



AAL
Archontophoenix alexandre
Alexander Palm



ACA
Alpinia caerulea 'Red Back'
Native Ginger



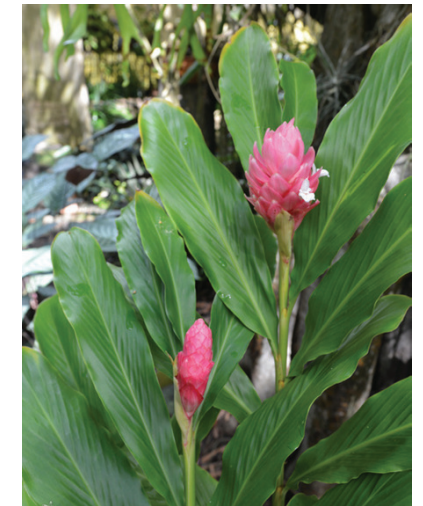
AFI
Attractocarpus fitzalanni
Native Gardenia



AGP
Alpinia 'Giant Pink'



AHE
Acalypha herzogiana
Dwarf Cat's Tail



AJQ
Alpinia purpurata
Jungle Queen



ALM
Alpinia malaccensis



AMU
Alpinia mutica
False Cardamon Ginger



AMA
Alocasia macrorrhiza
Giant Taro



ANU
Alpinia nutans
Dwarf Cardamom



CBI
Cyclanthus bipartitus
Split Leaf Cyclanthus



CFG
Cordyline fruticosa - Green Leaf



CFR
Cordyline fruticosa rubra
'Red Sister'



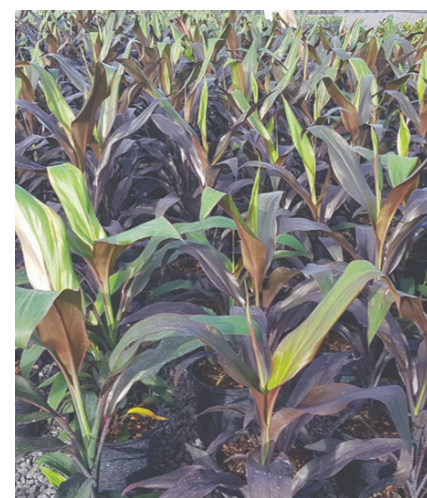
CIN
Croton insularis
Silver Croton



CLU
Calathea lutea
Havanna Cigar



CME
Crinum' menehune'



CNE
Cordyline negra



CRE
Cyrtostachys renda
Lipstick Palm



ECT
Etlingera hemisphaerica
'Cerise Tulip'



EBM
Etlingera elatior cv
'Bloody Mary'



EEP
Etlingera elatior
'Pink'



FGI
Ficus macrocarpa
Ficus Green Island



GGR
Gardenia psidioides
Gardenia Glennie River



GSC
Gardenia scabrella
Star Flower



HCD
Heliconia bihai
'Chocolate Dancer'



HTI
Hibiscus tiliaceus rubra



IWM
Ixora cv 'White Malay'



LHY
Lomandra Hystrix
'Katie's Belles'



LLS
Lomandra Hystrix
'Lucky Stripe'



LRA
Licuala ramsayii
Northern Fan Palm



MMM
Murraya Min-a-Min



MRE
Molineria recurvata
Weevil Plant



PAM
Pandanus amaryllifolius
Edible Pandan



PBV
Pandanus baptistii variegata
Variegated Dwarf Pandanus



PCO
Pinanga coronate
Ivory Cane Palm



PCU
Phyllanthus cuscutiflorus
Pink Phyllanthus



PLO
Polyalthia longifolia pendula
Indian Mast Tree



PMA
Ptychosperma macarthurii
Macarthur Palm



PPU
Plumeria pudica
Everlasting Love Frangipani



PSD
Plumeria rubra
Sunset Dreamer



PXA
Thaumatophyllum xanadu
(*Philodendron*) Xanadu



RLF
Russelia equisetiformis
Lemon Falls



RSU
Radermachera 'Summerscent'



RTF
Russelia equisetiformis
Tangerine Falls



SAQ
Syzygium aqueum
Water Cherry



SMI
Schizostachyum sp
Murray Island



SNN
Syzygium australe
'Straight & Narrow'



SPL
Stachyphrynium placentarium (*Phrynium*)

