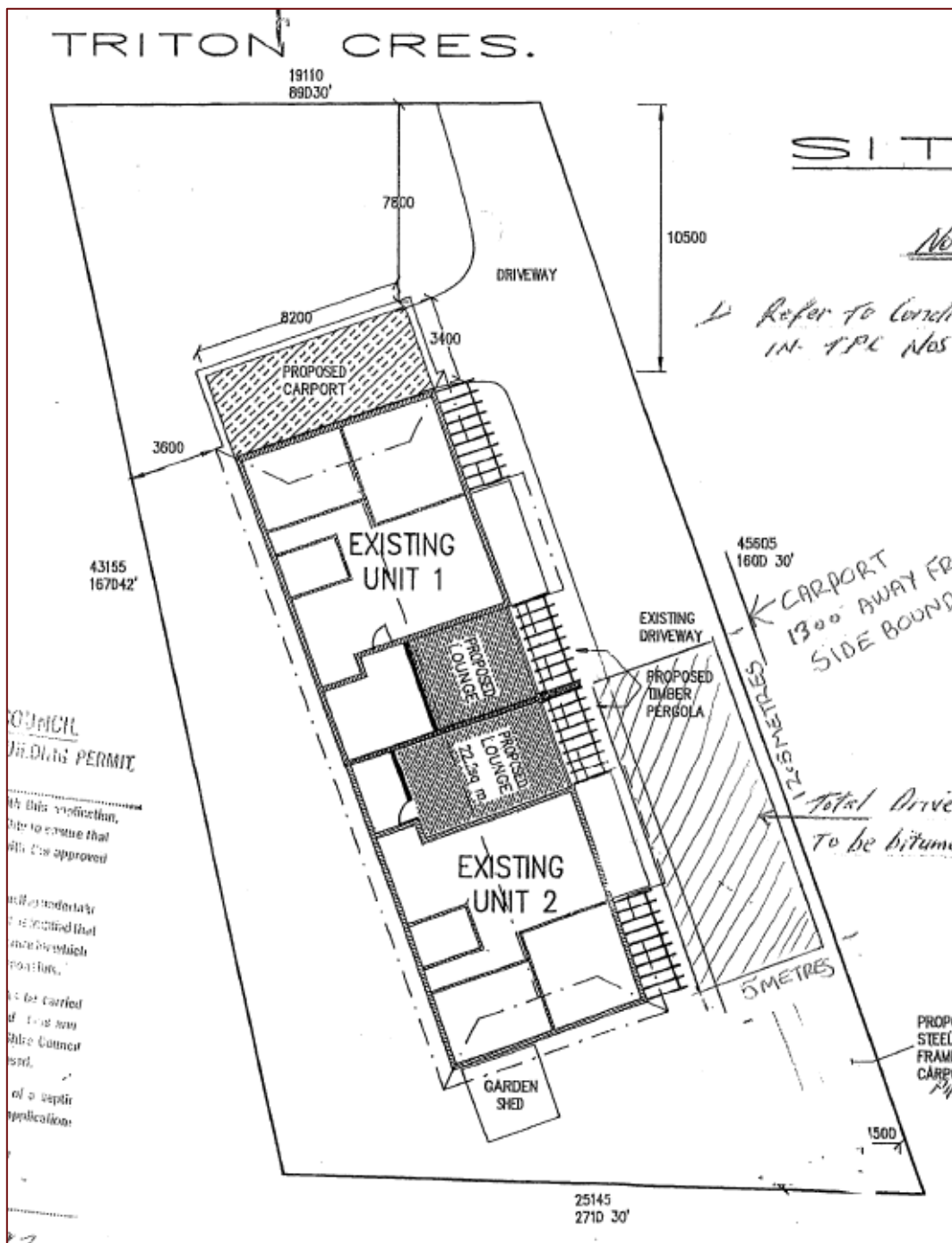


Image 1 – Site Plan

5.0 Statutory Planning Considerations

This section provides a summary of the legislative framework affecting the application pursuant to the Planning Act 2016.

5.1 Planning Act 2016

5.1.1 Categorisation of Change

The *Planning Act 2016* differentiates between a minor change and other changes. The proposal is considered to constitute a minor change. For the purpose of a development approval, a minor change is defined in schedule 2 of the Act as a change that:

- (i) would not result in substantially different development; and*
- (ii) if a development application for the development, including the change, were made when the change application is made would not cause—*
 - (A) the inclusion of prohibited development in the application; or*
 - (B) referral to a referral agency, other than to the chief executive, if there were no referral agencies for the development application; or*
 - (C) referral to extra referral agencies, other than to the chief executive; or*
 - (D) a referral agency to assess the application against, or have regard to, matters prescribed by regulation under section 55(2), other than matters the referral agency must have assessed the application against, or have had regard to, when the application was made; or*
 - (E) public notification if public notification was not required for the development application.*

The proposed change is considered to satisfy the requirements of a minor change. It would not result in a substantially different development than that approved, being a dual occupancy, it does not result in the inclusion of a prohibited development and it does not trigger additional referrals.

5.1.2 Assessment Manager

Pursuant to Schedule 8 of the *Planning Regulations 2017*, the Assessment Manager for the application is the Douglas Shire Council.

5.1.3 Statutory Considerations for Assessment of a Minor Change Application

As the application is a minor change application, in deciding the application pursuant to s81 of the *Planning Act 2016*, the Council, as Assessment Manager, must consider:

- The information included in the application;
- Any properly made submissions about the development application;
- All matters that would or may have been considered if the change application were a development application; and,
- The matters that were considered at the time of the original development application.

This assessment is further discussed in Section 6.0 of this report.

5.1.4 Referral Agencies

There were no referral agencies to the original application and consequently, pursuant to section 80 of the *Planning Act 2016* there is no requirement to refer the application or notify any affected entity.

6.0 Planning Assessment

6.1 Assessment of Minor Change Application (*Planning Act 2016 s81*)

6.1.1 Properly Made Submissions

It is unknown whether the original development was the subject of public notification; however, the development has been in situ for a significant number of years and the Planning Scheme approach to Dual Occupancy developments has changed. It is likely that any submitters to the original application have accepted the development and if the application were a new application it would not be subject to public notification. On that basis, it is considered that the assessment is better focussed on the current Assessment Benchmarks discussed below.

6.1.2 Matters that would be considered if the change application were a development application.

This assessment is twofold. The Act requires Council to consider the Planning Scheme that was in effect when the original development application was properly made and, in addition, Council may consider the Planning Scheme that is in effect when the change application is made.

In terms of the Planning Scheme that was in place at the time of the original application, it is considered that the passage of time has made these considerations largely irrelevant and that it would be more appropriate to focus the assessment on the consideration of the current Douglas Shire Planning Scheme (2018).

Consideration of the Douglas Shire Planning Scheme (2018), indicates that, if the change application were a development application, the development would trigger code assessment

6.1.3 Douglas Council Planning Scheme

Within the Douglas Shire Planning Scheme, the site is identified within the Low-Medium - Density Residential Zone and is affected by the Flood and Storm Tide Hazard Overlay.

The Table below identifies the applicable Assessment Benchmarks contained within the Planning Scheme.

Assessment Benchmark	Applicability	Compliance
Low – Medium Density Residential Zone Code	Applies	Consideration of Performance Outcome PO2 is required, see below.
Port Douglas/Craigie	Applies	Complies with all relevant

Local Plan Code		Acceptable Outcomes.
Flood and Storm Tide Hazard Overlay Code	Applies	Consideration of Performance Outcome PO1 is required, see below.
Dual Occupancy Code	Applies	Consideration of Performance Outcome PO2 is required. Refer to the assessment of PO2 of the zone code below.
Access, Parking and Servicing Code	Not applicable	The proposed development is for a car port only and would not result in a lesser car parking provision on site.
Filling and Excavation Code	Not applicable	No excavation or filling is proposed.
Infrastructure Code	Not applicable	No infrastructure works are proposed
Landscaping Code	Not applicable	The site contains an existing Dual Occupancy development that has existing landscaping that would not be affected by the proposed development.

A detailed assessment against the relevant Planning Scheme Codes is provided at [Appendix 3](#).

6.1.4 Statement of Compliance – Benchmark Assessment

6.1.4.1 Low-Medium Density Residential Zone Code

Performance Outcome PO2 requires buildings to be setback to:

- (a) maintain the character of residential neighbourhoods;
- (b) achieve separation from neighbouring buildings and from road frontages;
- (c) maintain a cohesive streetscape;
- (d) provide daylight access, privacy and appropriate landscaping.

The proposed car port would have a setback greater than 6 metres to the street and a minimum of 1.3 metres to the side and rear boundaries.

Whilst the development does not provide the accepted 2.0 metre setback to the side boundary, it would provide a setback consistent to that required for a Dwelling House and provide suitable separation to the dwelling house to the east. It would not be visible from the street and would not affect the daylight access to the adjoining property to a greater degree than the existing boundary fence.

The proposal is considered to be consistent with the requirements of Performance Outcome PO2

6.1.4.2 Flood and Storm Tide Hazard Overlay Code

Performance Outcome PO1 requires development to be located and designed to:

- (a) ensure the safety of all persons; minimise damage to the development and contents of buildings;
- (b) provide suitable amenity; minimise disruption to residents, recovery time, and rebuilding or restoration costs after inundation events.

The site is located within a medium storm tide hazard area; however, the proposal is for an open car port only and would not increase the number of persons in a flood area, affect the existing safety level for residents or increase disruption or recovery time. The proposed development is considered to comply with PO1.

7.0 Summary and Conclusion

This report has been prepared on behalf of Mark & Catherine Atkinson in support of a Change Application to Douglas Shire Council, to facilitate the construction of a car port associated with an existing Dual Occupancy development on land at 14 Triton Crescent, Port Douglas, and described as Lot(s) 0-2 on BUP70647.

The application is considered to be a minor change to the development approval granted. It would not result in a substantially different development and would not result in the inclusion of prohibited development or additional referrals

In assessing the change application, pursuant to s81 of the *Planning Act 2016*, the Council are required to have regard to all matters that would be considered if the application were a development application. The resultant development is considered to satisfy the relevant Assessment Benchmarks contained in the Planning Scheme.

The application is submitted for approval, subject to reasonable and relevant conditions.

Appendix 1.