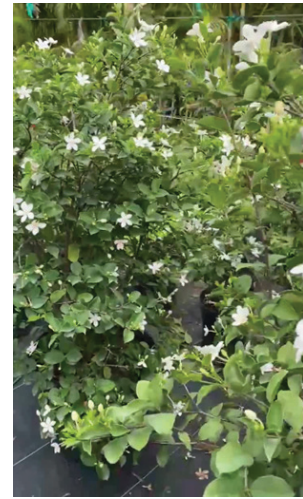


SWW
Syzygium wilsonii
ssp. *Wilsonii*
Powderpuff Lilly Pilly





TSP
Tradescantia spathacea
Moses In The Cradle



WAN
Wrightia antidysenterica
Arctic Snow



XVE
Xanthostemon verticillatus
Little Penda



ZCA
Zephyranthes candida
White Storm Lily



ZFU
Zamia furfuracea
Cardboard Cycad



ZGB
Zingiber spectabile
'Golden Beehive'



ZTE
Zoysia tenuifolia
No Mow Grass



**RE: 4-6 WHARF STREET PORT DOUGLAS
NEW RESIDENCE LANDSCAPE DESIGN STATEMENT**

Landscape Statement of Design Intent for 4-6 Wharf St, Port Douglas

This statement outlines the key design principles and intentions that guide the landscape strategy, focusing on both screening the new building from prominent viewpoints and preserving the coherence of the adjacent Flagstaff Hill.

The landscape design is being contained within the site, the primary purpose of which is to provide screening of the built structure from views & vistas of the site, whilst also achieving an enjoyable tropical indoor/ outdoor environment for the occupants of the residence.

The wide verge that spaces the property back from Wharf Street will adopt the Far North Queensland Regional Organisations of Councils (FNQROC), Regional Development Manual, Design Guidelines for On Street Landscaping.

Design Goals are achieved by:

1. **Visual Screening:** providing effective visual screening of the new house from major vantage points. Strategic placement of vegetation, carefully selected for their height and density, will act as a natural barrier, ensuring privacy for the residents and minimizing the visual impact of the structure on the wider landscape. Planting design within the property boundary has been designed to achieve a 60% screening of the new build within 5 years.
2. **Native Plant Selection:** The planting scheme will predominantly feature native plant species indigenous to the region. This approach not only promotes biodiversity but also maintains a cohesive aesthetic that seamlessly integrates the new house into the natural tapestry of Port Douglas.
3. **Elevation and Topography Integration:** within the site, leveraging the natural topography and elevation changes to further enhance the screening effect. Terraced plantings, retaining walls, and carefully sculpted earth forms are employed to create a layered visual barrier, gradually concealing the new building from key perspectives.
4. **Colour and Texture Palette:** Careful consideration has been given to the colour and texture palette of the selected plant species, ensuring that they complement the local environment and harmonize with the existing vegetation on Flagstaff Hill. This approach aims to create a landscape that not only screens the new building but also contributes to the overall visual richness of the surroundings.
5. **Sustainability and Water Efficiency:** The landscape design will prioritize sustainability and water efficiency.

Conclusion:

In conclusion, the landscape design for 4-6 Wharf St is conceived with a deep respect for the natural environment, local context, and community identity. By prioritizing visual screening, native plant integration, and alignment with the existing Flagstaff Hill verge planting, the landscape will contribute to the overall sustainability and aesthetic coherence of the Port Douglas landscape.



Kind regards

A handwritten signature in black ink, appearing to read "RB Gould", is positioned below the "Kind regards" text.

Rebecca Gould, AILA 001346
Director/ Senior Landscape Architect
GGI Cairns Pty Ltd t/a
GGI Landscape Architects

Attachment 7

3D Visuals











Attachment 8

Code Response Tables

6.2.4 ENVIRONMENTAL MANAGEMENT ZONE CODE

Table 6.2.4.3.a – Environmental management zone – assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
PO1 The height of all buildings and structures is in keeping with the natural characteristics of the site. Buildings and structures are low-rise and not unduly visible from external sites.	AO1.1 Buildings and structures are not more than 8.5 metres and two storeys in height.	Complies with PO1 The overall maximum height of the building is 10.9m with exceed the maximum height limitation. The building is only this height at one end of the northern elevation and reduces to 10.05 across the elevation.
	AO1.2 Buildings have a roof height not less than 2 metres.	The building is single storey and complied with that aspect of AO1.1. The roof component has a height of 2.35m which also marginally exceeds the roof height limitation. The development complies with PO1 despite these minor non compliances as it has been designed considering the existing surrounding development and to be in keeping with their scale and character. It is also designed in particular regards to the specific site topography and to avoid additional earthworks.
PO2	AO2 Buildings and structures are set back not less than: (a) 40 metres from the frontage of a state controlled road;	Complies with AO2 Wharf Street is a collector road in the road hierarchy and the proposed dwelling achieves the minimum 6 metre setback applicable.

Buildings and structures are set back to: (a) maintain the natural character of the area; (b) achieve separation from neighbouring buildings and from road frontages.	(b) 25 metres from the frontage to Cape Tribulation Road; (c) 6 metres from any other road; (d) 6 metres from the side and rear boundaries of the site.	
PO3 Development is consistent with the purpose of the Environmental management zone and protects the zone from the intrusion of inconsistent uses.	AO3 Inconsistent uses as identified in Table 6.2.4.3.b are not established in the Environmental management zone.	Complies with AO3 The proposed development is a single dwelling house only.
PO4 The site coverage of all buildings and structures and associated services do not have an adverse effect on the environmental or scenic values of the site.	PO4 No acceptable outcomes are prescribed.	Complies with PO4 The proposed site coverage is consistent with the existing surrounding development and has been softened by proposed landscaping.
PO5 Development is located, designed, operated and managed to respond to the characteristics, features and constraints of the site and its surrounds.	AO5.1 Buildings, structures and associated access, infrastructure and private open space are sited: (a) within areas of the site which are already cleared; or (b) within areas of the site which are environmentally degraded; (c) to minimise additional vegetation clearing.	Complies with AO5.1 and PO5 The design and layout of the development has given consideration to all of the site constraints, including the topography of the site and the location of the existing sewer main. There is no native vegetation or areas of environmental significance on the site. The proposed development cannot achieve compliance with AO5.2 because the existing site conditions contain slopes greater than 1 in 6. However, the dwelling has been designed to follow natural grounds level as far as
	AO5.2	

	Buildings and structures and associated infrastructure are not located on slopes greater than 1 in 6 (16.6%) or on a ridgeline.	practical. It is considered this avoidance of excessive earthworks by doing so meets the objectives of PO5 to maintain and respond to the natural features and characteristics of the site.
PO6 Buildings and structures are responsive to steep slope through innovative construction techniques so as to: (a) maintain the geotechnical stability of slopes; (b) minimise cut and/or fill; (c) minimise the overall height of development.	AO6.1 Where development on land steeper than 1 in 6 (16.6%) cannot be avoided, development follows the natural contours of the land and single plane concrete slab on-ground methods of construction are not utilised	Complies with AO6.1 The house follows the existing ground levels as far as possible considering other site constraints.
	AO6.2 Access and vehicle manoeuvring, and parking areas are constructed and maintained to: (a) minimise erosion; (b) minimise cut and fill; (c) follow the natural contours of the site.	
PO7 The exterior finishes of buildings and structures are consistent with the surrounding natural environment.	PO7 The exterior finishes and colours of buildings and structures are non-reflective and are moderately dark to darker shades of grey, green, blue and brown or the development is not visible external to the site.	Complies with PO7 The proposed finishes and colours are dark grey and white, with some natural stone, which have been chosen to be consistent with the existing surrounding development and to blend into the existing site conditions and proposed landscaping.
PO8 Development does not adversely affect the amenity of the zone and adjoining land uses in terms of traffic,	AO8 No acceptable outcomes are prescribed.	Complies with PO8 Traffic generation will be limited to that associated with a single residential use and as such will not create any

noise, dust, odour, lighting or other physical or environmental impacts.		emissions that will adversely impact the amenity of the zone.
PO9 The density of development ensures that the environmental and scenic amenity values of the site and surrounding area are not adversely affected.	AO9 The maximum residential density is one dwelling house per lot.	Complies with AO9 One single dwelling house is proposed on the site which comprises of two existing allotments (capability for two dwellings based on the density limitations).
PO10 Lot reconfiguration results in no additional lots.	AO10 No acceptable outcomes are prescribed.	Not applicable There is no reconfiguration component to the proposed development.