CERTIFICATE OF TITLE

CURRENT TITLE SEARCH

NATURAL RESOURCES, MINES AND ENERGY, QUEENSLAND

Request No: 34698683

Search Date: 17/08/2020 16:03

Title Reference: 21480207

Date Created: 02/12/1991

Previous Title: 21339216

REGISTERED OWNER

Dealing No: 717786444 19/01/2017

MARK ATKINSON

MARIA CATHERINE ATKINSON JOINT TENANTS

ESTATE AND LAND

Estate in Fee Simple

LOT 2 BUILDING UNIT PLAN 70647
Local Government: DOUGLAS
COMMUNITY MANAGEMENT STATEMENT 978

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 20278034 (POR 6)
2. MORTGAGE No 717786466 19/01/2017 at 09:59
WESTPAC BANKING CORPORATION A.B.N. 33 007 457 141

ADMINISTRATIVE ADVICES - NIL

UNREGISTERED DEALINGS - NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

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Requested By: D-ENQ GLOBALX

Appendix 2.

PROPOSAL PLANS

TRITON CRES.

19110
89D30'

SITE

Notes:

Refer to Conditions as
in TPC Nos. 658 & 1

43155
167D42'

COUNCIL
BUILDING PERMIT

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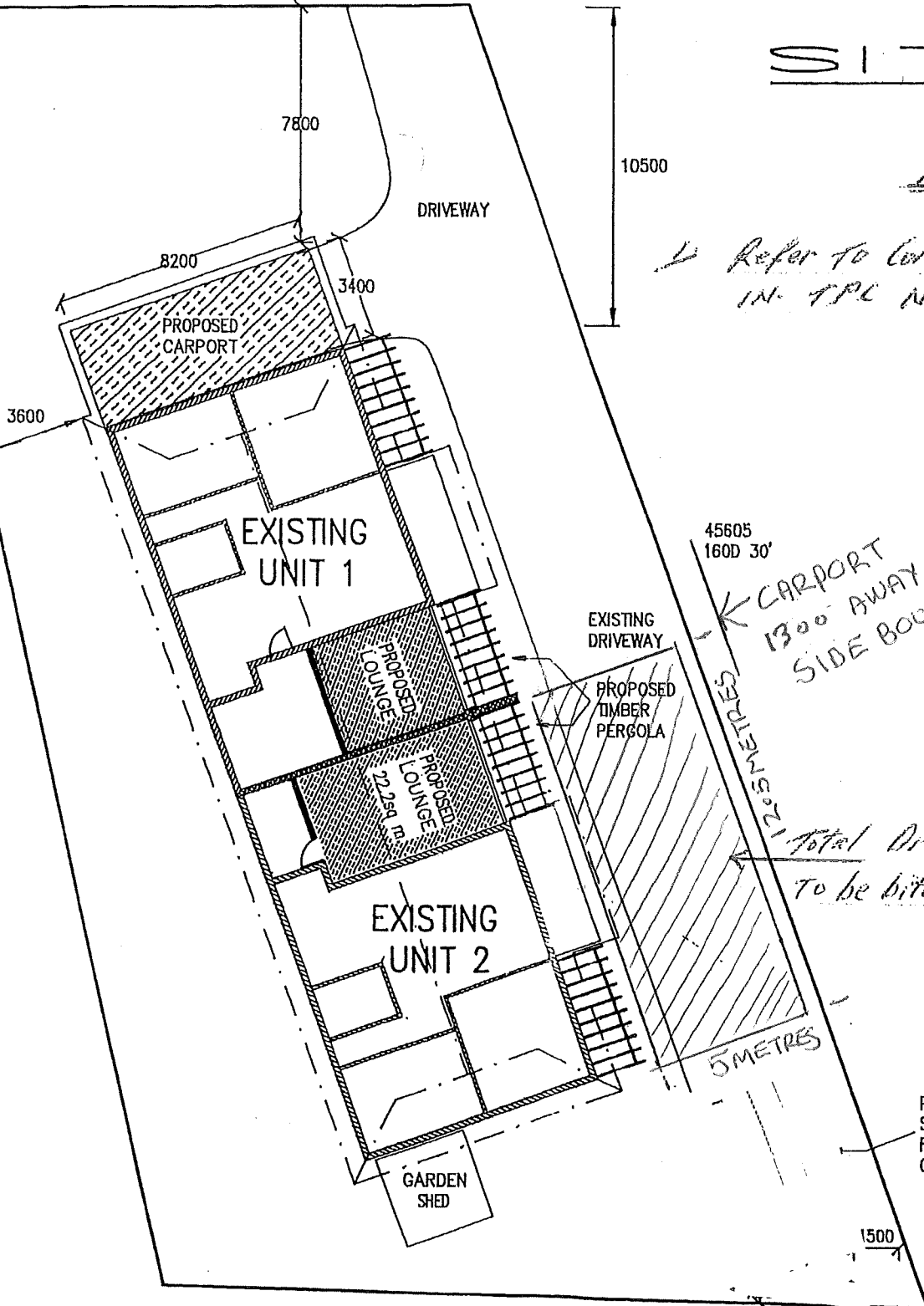
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160D 30'
CARPORT
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SIDE BOUNDARY

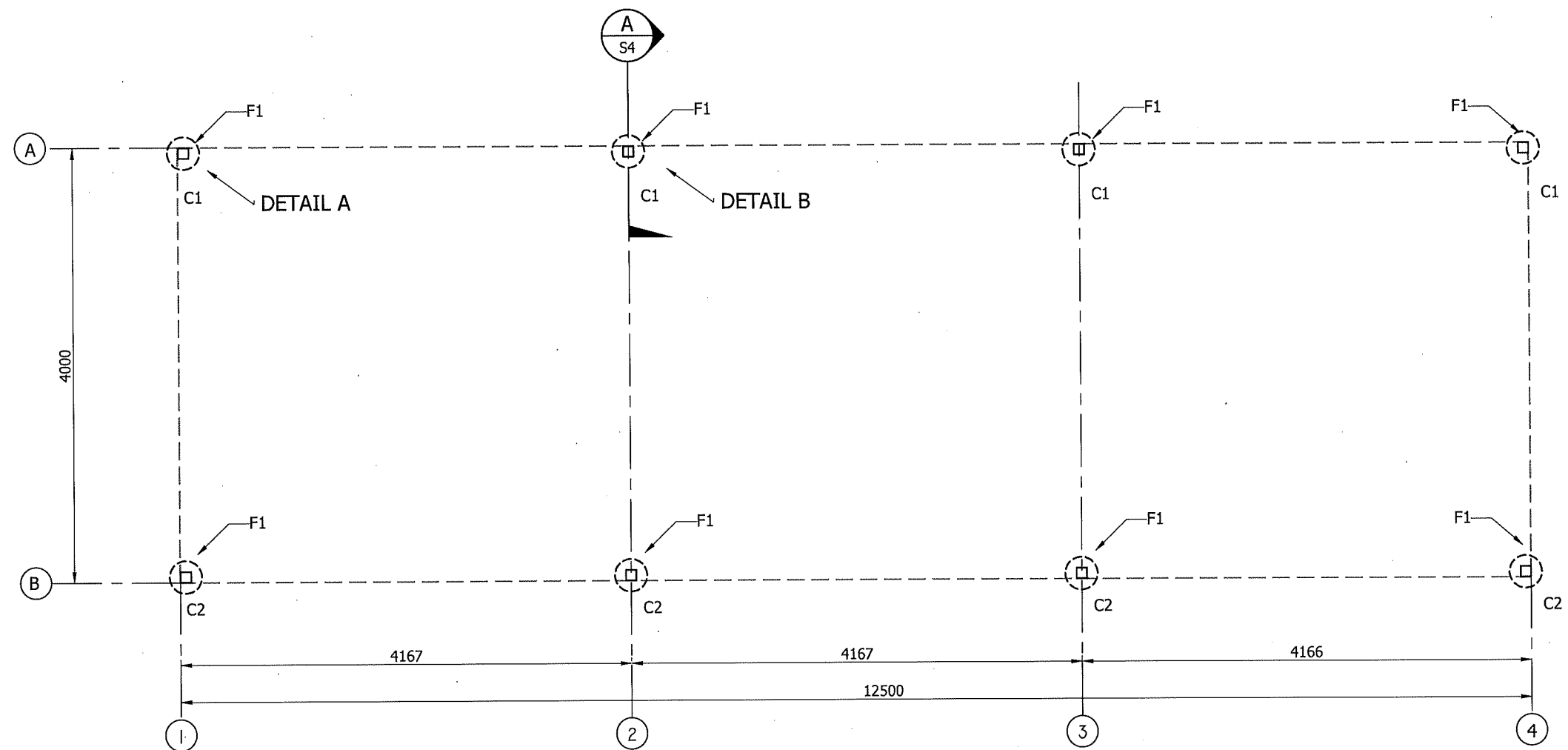
Total Driveway area
To be bitumen, concrete

5 METRES

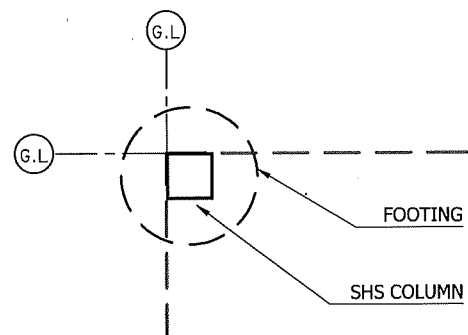
PROPOSED
STEEL
FRAME
CARPORT
Pipe Roof w.