Table 6.2.4.3.b — Inconsistent uses within the Environmental management zone

INCONSISTENT USES		
Adult store	Hardware and trade supplies	Renewable energy facility

Agricultural supplies store	Health care services	Relocatable home park
Air services	High impact industry	Research and technology industry
Aquaculture	Hospital	Residential care facility
Bar	Hotel	Resort complex
Brothel	Indoor sport and entertainment	Retirement facility
Bulk landscape supplies	Intensive animal industry	Rooming accommodation
Car wash	Intensive horticulture	Rural industry
Caretaker's accommodation	Landing	Rural workers accommodation
Cemetery	Low impact industry	Sales office
Child care centre	Major electricity infrastructure	Service Station
Club	Major sport, recreation and entertainment facility	Shop
Community care centre	Marine industry	Shopping centre
Community residence	Market	Short-term accommodation
Community use	Motor sport facility	Showroom
Crematorium	Multiple dwelling	

Cropping	Nightclub entertainment	Special industry
Detention facility	facility	Substation
Dual occupancy	Office	Theatre
Dwelling unit	Outdoor sales	Transport depot
Educational establishment	Outstation	Utility installation
Food and drink outlet	Parking station	Veterinary services
Function facility	Place of worship	Warehouse, Wholesale nursery
Garden centre	Port services	Winery

7.2.4 PORT DOUGLAS/CRAIGLIE LOCAL PLAN CODE

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

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
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 are integrated and delivered through development.	Not applicable The proposed development being of a minor scale of one new dwelling house does not require a pedestrian or cycle route through the site. However, the substantial landscaping planting to wharf street will provide shade to the existing road reserve.
PO2 Development retains and enhances key landscape elements including character trees and areas of significant vegetation contributing to the character and quality of the local plan area and significant views and vistas and other landmarks important to the context of Port Douglas / Craiglie (as identified on the Port Douglas/ Craiglie Townscape Plan map contained in Schedule 2).	AO2.1 Development provides for the retention and enhancement of existing mature trees and character vegetation that contribute to the lush tropical character of the town, including: <ul style="list-style-type: none"> (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; 	Complies with AO2.1 and AO2.2 and AO2.3 No tree or vegetation removal is required to facilitate the development. Substantial landscaping is proposed, particularly to the two Wharf Street road frontages, but also throughout the site to retain the tree covered backdrop of Flagstaff Hill. The development has been so designed that, combined with the landscaping, only minor parts of it are visible and existing views are retained. There are no important monuments or statues impacted. Flagstaff hill itself is a landmark but it is not considered the

	(g) Macrossan Street and Warner Street; (h) Port Douglas waterfront.	development of only one single dwelling house adversely impacts on its retention as such.
	AO2.2 Development protects and does not intrude into important views and vistas as identified on the Port Douglas Townscape Plan map contained in Schedule 2, in particular: <ul style="list-style-type: none"> (a) Flagstaff Hill; (b) Four Mile Beach; (c) Across to the ranges over Dickson Inlet; (d) Mowbray Valley. 	
	AO2.3 Important landmarks, memorials and monuments are retained.	
PO3 Development contributes to the protection, reinforcement and where necessary enhancement of gateways and key intersections identified on the Port	AO3 Development adjacent to the gateways and nodes as identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2 incorporates architectural features	Not applicable The site is not adjacent to a gateway or node on the local plan maps.

Douglas / Craiglie local plan maps contained in Schedule 2.	and landscaping treatments 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.	Complies with AO4 Substantial landscaping is proposed as identified by the Landscaping Plans provided at Attachment 6 , please refer to the Landscaping Design Statement for further details.
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 No access to a State Controlled road is proposed.
PO6 The views and vistas identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2 are maintained.	AO6.1 Development does not impede continued views to scenic vistas and key streetscapes within the local plan area.	Complies with AO6.1 and AO6.2 The development has been designed to retain views and is setback 6m from the primary street frontage to Wharf Street.
	AO6.2 Unless otherwise specified within this Local Plan, buildings are set back not less than 6 metres from the primary street frontage.	
PO7 Vehicle access, parking and service areas: (a) do not undermine the relationship between buildings and street or dominate the streetscape;	AO7.1 For all buildings, parking is: (a) to the side of buildings and recessed behind the main building line; or (b) behind buildings; or	Complies with AO7.1 AO7.3 The car parking is provided in the form of an integral garage and additional parking to the side of the house .