25145
271D 30'

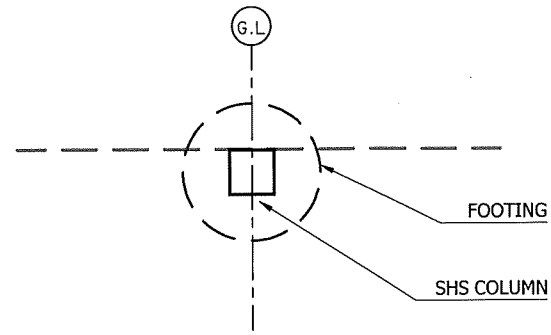
Scale: 1=200	Sheet: 1 of 5	ME
Date: July 1992	File: adw-reno	1
This drawing is © Copyright and the property of Eastwell Nominees Pty Ltd. and must not be used without authorisation.		P
Amendments:		



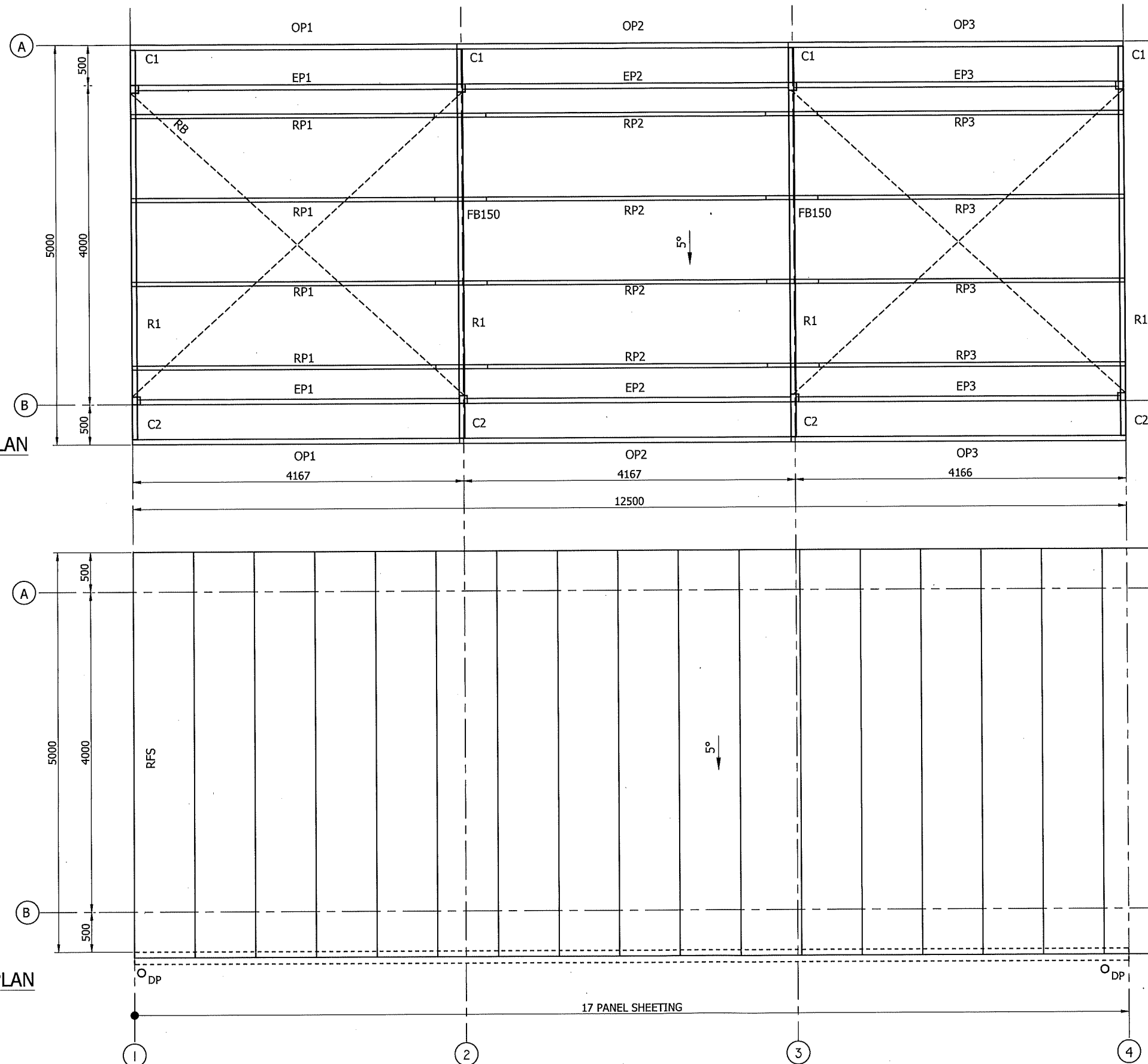
FOOTING PLAN
SCALE = 1/50



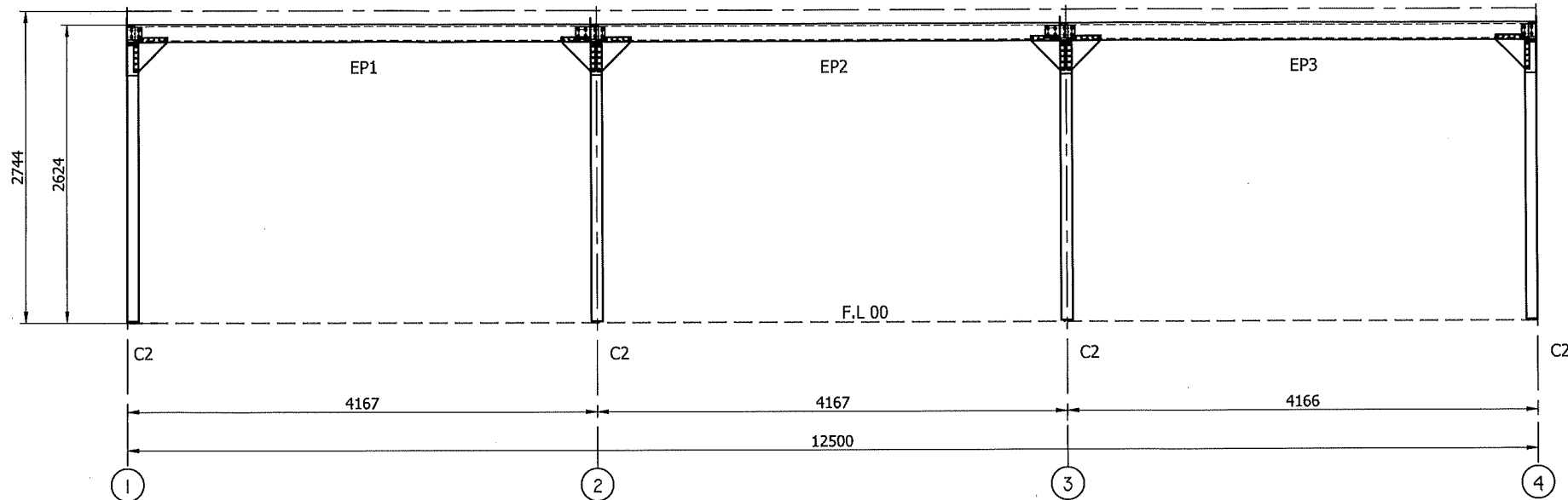
DETAIL A



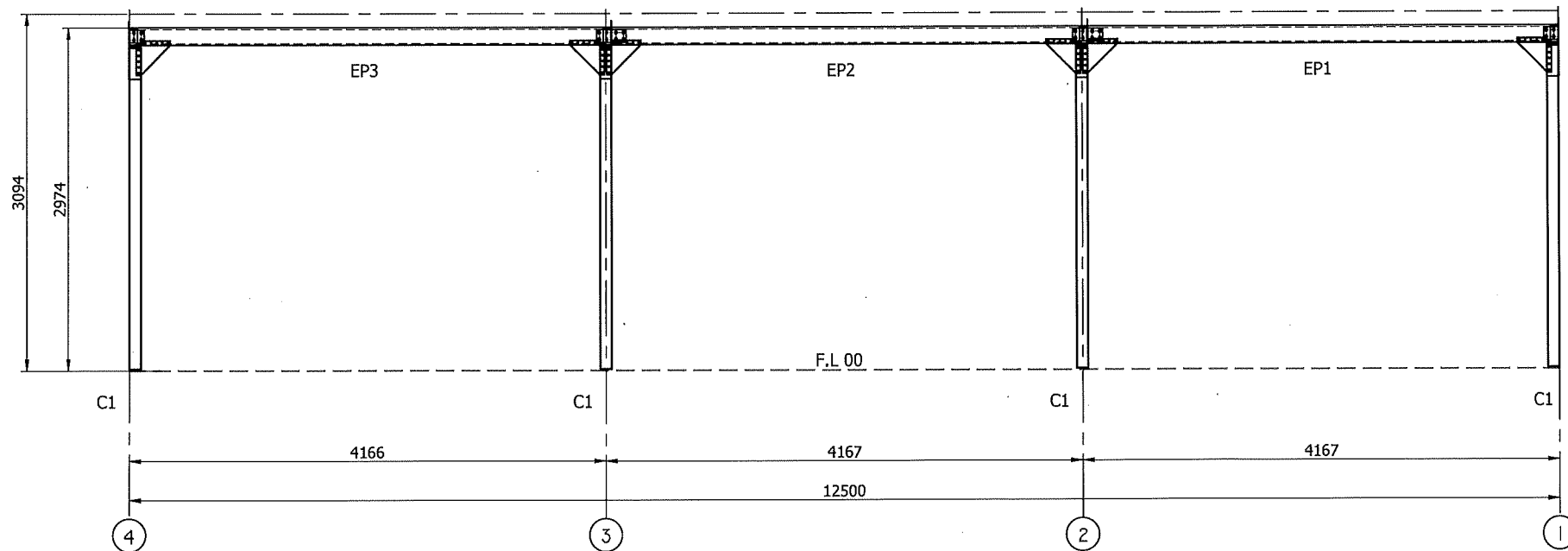
DETAIL B



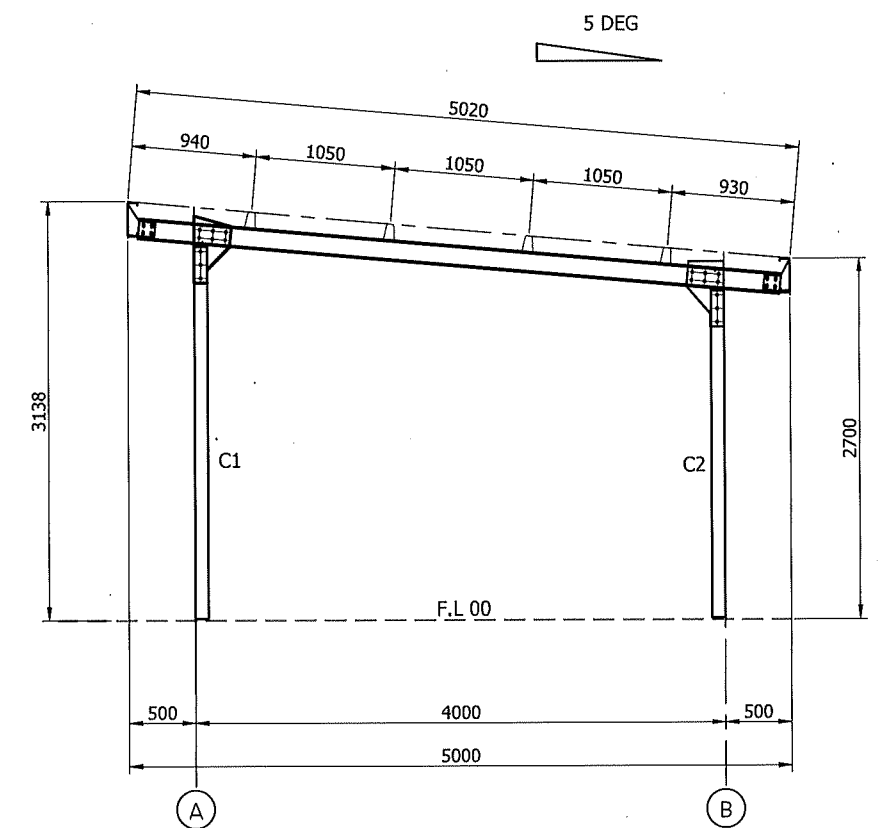
MEMBER SIZE SCHEDULE		
DESCRIPTION	MARK	SECTION
ROOF PURLIN	RP	TH120.075
EAVE PURLIN	EP	C150-12
OVERHANG PURLIN	OP	C250-15
COLUMN	C1, C2	SHS 100X3
RAFTER	R1	C150-15
WIND BRACING	RB	32 x 1.2 - STRAP