<p>(b) are designed to minimise pedestrian vehicle conflict;</p> <p>(c) are clearly identified and maintain ease of access at all times.</p>	<p>(c) wrapped by the building facade, and not visible from the street.</p>	<p>There is a clearly defined pedestrian route into the house via the front entry which is separate to the internal entry via the integral garage.</p> <p>AO7.4-AO7.6 are not applicable as the proposed use is residential only, with no public parking included and no boom gates or the like.</p>
	<p>AO7.2</p> <p>Ground level parking incorporates clearly defined pedestrian routes.</p>	
	<p>AO7.3</p> <p>Any porte-cocheres, disabled and pedestrian accesses are accommodated within the boundary of new or refurbished development.</p>	
	<p>AO7.4</p> <p>Where the development is an integrated mixed- use development incorporating short term accommodation or multiple dwellings and either food and drink outlet or hotel or shop or shopping centre or office, on-site parking spaces are provided as per the number prescribed in the Parking and access code with a relaxation of 30% of spaces required for the non-residential uses.</p>	
	<p>AO7.5</p>	

	On-site car parking available for public use is clearly signed at the site frontage.	
	AO7.6 Boom gates pay machines or other regulatory devices to control access to a publicly available car parking area are not constructed or installed.	
PO8 Precinct 1 – Port Douglas precinct is not characterised by a proliferation of advertising signs.	AO8 No acceptable outcomes are prescribed.	Complies with AO8 No advertising signs are proposed as a part of the development.
Additional requirements for Sub-precinct 1a -	Town Centre sub-precinct	
PO9 Building heights: <ul style="list-style-type: none"> (a) do not overwhelm or dominate the town centre; (b) respect the desired streetscape; (c) ensure a high-quality appearance when viewed from both within the town centre sub-precinct and external to the town centre sub-precinct; 	AO9 Buildings and structures are not more than 3 storeys and 13.5 metres in height, with a roof height of not less than 3 metres.	Not applicable The subject site is not within this sub-precinct.

<p>(d) remain subservient to the natural environment and the backdrop of Flagstaff Hill.</p> <p>(e) do not exceed 3 storeys.</p>		
<p>PO10</p> <p>Building design, the streetscape, pedestrian paths and street front spaces promote integration with the surrounding area and the rest of Precinct 1 – Port Douglas Precinct.</p>	<p>AO10</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
<p>PO11</p> <p>Buildings:</p> <p>(a) address street frontages;</p> <p>(b) ensure main entrances front the street or public spaces;</p> <p>(c) do not focus principally on internal spaces or parking areas.</p>	<p>AO11</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
<p>PO12</p> <p>Setbacks at ground level provide for:</p> <p>(a) connection between pedestrian paths and public places;</p>	<p>AO12</p> <p>Setbacks at ground level:</p> <p>(a) are clear of columns and other obstructions;</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>

(b) areas for convenient movement of pedestrians; (c) changes in gradient of the street.	(b) have pavement matching the gradient of adjoining footpaths and connecting pedestrian areas on adjoining sites; (c) connect without any lip or step to adjoining footpaths.	
AO13 Buildings do not result in a reduction of views and vistas from public places to: (a) Flagstaff Hill; (b) Dickson Inlet; (c) public open space; (d) places of significance.	AO13 No acceptable outcomes are prescribed.	Not applicable The subject site is not within this sub-precinct.
PO14 Development enhances the distinctive tropical resort town and identity of Port Douglas and encourages pedestrian activity at street level including shade protection across the footpath for the length of the building.	AO14 Development is built up to the street frontage/s at the street level and incorporates a light frame awning, a minimum of 3 metres in width for the length of the street frontage/s; or If a development includes an outdoor dining area at ground/footpath level, the dining area has a maximum setback of 3 metres and the required awning is still maintained along the length of the street frontage/s.	Not applicable The subject site is not within this sub-precinct.
PO15 Development is predominantly commercial in nature with any tourist accommodation having a secondary	AO15.1	Not applicable The subject site is not within this sub-precinct.

<p>focus and not located on the street- level frontage where active frontages are encouraged as identified the Port Douglas local plan maps contained in Schedule 2.</p>	<p>Centre activities establish: at street level on active street frontages; a maximum of one level above street level.</p> <p>AO15.2</p> <p>Any residential development activities or short-term accommodation is located above street level of the active frontage, but not on or up to the street frontage in any development, including mixed use development.</p>	
<p>PO16</p> <p>Detailed building design:</p> <ul style="list-style-type: none"> (a) enhances the visual amenity of the streetscape; (b) has a legible and attractive built form that is visually enhanced by architectural elements; (c) contributes to a distinctive tropical north Queensland, seaside tourist town character; (d) integrates major landscaping elements to maximise their aesthetic value to ensure that the lush, vegetated character of the Town Centre sub-precinct is maintained. 	<p>AO16</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>