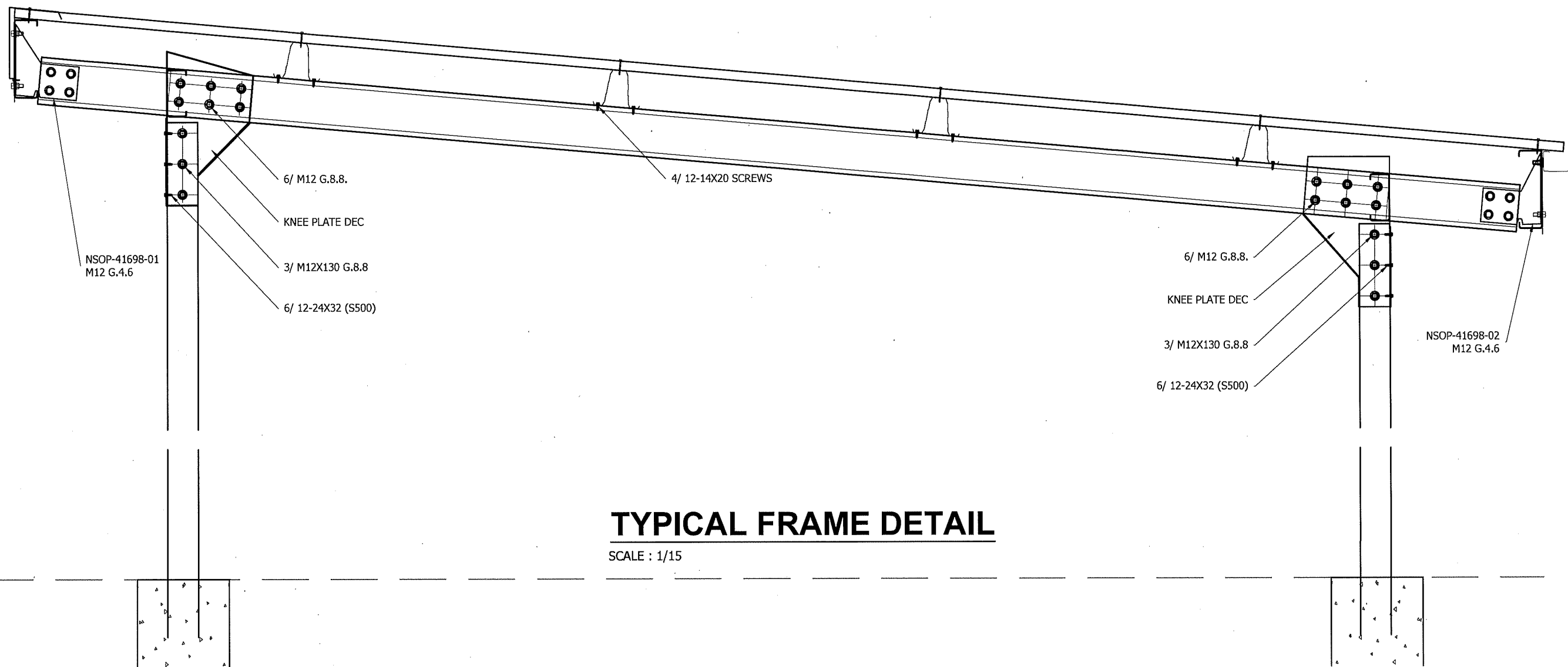
ELEVATION GRID B
SCALE = 1/50



ELEVATION GRID A
SCALE = 1/50

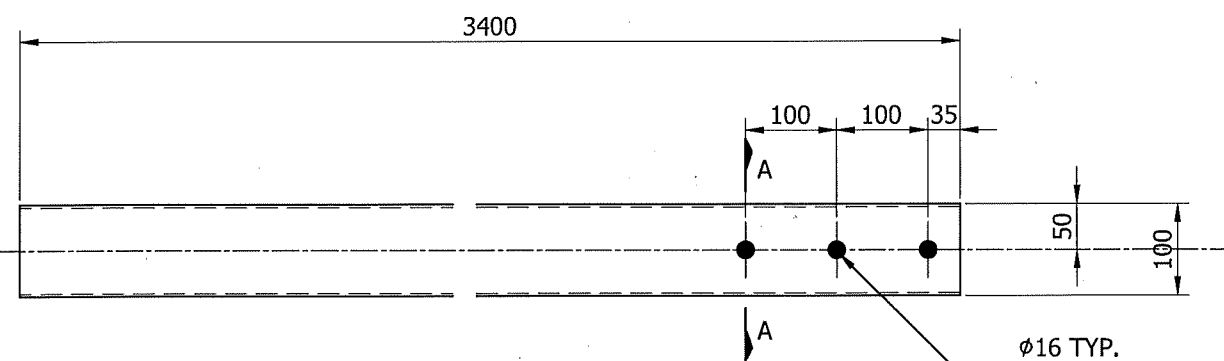


ELEVATION GRID 1,2,3,4
SCALE = 1/50

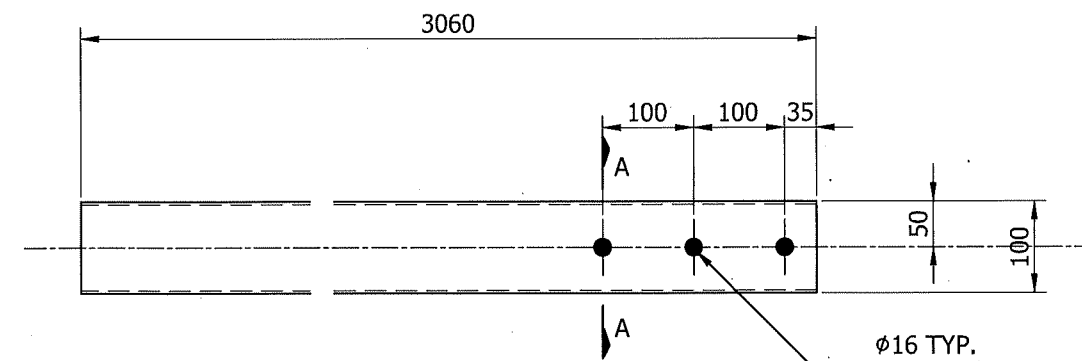


TYPICAL FRAME DETAIL

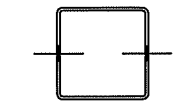
SCALE : 1/15



C1-100X3 SHS
Qty. 4



C2-100X3 SHS
Qty. 4



SECTION A-A

Graeme Moulston & Associates
Engineering Pty Ltd
Consulting Engineers Australia

Office: 2 Binberi Row , Pacific Pines, QLD, 4211
PO Box 213 Mudgeeraba, QLD, 4213
info@gcma.com.au
ph: 61 7 5530 6214. fax: 61 7 5525 3774.
ABN: 36151969783
FIE Aust CPEng 5590
QLD-RPEQ 4431
Nt Practitioner 24748ES
Vic Civil Engineer EC30894

CLIENT
Mark Atkinson
SITE ADDRESS
2/14 Triton Cres
Port Douglas, Queensland, 4877

CONNECTION DETAIL
FOR A SKILLION 5Mx12.5Mx2.7M

JOB NO. EBSHSN-13455			
DRAWING NO. S7			SCALE. As Shown @ A3
DRAWN	SAW	09-Jul-2020	CHECKED

Appendix 3.

PLANNING BENCHMARK ASSESSMENT



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6.2.7 Low-medium density residential zone code

6.2.7.1 Application

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

6.2.7.2 Purpose

- (1) The purpose of the Low-medium density residential zone code is to provide for a range and mix of dwelling types including dwelling houses and multiple dwellings supported by community uses and small-scale services and facilities that cater for local residents.
- (2) The local government purpose of the code is to:
 - (a) implement the policy direction set in the Strategic Framework, in particular:
 - (i) Theme 1 : Settlement pattern, Element 3.4.2 – Urban settlement, Element 3.4.5 Residential areas and activities, Element 3.4.7 – Mitigation of hazards.
 - (ii) Theme 4 : Strong community and identity, Element 3.7.3 – Active communities, Element 3.7.4 – Sense of place, community and identity, Element 3.7.5 – Housing choice and affordability.
 - (iii) Theme 6 : Infrastructure and transport, Element 3.9.2 - Energy, Element 3.9.3 – Water and waste management, Element 3.9.4 Transport, Element 3.9.5 – Information technology.
 - (b) establish a low-medium density residential character consisting predominantly of low-rise 1 and 2 storey dwelling houses, dual occupancies and multiple dwellings.
 - (c) provide for a diversity in housing choice through other housing types to cater for different housing needs and family structures.
 - (d) provide support for compatible small scale non-residential use activities.
 - (e) ensure development occurs on appropriately sized and shaped lots.



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- (3) The purpose of the code will be achieved through the following overall outcomes:
- (a) Development provides a range of residential dwelling choices including multiple dwellings and other forms of permanent-living residential development, including Residential care facilities.
 - (b) Development encourages and facilitates urban consolidation and the efficient use of physical and social infrastructure.
 - (c) Development is designed to provide safe and walkable neighbourhoods.
 - (d) Development maintains a high level of residential amenity having regard to traffic, noise, dust, odour, lighting and other locally specific impacts.
 - (e) Development is reflective and responsive to the environmental constraints of the land.
 - (f) Development provides a high level of amenity and is reflective of the surrounding character of the area.
 - (g) Development is supported by necessary community facilities, open space and recreational areas and appropriate infrastructure to support the needs of the local community.

6.2.7.3 Criteria for assessment

Table 6.2.7.3.a – Low-medium density residential zone code – assessable development

Performance outcomes	Acceptable outcomes	Compliance
For self-assessable and assessable development		
PO1 The height of all buildings and structures must be in keeping with the residential character of the area.	AO1 Buildings and structures are not more than 8.5 metres and two storeys in height. Note – Height is inclusive of the roof height.	Complies with AO1 The proposed car ports would have a maximum height of 3.094 metres.



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Performance outcomes	Acceptable outcomes	Compliance
Setbacks (other than for a dwelling house)		
PO2 Buildings are setback to: <ul style="list-style-type: none"> (a) maintain the character of residential neighbourhoods; (b) achieve separation from neighbouring buildings and from road frontages; (c) maintain a cohesive streetscape; (d) provide daylight access, privacy and appropriate landscaping. 	AO2 Buildings are setback: <ul style="list-style-type: none"> (a) a minimum of 6 metres from the main street frontage; (b) a minimum of 4 metres from any secondary street frontage; (c) 4.5 metres from a rear boundary; (d) 2 metres from a side or an average of half of the height of the building at the side setback, whichever is the greater 	Complies with PO2 <p>The proposed car port would have a setback greater than 6 metres to the street and a minimum of 1.3 metres to the side and rear boundaries.</p> <p>Whilst the development does not provide the accepted 2.0 metre setback to the side boundary, it would provide a setback consistent to that required for a Dwelling House and provide suitable separation to the dwelling house to the east. It would not be visible from the street and would not affect the daylight access to the adjoining property to a greater degree than the existing boundary fence.</p> <p>The proposal is considered to be consistent with the requirements of Performance Outcome PO2.</p>
Site Coverage		
PO3	AO3	Complies with AO3



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Performance outcomes	Acceptable outcomes	Compliance
The site coverage of all buildings does not result in a built form that is bulky or visually obtrusive.	The site coverage of any building is limited to 50%.	The total development on the site would be less than 50%
For assessable development		
PO4 The establishment of uses is consistent with the outcomes sought for the Low-medium density residential zone and protects the zone from the intrusion of inconsistent uses	AO4 Uses identified in Table 6.2.7.3.b are not established in the Low-medium density residential zone.	Not Applicable The proposal would not introduce any new uses.
PO5 Development is located, designed, operated and managed to respond to the natural characteristics, features and constraints of the site and surrounds. Note – Planning scheme policy – Site assessments provides guidance on identifying the characteristics and features and constraints of a site and its surrounds.	AO5 No acceptable outcomes are prescribed.	Complies with PO5 The proposed development would provide greater protection from the inclement weather in response to the tropical climate.
PO6	AO6	Not Applicable



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Performance outcomes	Acceptable outcomes	Compliance
Development does not adversely affect the residential character and amenity of the area in terms of traffic, noise, dust, odour, lighting or other physical or environmental impacts.	No acceptable outcomes are prescribed.	The proposal would not introduce any new uses.
PO7 New lots contain a minimum area of 450m ²	AO7 No acceptable outcomes are prescribed.	Not Applicable Not new lots would be created
PO8 New lots have a minimum road frontage of 15 metres	AO8 No acceptable outcomes are prescribed.	Not Applicable Not new lots would be created
PO9 New lots contain a 20 metre x 15 metre rectangle	AO9 No acceptable outcomes are prescribed.	Not Applicable Not new lots would be created



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7.2.4 Port Douglas/Craigie local plan code

7.2.4.1 Application

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

7.2.4.2 Context and setting

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

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

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

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



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

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

The street pattern in the town centre is based on the original grid pattern survey of 1878. While the town has lost many of its original buildings to cyclones and redevelopment, a number of important built features remain including the Central Hotel, the Court House Hotel, a number of relocated buildings such as St Mary's Church, the former Clink Theatre and the Court House Museum and scattered memorials such as the Carstens memorial in Macrossan Street and the Port Douglas War memorial in Wharf Street. The Sugar Wharf on Dickson Inlet was the original terminus of the tramline to Mossman. The tramline now terminates adjacent to the Port Douglas marina and operates as the Balley Hooley passenger service on four kilometres of track between the Port Douglas Marina and St Crispins Station.

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

7.2.4.3 Purpose

- (1) The purpose of the Port Douglas/Craigie local plan code is to facilitate development outcomes consistent with community values, the local tropical built-form and protection of the natural environment within the Port Douglas/Craigie local plan area, while providing a platform for investment and prosperity.
 - (a) In addition, the purpose of the code is supported by the Port Douglas Waterfront Master Plan which provides a clear strategic direction for the incremental transformation of the Port Douglas Waterfront, including the following objectives:
 - (b) To set out a vision for revitalisation of the waterfront;
 - (c) To protect and enhance the environmental attributes; and



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- (2) To provide a flexible framework, expressed through several key strategies that will assist the Council and community in managing change.
- (3) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Port Douglas will continue to develop as the premium destination for international and domestic tourists in the Far North Queensland Region, while also acting for permanent residents attracted to the associated lifestyle.
 - (b) Major tourist, retail, dining and entertainment facilities will consolidate in the Town Centre and the Waterfront North sub-precincts, with improved pedestrian connections between the town centre and the waterfront.
 - (c) Craiglie will develop as an integrated residential community with some low scale tourism development opportunities in appropriate locations. Craiglie will also function as small scale commercial and light industry node, providing employment opportunities for the Shire's permanent resident population.
 - (d) All forms of development will complement the tropical image of the town through distinctive tropical vernacular, urban design and landscaping.
 - (e) Character will be enhanced through the identification of gateway sites, landmarks, main approach routes and pedestrian thoroughfares and view corridors;
 - (f) The Flagstaff Hill, Dickson Inlet, Four Mile Beach and other areas of scenic and environmental significance will be protected from development. Vegetation cover will dominate over built form.
 - (g) Vegetation, iconic to the character of Port Douglas, including the avenues of Oil Palms, is retained and where appropriate supplemented.
 - (h) Development will be indistinguishable from view from Four Mile Beach. In addition, any development on Flagstaff Hill will be indistinguishable when viewed from vantage points in Port Douglas.
 - (i) Residential areas are designed as pleasant, functional and distinctive, in visually well-defined areas.
- (4) The purpose of the code will be further achieved through the following overall outcomes:
 - (a) Precinct 1 – Port Douglas precinct
 - (i) Sub-precinct 1a – Town Centre sub-precinct
 - (ii) Sub-precinct 1b – Waterfront North sub-precinct
 - (iii) Sub-precinct 1c – Waterfront South sub-precinct
 - (iv) Sub-precinct 1d – Limited Development sub-precinct
 - (v) Sub-precinct 1e – Community and recreation sub-precinct



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- (vi) Sub-precinct 1f – Flagstaff Hill sub-precinct
- (b) Precinct 2 – Integrated Resort precinct
- (c) Precinct 3 – Craiglie Commercial and Light Industry precinct
- (d) Precinct 4 – Old Port Road / Mitre Street precinct
- (e) Precinct 5 – Very Low Density Residential/ Low Scale Recreation/Low Scale Educational/Low Scale Entertainment Uses precinct

Precinct 1 – Port Douglas precinct

- (5) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure that:
 - (a) development will contribute to the incremental transformation of the township, preserving and enhancing maritime activities and environmental areas, delivering tropical open spaces and a high quality public realm, and allowing for tourism opportunities and investment.
 - (b) development contributes to the enhancement of the Port Douglas precinct through the following development outcomes:
 - (i) access and connectivity throughout the township is enhanced through a series of improvements to circulation and mobility, including:
 - (A) access to, and connectivity along, the waterfront and foreshore areas is maintained and, where appropriate, enhanced;
 - (B) reducing reliance on the waterfront as a car parking resource.
 - (ii) the use of land in the Port Douglas precinct improves the cohesive layout of the township through:
 - (A) the establishment of distinct sub-precincts that reinforce the character and built form of the Port Douglas local plan area including:
 - Port Douglas centre sub-precinct 1a – Town Centre sub-precinct;
 - Port Douglas centre sub-precinct 1b – Waterfront North sub-precinct;
 - Port Douglas centre sub-precinct 1c – Waterfront South sub-precinct;
 - Port Douglas centre sub-precinct 1d – Limited development sub-precinct;
 - Port Douglas centre sub-precinct 1e – Community and recreation precinct;
 - Port Douglas centre sub-precinct 1f – Flagstaff Hill sub-precinct;
 - (B) facilitating marina facilities and supporting marine industry uses as a key part of the local economy;
 - (C) reducing conflict between industry, community and commercial activities in the waterfront, without diminishing the marine industry capacity in the Port Douglas precinct;
 - (i) environment and sustainability is integrated into the township through:
 - (A) preservation and enhancement of the qualities and characteristics of environmental areas of the township;



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- (B) water sensitive urban design is considered as a means of water quality improvement and management of overland flow to ensure hard infrastructure solutions in Warner Street can be mitigated;
- (C) design of buildings and access way improvements prioritises walking and cycling modes of transport.
- (ii) the tropical character of the Port Douglas precinct is enhanced by ensuring development:
 - (A) maintains and enhances the built form, local character, streetscapes and natural elements of the township;
 - (B) is compatible with the desired character and amenity of local places and neighbourhoods;
 - (C) does not exceed the height of buildings designations which contribute to the desired form of the township which contains three storey development heights in sub-precinct 1a – Town Centre sub-precinct and part of sub-precinct 1b – Waterfront North sub-precinct;
 - (D) implements high quality landscaped environments around buildings and on streets;
 - (E) protects the recognisable character and locally significance sites throughout the precinct.
- (iii) public spaces and the streetscape are enhanced through:
 - (A) an increase in the quantity and quality of public land and places throughout the precinct;
 - (B) consolidating community recreation and sporting uses to create a precinct of community focussed activity between Mudlo Street and Wharf Street;
 - (C) improved connections between the town centre and the waterfront marina, including an investigation of a plaza on the waterfront;
 - (D) improved streetscapes with high quality landscaping, surface treatments and shaded pedestrian environments;
 - (E) the creation of a sense of place through aesthetic streetscapes and built-form character;
 - (F) managing vegetation to ensure succession of planting and the ongoing presence of significant trees.
- (iv) advertising signage is small scale, low-key and complements the tropical character of the town.