<p>PO17</p> <p>Buildings exhibit variations to their external appearance and the shape of the built form to provide visual interest through:</p> <ul style="list-style-type: none"> (a) surface decoration; wall recesses and projections; (b) a variation in wall finishes; windows, balconies, awnings and other visible structural elements. (c) differentiating between the lower, middle and upper (d) parts of the building by varying the facade and/or the shape of the built form, where comprised of more than two storeys. 	<p>AO17</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
<p>PO18</p> <p>Roofs are not characterised by a cluttered display of plant and equipment, in particular:</p> <ul style="list-style-type: none"> (a) building caps and rooftops contribute to the architectural distinction of the building and create a coherent roofscape for the Town Centre sub-precinct; (b) service structures lift motor rooms and mechanical plant and equipment are designed as an architectural feature of the 	<p>AO18</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>

building or are screened from public view; rooftops are not used for advertising.		
P019 Windows and sun/rain control devices are used in the building form, in particular, sun shading devices are provided to: <ul style="list-style-type: none"> (a) shade windows; (b) reduce glare; (c) assist in maintaining comfortable indoor temperatures; (d) minimising heat loads; (e) enrich the North Queensland tropical character of the Town Centre sub-precinct; (f) provide architectural interest to building facades. 	AO19 No acceptable outcomes are prescribed.	Not applicable The subject site is not within this sub-precinct.
PO20 Buildings are finished with high quality materials, selected for: <ul style="list-style-type: none"> (a) their ability to contribute the character of Town Centre sub-precinct; (b) easy maintenance, durability and an ability not to readily stain, discolour or deteriorate. 	AO20 No acceptable outcomes are prescribed.	Not applicable The subject site is not within this sub-precinct.
PO21 Buildings do not incorporate any type of glass or other materials that are likely to reflect the sun's rays in a	AO21 No acceptable outcomes are prescribed.	Not applicable The subject site is not within this sub-precinct.

manner that may create a nuisance, discomfort or a hazard.		
<p>PO22</p> <p>Facades and elevations do not include large blank walls. Openings and setbacks are used to articulate vertical building surfaces.</p>	<p>AO22.1</p> <p>Development has a maximum length of unbroken building facade of 20 metres and a maximum extent of overall development in the same style/design along the street frontage/s of 40 metres.</p> <p>AO22.2</p> <p>Any break in the building facade varies the alignment by a 1 metre minimum deviation.</p> <p>AO22.3</p> <p>A minimum of three of the following building design features and architectural elements detailed below are incorporated to break the extended facade of a development:</p> <ul style="list-style-type: none"> (a) a change in roof profile; (b) a change in parapet coping; (c) a change in awning design; (d) a horizontal or vertical change in the wall plane; or (e) a change in the exterior finishes and exterior colours of the development. 	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
<p>PO23</p> <p>Building facades that face public spaces at ground level:</p>	<p>AO23</p> <p>Building facades at the ground floor of development that face public space are designed to ensure:</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>

<ul style="list-style-type: none"> (a) complement the appearance of the development and surrounding streetscape; (b) enhance the visual amenity of the public place; (c) include a variety of human scale architectural elements and details; (d) provide an opportunity for the casual and convenient surveillance of public space from within the development. 	<ul style="list-style-type: none"> (a) a minimum of 70% of the facade area is comprised of windows, wall openings or shop fronts that permit the casual surveillance of the public space from the development; (b) a visually prominent main entrance that faces the principal public place; (c) vertical architectural elements and features are incorporated at 3 metre or less intervals along the length of the facade. 	
<p>PO24</p> <p>Awnings for pedestrian shelter are consistent with the character setting of the Town Centre sub- precinct and:</p> <ul style="list-style-type: none"> (a) extend and cover the footpath to provide protection from the sun and rain; (b) include lighting under the awning; (c) are continuous across the frontage of the site; (d) align to provide continuity with existing or future awnings on adjoining sites; (e) are a minimum of 3.0 metres in width and generally not more than 3.5 metres above pavement height; (f) do not extend past a vertical plane, 1.2 metres inside the kerb-line to enable street trees to be planted and grow; 	<p>AO24</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>