Sub-precinct 1a – Town Centre sub-precinct

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



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

Sub-precinct 1b - Waterfront North sub-precinct

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

Sub-precinct 1c – Waterfront South sub-precinct



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

Sub-precinct 1d – Limited Development sub-precinct

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

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

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

Sub-precinct 1f – Flagstaff Hill sub-precinct



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(11) In addition to all other overall development outcomes, development in the Flagstaff Hill sub-precinct facilitates the following development outcomes:

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

Precinct 2 – Integrated Resort precinct

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

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

Precinct 3 – Craiglie Commercial and Light Industry precinct

(13) In addition to the overall outcomes, development in the Craiglie Commercial and Light Industry precinct facilitates the following overall outcomes:

- (a) development supports the tourism and marine industries in Port Douglas, along with the small-scale commercial and light industry land uses that support the local economy that would otherwise be better suited to a location outside the Port Douglas Centre Precinct unless they pose a safety issue;
- (b) development adjacent to the Captain Cook Highway presents an attractive appearance to the highway. The rain-trees, melaleucas and eucalypt trees along the Captain Cook Highway are retained where possible, taking into account the Department of Transport and main Road's requirements;
- (c) retailing activities are generally restricted to those which are ancillary and necessarily associated with the primary service and light industry nature of the area;



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- (d) adjacent residential areas are protected from industry nuisances;
- (e) lots fronting Downing Street, between Dickson Street and Beor Street, are provided with an appropriate standard of road access and infrastructure, prior to development occurring.

Precinct 4 – Old Port Road / Mitre Street precinct

(14) In addition to the overall outcomes, development in the Old Port Road / Mitre Street precinct facilitates the following overall outcomes:

- (a) the precinct is intended to be used for outdoor recreational land use activity, primarily as a golf course;
- (b) areas of significant vegetation are protected from development and retained;
- (c) other forms of development will only be considered if substantial areas of open space are retained adjacent to existing residential areas to maintain the existing residential amenity of open views across open space.

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

(15) In addition to the overall outcomes, development in the Very Low Residential Density/Low Scale Recreation/Low Scale Educational/Low Scale Entertainment Uses precinct facilitates the following overall outcomes:

- (a) residential accommodation does not exceed a maximum of 8.5 metres in building height;
- (b) minimum lot sizes exceed 2 hectares;
- (c) very low scale and intensity recreation/ very low scale and intensity educational/ and very low scale entertainment uses may be appropriate in areas of the precinct subject to erosion and other flooding constraints.

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

7.2.4.4 Criteria for assessment

Table 7.2.4.4.a — Port Douglas / Craiglie local plan - assessable development



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Performance outcomes	Acceptable outcomes	Compliance
For self-assessable and assessable development		
Development in the Port Douglas / Craiglie local plan area generally		
PO1 Pedestrians, cyclists, motorists and public transport users can easily move into and through the precinct along planned connectivity routes, identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2.	AO1 A pedestrian and cycle movement network is integrated and delivered through development.	Not Applicable The proposed car port would not affect the pedestrian and cycle network.
PO2 Development retains and enhances key landscape elements including character trees and areas of significant vegetation contributing to the character and quality of the local plan area and	AO2.1 Development provides for the retention and enhancement of existing mature trees and character vegetation that contribute to the lush tropical character of the town, including:	Not Applicable The site is not identified as containing character vegetation.



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Performance outcomes	Acceptable outcomes	Compliance
significant views and vistas and other landmarks important to the context of Port Douglas / Craiglie (as identified on the Port Douglas/ Craiglie Townscape Plan map contained in Schedule 2).	(a) the tree covered backdrop of Flagstaff Hill; (b) natural vegetation along watercourses, in particular the Mowbray River, Beor Creek and Dickson Inlet; (c) the tidal vegetation along the foreshore; (d) beachfront vegetation along Four Mile Beach, including the fringe of Coconut Palms; (e) the oil palm avenues along the major roads; (f) the lush landscaping within major roundabouts at key nodes; (g) Macrossan Street and Warner Street; (h) Port Douglas waterfront.	
	AO2.2 Development protects and does not intrude into important views and vistas as identified on the	Complies with AO2.2



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Performance outcomes	Acceptable outcomes	Compliance
	<p>Port Douglas Townscape Plan map contained in Schedule 2, in particular:</p> <ul style="list-style-type: none"> (a) Flagstaff Hill; (b) Four Mile Beach; (c) Across to the ranges over Dickson Inlet; (d) Mowbray Valley. 	<p>The proposed car ports would not affect the views of Flagstaff Hill, Four Mile Beach, Dickson's Inlet or Mowbray Valley.</p>
	<p>AO2.3</p> <p>Important landmarks, memorials and monuments are retained.</p>	<p>Not Applicable</p> <p>The site does not contain any landmarks, monuments or memorials.</p>
<p>PO3</p> <p>Development contributes to the protection, reinforcement and where necessary enhancement of gateways and key intersections identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2.</p>	<p>AO3</p> <p>Development adjacent to the gateways and nodes as identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2 incorporates architectural features and landscaping treatments</p>	<p>Not Applicable</p> <p>The site is not a gateway site.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	and design elements that enhance the sense of arrival and way finding within the town.	
PO4 Landscaping of development sites complements the existing tropical character of Port Douglas and Craiglie.	AO4 Landscaping incorporates the requirements of Planning scheme policy SC6.7 – Landscaping, in particular landscaping should be capable of achieving a 60% screening of development within 5 years and predominantly consists of endemic vegetation.	Not Applicable No landscaping is proposed as part of this development.
PO5 Development does not compromise the safety and efficiency of the State-controlled road network.	AO5 Direct access is not provided to a State-controlled road where legal and practical access from another road is available.	Complies with AO5 Direct Access would not be provided to or from a state controlled road.
For assessable development – Not applicable (The site is not within an identified precinct)		



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8.2.4 Flood and storm tide hazard overlay code

8.2.4.1 Application

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Flood and storm tide hazard overlay, if:
 - (a) self assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;
 - (b) impact assessable development.
- (2) Land in the Flood and storm tide hazard overlay is identified on the Flood and storm tide hazard overlay map in Schedule 2 and includes the:
 - (a) Storm tide – high hazard sub-category;
 - (b) Storm tide – medium hazard sub-category;
 - (c) Flood plain assessment sub-category;
 - (d) 100 ARI Mossman, Port Douglas and Daintree Township Flood Studies sub-category.
- (3) When using this code, reference should be made to Part 5.

Note - The Flood and storm tide hazards overlay maps contained in Schedule 2 identify areas (Flood and storm tide inundation areas) where flood and storm tide inundation modelling has been undertaken by the Council. Other areas not identified by the Flood and inundation hazards overlay maps contained in Schedule 2 may also be subject to the defined flood event or defined storm tide event.

8.2.4.2 Purpose

- (1) The purpose of the Flood and storm tide hazard overlay code is to:



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- (a) implement the policy direction in the Strategic Framework, in particular:
 - (i) Theme 1 Settlement pattern: Element 3.4.7 Mitigation of hazards;
 - (ii) Theme 6 Infrastructure and transport: Element 3.9.2 Energy.
 - (b) enable an assessment of whether development is suitable on land within the Flood and storm tide hazard sub-categories.
- (2) The purpose of the code will be achieved through the following overall outcomes:
- (a) development siting, layout and access responds to the risk of the natural hazard and minimises risk to personal safety;
 - (b) development achieves an acceptable or tolerable risk level, based on a fit for purpose risk assessment;
 - (c) the development is resilient to natural hazard events by ensuring siting and design accounts for the potential risks of natural hazards to property;
 - (d) the development supports, and does not unduly burden disaster management response or recovery capacity and capabilities;
 - (e) the development directly, indirectly and cumulatively avoids an unacceptable increase in severity of the natural hazards and does not significantly increase the potential for damage on site or to other properties;
 - (f) the development avoids the release of hazardous materials as a result of a natural hazard event;
 - (g) natural processes and the protective function of landforms and/or vegetation are maintained in natural hazard areas;
 - (h) community infrastructure is located and designed to maintain the required level of functionality during and immediately after a hazard event.

8.2.4.3 Criteria for assessment

Table 8.2.4.3.a – Flood and storm tide hazards overlay code –assessable development

Performance outcomes	Acceptable outcomes	Compliance
For assessable and self-assessable development		



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO1</p> <p>Development is located and designed to:</p> <ul style="list-style-type: none"> (a) ensure the safety of all persons; minimise damage to the development and contents of buildings; (b) provide suitable amenity; minimise disruption to residents, recovery time, and rebuilding or restoration costs after inundation events. <p>Note – For assessable development within the flood plain assessment sub-category, a flood study by a suitably qualified professional is required to identify compliance with the intent of the acceptable outcome.</p>	<p>AO1.1</p> <p>Development is sited on parts of the land that is not within the Flood and Storm tide hazards overlay maps contained in Schedule 2;</p> <p>or</p> <p>For dwelling houses,</p> <p>AO1.2</p> <p>Development within the Flood and Storm Tide hazards overlay maps (excluding the Flood plain assessment sub-category) is designed to provide immunity to the Defined Inundation Event as outlined within Table 8.2.4.3.b plus a freeboard of 300mm.</p>	<p>Complies with PO1</p> <p>The site is located within a medium storm tide hazard area; however, the proposal is for an open car port only and would not increase the number of persons in a flood area, affect the existing safety level for residents or increase disruption or recovery time.</p> <p>The proposed development is considered to comply with PO1.</p>
	<p>AO1.3</p> <p>New buildings are:</p> <ul style="list-style-type: none"> (a) not located within the overlay area; (b) located on the highest part of the site to minimise entrance of flood waters; 	<p>Complies with PO1</p> <p>The site is located within a medium storm tide hazard area; however, the proposal is for an open car port only and would not increase the number of persons in a flood area, affect the existing</p>



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Performance outcomes	Acceptable outcomes	Compliance
	(c) provided with clear and direct pedestrian and vehicle evacuation routes off the site.	safety level for residents or increase disruption or recovery time. The proposed development is considered to comply with PO1.
	AO1.4 In non urban areas, buildings and infrastructure are set back 50 metres from natural riparian corridors to maintain their natural function of reducing velocity of floodwaters.	Not Applicable The site is located in an urban area.
For assessable development		
PO2 The development is compatible with the level of risk associated with the natural hazard.	AO2 The following uses are not located in land inundated by the Defined Flood Event (DFE) / Storm tide: (a) Retirement facility; (b) Community care facility; (c) Child care centre.	Not Applicable No new uses are proposed.



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Performance outcomes	Acceptable outcomes	Compliance
P03 Development siting and layout responds to flooding potential and maintains personal safety	For Material change of use AO3.1 New buildings are: (a) not located within the overlay area; (b) located on the highest part of the site to minimise entrance of flood waters; (c) provided with clear and direct pedestrian and vehicle evacuation routes off the site. or AO3.2 The development incorporates an area on site that is at least 300mm above the highest known flood inundation level with sufficient space to accommodate the likely population of the development safely for a relatively short time until flash flooding subsides or people can be evacuated. or AO3.3	Not Applicable The proposal is not a Material Change of Use.



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Performance outcomes	Acceptable outcomes	Compliance
	<p>Where involving an extension to an existing dwelling house that is situated below DFE /Storm tide, the maximum size of the extension does not exceed 70m² gross floor area.</p> <p>Note – If part of the site is outside the Hazard Overlay area, this is the preferred location of all buildings.</p>	
	<p>For Reconfiguring a lot</p> <p>AO3.4</p> <p>Additional lots:</p> <p>(a) are not located in the hazard overlay area; or (b) are demonstrated to be above the flood level identified for the site.</p> <p>Note - If part of the site is outside the Hazard Overlay area, this is the preferred location for all lots (excluding park or other open space and recreation lots).</p> <p>Note – Buildings subsequently developed on the lots will need to comply with the relevant building assessment provisions under the <i>Building Act 1975</i>.</p>	<p>Not Applicable</p> <p>The proposal does not involve Reconfiguring a Lot</p>



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Performance outcomes	Acceptable outcomes	Compliance
	AO3.5 Road and/or pathway layout ensures residents are not physically isolated from adjacent flood free urban areas and provides a safe and clear evacuation route path: (a) by locating entry points into the reconfiguration above the flood level and avoiding culs-de-sac or other non-permeable layouts; and (b) by direct and simple routes to main carriageways.	Not Applicable The proposal would not affect existing evacuation processes or routes.
	AO3.6 Signage is provided on site (regardless of whether the land is in public or private ownership) indicating the position and path of all safe evacuation routes off the site and if the site contains, or is within 100m of a floodable waterway, hazard warning signage and depth indicators are also provided at key hazard points,	Not Applicable The proposal would not affect existing evacuation processes or routes.



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Performance outcomes	Acceptable outcomes	Compliance
	such as at floodway crossings or entrances to low-lying reserves. or	
	AO3.7 There is no intensification of residential uses within the flood affected areas on land situated below the DFE/Storm tide.	Complies with AO3.7 No new uses or intensification of an existing use is proposed.
	For Material change of use (Residential uses) AO3.1 The design and layout of buildings used for residential purposes minimise risk from flooding by providing: (a) parking and other low intensive, non-habitable uses at ground level; Note - The high-set 'Queenslander' style house is a resilient low-density housing solution in floodplain areas. Higher density residential development should ensure only non-habitable rooms (e.g. garages, laundries) are located on the ground floor.	Not Applicable The development does not involve a Material Change of Use.



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Performance outcomes	Acceptable outcomes	Compliance
PO4 Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding.	For Material change of use (Non-residential uses) AO4.2 Non residential buildings and structures allow for the flow through of flood waters on the ground floor. Note - Businesses should ensure that they have the necessary contingency plans in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to transfer stock to the upstairs level of a building or off site). Note - The relevant building assessment provisions under the <i>Building Act 1975</i> apply to all building work within the Hazard Area and need to take into account the flood potential within the area.	Not Applicable The development does not involve a Material Change of Use.
	AO4.3 Materials are stored on-site: (a) are those that are readily able to be moved in a flood event;	Not Applicable No additional materials would be stored on site as a result of this application.



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(b) where capable of creating a safety hazard by being shifted by flood waters, are contained in order to minimise movement in times of flood.</p> <p>Notes -</p> <p>(a) Businesses should ensure that they have the necessary contingency plans in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to transfer stock to the upstairs level of a building or off site).</p> <p>(b) Queensland Government Fact Sheet 'Repairing your House after a Flood' provides information about water resilient products and building techniques.</p>	
<p>PO5</p> <p>Development directly, indirectly and cumulatively avoids any increase in water flow velocity or flood level and does not increase the potential flood damage either on site or on other properties.</p> <p>Note – Berms and mounds are considered to be an undesirable built form outcome and are not supported.</p>	<p>For Operational works</p> <p>AO5.1</p> <p>Works in urban areas associated with the proposed development do not involve:</p> <p>(a) any physical alteration to a watercourse or floodway including vegetation clearing; or</p> <p>(b) a net increase in filling (including berms and mounds).</p>	<p>Not Applicable</p> <p>No Operational Works are proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO5.2</p> <p>Works (including buildings and earthworks) in non urban areas either:</p> <p>(a) do not involve a net increase in filling greater than 50m³; or</p> <p>(b) do not result in any reductions of on-site flood storage capacity and contain within the subject site any changes to depth/duration/velocity of flood waters;</p> <p>or</p> <p>(c) do not change flood characteristics outside the subject site in ways that result in:</p> <p>(i) loss of flood storage;</p> <p>(ii) loss of/changes to flow paths;</p> <p>(iii) acceleration or retardation of flows or any reduction in flood warning times elsewhere on the flood plain.</p>	
	For Material change of use	Not Applicable



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO5.3</p> <p>Where development is located in an area affected by DFE/Storm tide, a hydraulic and hydrology report, prepared by a suitably qualified professional, demonstrates that the development maintains the flood storage capacity on the subject site; and</p> <p>(a) does not increase the volume, velocity, concentration of flow path alignment of stormwater flow across sites upstream, downstream or in the general vicinity of the subject site; and</p> <p>(b) does not increase ponding on sites upstream, downstream or in the general vicinity of the subject site.</p>	No Material Change of use is proposed.
	<p>For Material change of use and Reconfiguring a lot</p> <p>AO5.4</p>	<p>Not Applicable</p> <p>No Material Change of Use or Reconfiguring a Lot is proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>In non-urban areas, buildings and infrastructure are set back 50 metres from natural riparian corridors to maintain their natural function of reducing velocity of floodwaters.</p> <p>Note – Fences and irrigation infrastructure (e.g. irrigation tape) in rural areas should be managed to minimise adverse the impacts that they may have on downstream properties in the event of a flood.</p>	
<p>PO6</p> <p>Development avoids the release of hazardous materials into floodwaters.</p>	<p>For Material change of use</p> <p>AO6.1</p> <p>Materials manufactured or stored on site are not hazardous or noxious, or comprise materials that may cause a detrimental effect on the environment if discharged in a flood event;</p> <p>or</p> <p>AO6.2</p>	<p>Not Applicable</p> <p>No Material Change of Use is proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>If a DFE level is adopted, structures used for the manufacture or storage of hazardous materials are:</p> <p>(a) located above the DFE level;</p> <p>or</p> <p>(b) designed to prevent the intrusion of floodwaters.</p>	
	<p>AO6.3</p> <p>Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by the DFE</p>	<p>Not Applicable</p> <p>No infrastructure is proposed.</p>
	<p>AO6.4</p> <p>If a flood level is not adopted, hazardous materials and their manufacturing equipment are located on the highest part of the site to enhance flood immunity and designed to prevent the intrusion of floodwaters.</p> <p>Note – Refer to <i>Work Health and Safety Act 2011</i> and associated Regulation and Guidelines, the <i>Environmental</i></p>	<p>Not Applicable</p> <p>No hazardous material or equipment are proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<i>Protection Act 1994</i> and the relevant building assessment provisions under the <i>Building Act 1975</i> for requirements related to the manufacture and storage of hazardous materials.	
PO7 The development supports, and does not unduly burden, disaster management response or recovery capacity and capabilities.	AO7 Development does not: (a) increase the number of people calculated to be at risk of flooding; (b) increase the number of people likely to need evacuation; (c) shorten flood warning times; and (d) impact on the ability of traffic to use evacuation routes, or unreasonably increase traffic volumes on evacuation routes.	Complies with AO7 The proposal would not result in an increase in residential density.
PO8 Development involving community infrastructure: (a) remains functional to serve community need during and immediately after a flood event;	AO8.1 The following uses are not located on land inundated during a DFE/Storm tide: (a) community residence; and	Not Applicable No new uses are proposed.



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Performance outcomes	Acceptable outcomes	Compliance
<p>(b) is designed, sited and operated to avoid adverse impacts on the community or environment due to impacts of flooding on infrastructure, facilities or access and egress routes;</p> <p>(c) retains essential site access during a flood event;</p> <p>(d) is able to remain functional even when other infrastructure or services may be compromised in a flood event.</p>	<p>(b) emergency services; and</p> <p>(c) residential care facility; and</p> <p>(d) utility installations involving water and sewerage treatment plants; and</p> <p>(e) storage of valuable records or items of historic or cultural significance (e.g. archives, museums, galleries, libraries).</p> <p>or</p> <p>AO8.2</p> <p>The following uses are not located on land inundated during a 1% AEP flood event:</p> <p>(a) community and cultural facilities, including facilities where an education and care service under the Education and care Services National law (Queensland) is operated or child care service under the <i>Child Care Act 2002</i> is conducted,</p> <p>(b) community centres;</p> <p>(c) meeting halls;</p>	



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(d) galleries;</p> <p>(e) libraries.</p> <p>The following uses are not located on land inundated during a 0.5% AEP flood event.</p> <p>(a) emergency shelters;</p> <p>(b) police facilities;</p> <p>(c) sub stations;</p> <p>(d) water treatment plant</p> <p>The following uses are not located on land inundated during a 0.2% AEP flood event:</p> <p>(a) correctional facilities;</p> <p>(b) emergency services;</p> <p>(c) power stations;</p> <p>(d) major switch yards.</p>	
	<p>AO8.3</p> <p>The following uses have direct access to low hazard evacuation routes as defined in Table 8.2.4.3.c:</p>	<p>Not Applicable</p> <p>The development does not involve a new use.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	(a) community residence; and (b) emergency services; and (c) hospitals; and (d) residential care facility; and (e) sub stations; and (f) utility installations involving water and sewerage treatment plants.	
	and/or AO8.4 Any components of infrastructure that are likely to fail to function or may result in contamination when inundated by flood, such as electrical switch gear and motors, telecommunications connections, or water supply pipeline air valves are: (a) located above DFE/Storm tide or the highest known flood level for the site;	Not Applicable The development does not involve a new use.



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Performance outcomes	Acceptable outcomes	Compliance
	(b) designed and constructed to exclude floodwater intrusion / infiltration.	
	AO8.5 Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by a flood.	Not Applicable No new infrastructure is proposed.