(g) are cantilevered from the main building with any posts within the footpath being non-load-bearing.		
PO25 Development integrates with the streetscape and landscaping improvements for Port Douglas.	AO25 Development fronting Davidson Street, Macrossan Street, Wharf Street, Mowbray Street and Warner Street is designed to integrate with the on-street landscaping and design improvements as outlined within the Port Douglas landscape master plan contained within Planning scheme policy SC6.7 – Landscaping.	Not applicable The subject site is not within this sub-precinct.
Additional Requirements for Sub-precinct 1B	Waterfront North sub precinct	
PO26 The establishment of uses is consistent with the outcomes sought for sub-precinct 1b – Waterfront North.	AO26 Uses identified as inconsistent uses in Table 7.2.4.4.b — Inconsistent uses in sub-precinct 1b - Waterfront North sub-precinct are not established in sub-precinct 1b - Waterfront North.	Not applicable The subject site is not within this sub-precinct.
PO27 The bulk and scale of buildings is consistent with surrounding development and steps down to complement the open space areas in the adjoining limited development sub-precinct.	AO27 Buildings and structures are not more than: (a) 3 storeys and 13.5 metres in height, with a roof height of not less than 3 metres, in those parts of the precinct south of Inlet Street; (b) 2 storeys and 8.5 metres in height, with a roof height of not less than 3 metres, in those parts of the precinct north of Inlet Street.	Not applicable The subject site is not within this sub-precinct.
PO28	AO28 No acceptable outcomes are prescribed.	Not applicable The subject site is not within this sub-precinct.

Building design, streetscape, pedestrian paths and street front spaces promote integration with the surrounding area and the rest of Precinct 1 – Port Douglas Precinct.		
PO29 Public pedestrian access along the water's edge is maximised.	AO29.1 Public pedestrian access is provided along the frontage of the water's edge consisting of a boardwalk of a minimum width of 4 metres that is available of 24-hour use.	Not applicable The subject site is not within this sub-precinct.
	AO29.2 A public plaza is incorporated into the design generally reflecting the requirements of the Port Douglas Waterfront Master Plan, focussing in the vicinity of the 'Duck Pond'.	
	AO29.3 Built envelopes are setback a minimum of 3.0 metres from the board walk, with a shelter/shade zone between the building envelopes and the boardwalk consisting of shade structure, canopies, verandas and the like.	
PO30 Buildings: (a) address street frontages; (b) ensure main entrances front the street or public spaces.	AO30 No acceptable outcomes are prescribed.	Not applicable The subject site is not within this sub-precinct.
PO31 Setbacks at ground level provide for:	AO31 Setbacks at ground level: (a) are clear of columns and other obstructions;	Not applicable The subject site is not within this sub-precinct.

<p>(a) connection between pedestrian paths and public places;</p> <p>(b) areas for convenient movement of pedestrians;</p> <p>(c) changes in gradient.</p>	<p>(b) have pavement matching the gradient of adjoining footpaths and connecting pedestrian areas on adjoining sites;</p> <p>(c) connect without any lip or step to adjoining footpaths.</p>	
<p>PO32</p> <p>Buildings do not result in a reduction of views and vistas from public places to:</p> <p>(a) Dickson Inlet;</p> <p>(b) public open space;</p> <p>(c) places of significance.</p>	<p>AO32</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
<p>PO33</p> <p>Development enhances the distinctive tropical resort town and identity of Port Douglas and encourages pedestrian activity at ground level including shade protection across the footpath and open space areas.</p>	<p>AO33</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
<p>PO34</p> <p>Development is predominantly commercial in nature with any tourist accommodation having a secondary focus and not located on the street- level frontage where active frontages are encouraged as identified the Port Douglas local plan maps contained in Schedule 2.</p>	<p>AO34.1</p> <p>Centre activities establish:</p> <p>(a) at street level on active street frontages; (b) a maximum of one level above street level.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
	<p>AO34.2</p> <p>Residential development activities or short-term accommodation is located above street /ground floor level of the active frontage, but not on or up to the street / public</p>	

	frontage in any development, including mixed use development.	
PO35 Detailed building design: <ul style="list-style-type: none"> (a) enhances the visual amenity of the streetscape; (b) has a legible and attractive built form that is visually enhanced by architectural elements; (c) contributes to a distinctive tropical north Queensland, seaside tourist town character; (d) integrates major landscaping elements to maximise their aesthetic value to ensure that the lush, vegetated character of the Waterfront North sub-precinct is maintained. 	AO35 No acceptable outcomes are prescribed.	Not applicable The subject site is not within this sub-precinct.
PO36 Buildings exhibit variations to their external appearance and the shape of the built form to provide visual interest through: <ul style="list-style-type: none"> (a) surface decoration; (b) wall recesses and projections; (c) a variation in wall finishes; windows, balconies, awnings and other visible structural elements. 	AO36 No acceptable outcomes are prescribed.	Not applicable The subject site is not within this sub-precinct.