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9.3.7 Dual occupancy code

9.3.7.1 Application

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

9.3.7.2 Purpose

- (1) The purpose of the Dual occupancy 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 and character of development is consistent with the existing desired residential character and streetscape pattern;
 - (b) design gives a sense of individual ownership to residents;
 - (c) dual occupancies do not detrimental.

9.3.7.3 Criteria for assessment

Table 9.3.7.3.a – Dual occupancy code – assessable development

Performance outcomes	Acceptable outcomes	Compliance
For self-assessable and assessable development		



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Performance outcomes	Acceptable outcomes	Compliance
Design		
PO1 The dual occupancy contributes to housing choice while maintaining the residential character and amenity of the neighbourhood.	AO1 The dual occupancy is established on land with a minimum size of 1000m ²	Not applicable The development is an existing Dual Occupancy.
PO2 Buildings and structures are setback from property boundaries such that: <ul style="list-style-type: none"> (a) the setback from the street frontages reflects the positive attributes of the streetscape; (b) the setback from side and rear boundaries retains daylight access and privacy for adjoining properties; (c) the setback from all boundaries is sufficient to allow areas of deep planting; (d) the setback from street frontages provides for the desired streetscape pattern. 	AO2 Buildings and structures are set back from property boundaries as follows: <ul style="list-style-type: none"> (a) primary road frontage - 6 metres; (b) secondary road frontage - 3 metres; (c) side and rear boundaries - 2 metres, or (d) where private open space occurs in the side or rear setback – 4 metres for the extent of the open space. 	Complies with PO2 Refer to the assessment against the Low-Medium Density Residential Zone Code.



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Performance outcomes	Acceptable outcomes	Compliance
PO3 Buildings and structures have sufficient area for residential living consistent with the amenity of a residential area and are sympathetic to the streetscape pattern.	AO3.1 Car parking areas, including garages and other parking structures, are designed and located so that they do not occupy more than 30% of the lot frontage.	Not applicable The car port would be setback from the street frontage and behind the main building line.
	AO3.2 Where a dual occupancy is to be established on a corner allotment each dwelling is accessed from a different road frontage with a minimum 6 metre separation between driveway and intersection.	Not applicable The site is not a corner lot.
PO4 The development addresses the road frontage to facilitate casual surveillance and to enhance the amenity of the streetscape.	AO4.1 The building has balconies or windows or verandahs that face the street.	Not applicable The application is for a car port only.



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Performance outcomes	Acceptable outcomes	Compliance
	AO4.2 Fences and walls to road frontages are not more than: (a) 1.2 metres in height if less than 50% transparent; or (b) 1.5 metres in height if greater than 50% transparency.	Not applicable The application is for a car port only.
P05 Residents are provided with a functional private open space and recreation area.	AO5 A minimum area of 25m ² private open space is provided to each dwelling unit which is directly accessible from the living area of each dwelling unit.	Complies with AO5 The car port would be over the existing driveway and would not affect existing open space provision.
P06 The development provides residents and guests with safe and convenient vehicle access to dwellings and the road network, while maintaining the standard of existing infrastructure in the road reserve.	AO6.1 Dwelling units are serviced by: (a) a shared unobstructed driveway with a maximum width of 3.6 metres; or (b) by individual unobstructed driveways, having a maximum width of 3 metres each;	Not applicable The application is for a car port only.



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Performance outcomes	Acceptable outcomes	Compliance
	(c) the surface treatment of any driveway is imperviously sealed; (d) where development is on a Sub-arterial or Collector road the driveway design is such that vehicles can enter and exit the site in a forward gear.	
	AO6.2 Driveways and cross-overs require no alteration to existing on-street infrastructure, including street trees, footpaths, drainage pits, street signs, service pillars and electricity infrastructure.	Not applicable The application is for a car port only.
PO7 Fencing is designed to ensure a high degree of privacy and amenity for residents.	AO7.1 A screen fence (minimum height of 1.8 metres and maximum gap of 10mm) is provided to the side and rear boundaries	Not applicable The application is for a car port only.



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Performance outcomes	Acceptable outcomes	Compliance
	AO7.2 Where the front fence is lower than the side boundary fence it is tapered to the maximum height of the side boundary fence at or behind the front setback.	Not applicable The application is for a car port only.
PO8 Landscaping contributes to establishing an attractive and safe streetscape and a high standard of amenity and privacy for residents.	AO8 With the exception of driveway cross-overs, a landscaped area not less than 2 metres wide is provided and maintained within the site along all street boundaries.	Not applicable The application is for a car port only.
PO9 The dual occupancy is connected to essential infrastructure services and is sufficient to support individual ownership of each dwelling	AO9 Each dwelling is connected separately to: <ul style="list-style-type: none"> (a) water (separate water meters for each unit); (b) sewerage; (c) drainage; (d) electricity 	Not applicable The application is for a car port only.



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO10</p> <p>Service facilities are provided to meet the needs of residents and are sited and designed in an unobtrusive and convenient manner.</p>	<p>AO10</p> <p>Service facilities and structures:</p> <ul style="list-style-type: none">(a) locate air conditioning equipment behind the front façade of the dwelling;(b) provide storage space to achieve the following minimum requirements:<ul style="list-style-type: none">(i) are located to enable access by a motor vehicle;(ii) have a minimum space of 3.5m² per dwelling unit;(iii) have a minimum height of 2.1 metres;(iv) are weather proof;(v) are lockable. <p>Note - Cupboards and wardrobes inside the dwelling are not storage areas as intended by this acceptable outcome</p>	<p>Not applicable</p> <p>The application is for a car port only.</p>



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Performance outcomes	Acceptable outcomes	Compliance
PO11 Waste and recyclable storage facilities: <ul style="list-style-type: none"> (a) incorporates two wheelie bins per unit stored external to the garage and screened from view; (b) ensures wheelie bins are able to be wheeled to kerbside for collection 	AO11 Waste and recyclable storage areas capable of accommodating two bins per dwelling are provided behind the front setback and have direct access to the roadside.	Not applicable The application is for a car port only.
Dual Occupancy incorporating an existing dwelling house		
PO12 For dual occupancies where a separate dwelling is to be established in addition to an existing dwelling: <ul style="list-style-type: none"> (a) existing dwelling(s) are enhanced to: <ul style="list-style-type: none"> (i) contribute to a sense of individual ownership; (ii) enhance the appearance of the original dwelling house; (iii) enhance the appearance of the 	AO12.1 The external appearance of the existing dwelling is enhanced through the use of architectural features, and materials. Note – It is not intended that a new dual occupancy tenancy be established adjacent to or behind old and dilapidated housing stock to produce the dual occupancy. If the existing dwelling house is old and dilapidated, it is intended that the site be either completely redeveloped or	Not applicable The application is for a car port only.



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Performance outcomes	Acceptable outcomes	Compliance
<p>streetscape.</p> <p>(b) driveways are designed to maintain the privacy and amenity of the existing dwelling.</p>	<p>substantial upgrading occur to the exterior appearance and functionality of the older dwelling house</p>	
	<p>AO12.2</p> <p>A landscaped area not less than 1.5 metres is provided and maintained within the site between the existing dwelling and driveway to the new dwelling.</p>	<p>Not applicable</p> <p>The application is for a car port only.</p>
	<p>AO12.3</p> <p>Privacy screens are fixed to the external façade of the dwelling house in front of windows adjacent to the driveway.</p>	<p>Not applicable</p> <p>The application is for a car port only.</p>
	<p>AO12.4</p> <p>Internal living spaces are carefully designed to avoid conflicts between individual dual occupancy tenancies.</p> <p>Note – For example, the quieter rooms of one</p>	<p>Not applicable</p> <p>The application is for a car port only.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	tenancy (such as bedrooms) should not be placed directly adjacent to living spaces, kitchens or bathrooms of the adjoining tenancy.	
PO13 Dual occupancies where attaching to an existing dwelling provides a layout and form that maintains the bulk and appearance of the existing dwelling.	AO13 The design of the dual occupancy: <ul style="list-style-type: none">(a) maintains the appearance of a single dwelling house to the street;(b) provides a communal driveway;(c) provides additional enclosed car parking behind the front façade.	Not applicable The application is for a car port only.



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GOLD COAST

Suite 26, 39-47 Lawrence Drive
NERANG Qld 4211

PO Box 2760,
NERANG Qld 4211
E. admin@gmacer.com.au

T. 07 5578 1622 F. 07 5596 1294

TOWNSVILLE

Shop 1/1 Ingham Rd,
WEST END. QLD. 4812

PO Box 2760
NERANG Qld 4211
E. admintsv@gmacert.com.au

T. 07 4771 6532 F. 07 4771 2165

PORT DOUGLAS

Craiglie Business Park, Owen Street
CRAILIE Qld 4877

PO Box 831
PORT DOUGLAS Qld 4877
E. adminpd@gmacert.com.au

T. 07 4098 5150 F. 07 4098 5180

CHILDERS

4 Randall St
CHILDERS Qld 4660

PO Box 2760
NERANG Qld 4211
E. adminwb@gmacert.com.au

T. 07 4126 3069 F. 07 4126 3950

CABOOLTURE

Unit 3/5 Hasking Street,
CABOOLTURE Qld 4510

PO Box 2760
NERANG Q 4211
E. adminsc@gmacert.com.au

T. 07 5432 3222 F. 07 5432 3322

CAIRNS

310 Gatton Street,
MUNUNDA. Qld 4870

PO Box 2760
NERANG Qld 4211
E. admin@gmacert.com.au

T. 07 40410111 F. 07 40410188

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

I, James Gregg Watson

[Insert name in full.]

Sole Director/Secretary of the company mentioned below.

[Delete the above where company owner's consent must come from both director and director/secretary]

I,

[Insert name in full.]

Director of the company mentioned below.

and I,

[Insert name in full.]

[Insert position in full—i.e. another director, or a company secretary.]

Delete the above two boxes where there is a sole director/secretary for the company giving the owner's consent.

Of Body Corporate for Camelot Reef Community Titles Scheme 978

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

14 Triton Crescent, Port Douglas, and described as Lot 0 on BUP70647

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

Mark & Catherine Atkinson

on the premises described above for:

A change to the existing approval to allow for the construction of a car port adjacent Unit 2

Company seal *[if used]*

Company Name and ACN:


Signature of Sole Director/Secretary

28/8/2020

Date

[Delete the above where company owner's consent must come from both director and director/secretary.]

Company Name and ACN:

.....
Signature of Director

.....
Date

.....
Signature of Director/Secretary

.....
Date

[Delete the above where there is a sole director/secretary for the company giving the owner's consent.]