(d) differentiating between the lower, middle and upper parts of the building by varying the facade and/or the shape of the built form, where comprised of more than two storeys.		
<p>PO37</p> <p>Roofs are not characterised by a cluttered display of plant and equipment, in particular:</p> <ul style="list-style-type: none"> (a) building caps and rooftops contribute to the architectural distinction of the building and create a coherent roofscape for the Waterfront North sub-precinct; (b) service structures lift motor rooms and mechanical plant and equipment are designed as an architectural feature of the building or are screened from public view; (c) roof tops are not used for advertising. 	<p>AO37</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
<p>PO38</p> <p>Windows and sun/rain control devices are used in the building form, in particular, sun shading devices are provided to:</p> <ul style="list-style-type: none"> (a) shade windows; (b) reduce glare; (c) assist in maintaining comfortable indoor temperatures; (d) minimising heat loads; 	<p>AO38</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>

<p>(e) enriching the North Queensland tropical character of the Waterfront North sub-precinct;</p> <p>(f) architectural interest to building facades.</p>		
<p>PO39</p> <p>Buildings are finished with high quality materials, selected for:</p> <p>(a) their ability to contribute the character of Waterfront North sub-precinct;</p> <p>(b) easy maintenance, durability and an ability not to readily stain, discolour or deteriorate.</p>	<p>AO39</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
<p>PO40</p> <p>Buildings do not incorporate any type of glass or other materials that are likely to reflect the sun's rays in a manner that may create a nuisance, discomfort or a hazard.</p>	<p>AO40</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
<p>PO41</p> <p>Facades and elevations do not include large blank walls and openings and setbacks are used to articulate vertical building surfaces.</p>	<p>AO41.1</p> <p>Development has a maximum length of unbroken building facade of 20 metres and a maximum extent of overall development in the same style/design along the street frontage/s of 40 metres.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
	<p>AO41.2</p> <p>Any break in the building facade varies the alignment by a 1 metre minimum deviation.</p>	

	<p>AO41.3</p> <p>A minimum of three of the following building design features and architectural elements detailed below are incorporated to break the extended facade of a development:</p> <ul style="list-style-type: none"> (a) a change in roof profile; (b) a change in parapet coping; (c) a change in awning design; (d) a horizontal or vertical change in the wall plane; or (e) a change in the exterior finishes and exterior colours of the development. 	
<p>PO42</p> <p>Building facades that face public spaces at ground level:</p> <ul style="list-style-type: none"> (a) complement the appearance of the development and surrounding streetscape; (b) enhance the visual amenity of the public place; (c) include a variety of human scale architectural elements and details; (d) provide an opportunity for the casual and convenient surveillance of public space from within the development. 	<p>AO42</p> <p>Building facades at the ground floor of development that face public space are designed to ensure:</p> <ul style="list-style-type: none"> (a) a minimum of 70% of the facade area is comprised of windows, wall openings or shop fronts that permit the casual surveillance of the public space from the development; (b) a visually prominent main entrance that faces the principal public place; (c) vertical architectural elements and features are incorporated at 3 metre or less intervals along the length of the facade. 	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>

<p>PO43</p> <p>Awnings for pedestrian shelter are consistent with the character setting of the Waterfront North sub- precinct and:</p> <ul style="list-style-type: none"> (a) extend and cover the footpath to provide protection from the sun and rain; (b) include lighting under the awning; (c) are continuous across pedestrian circulation areas; (d) align to provide continuity with existing or future awnings on adjoining sites; (e) are a minimum of 3 metres in width and generally not more than 3.5 metres above pavement height; (f) do not extend past a vertical plane, 1.2 metres inside the street kerb-line to enable street trees to be planted and grow; (g) are cantilevered from the main building with any posts within the footpath being non-load-bearing. 	<p>AO43</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
<p>PO44</p>	<p>AO44.1</p> <p>Bally Hooley rail line and turn-table is retained and incorporated into development to maintain its functionality.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>

The Balley Hooley rail line and turn-table is retained and incorporated into development and maintains its functionality.	AO44.2 Where development provides floor area for the Bally Hooley rail station, the gross floor area of the rail line and station does not generate a requirement for additional vehicle parking.	
PO45 Development recognises the importance of and relationship between the marina, commercial and residential development in the Waterfront North sub-precinct, and includes measures to mitigate the impact of: (a) noise; (b) odour; (c) hazardous materials; waste and recyclable material storage.	AO45 No acceptable outcomes are prescribed.	Not applicable The subject site is not within this sub-precinct.
PO46 Formalised public spaces and pedestrian paths/areas on freehold land are made accessible to the public.	AO46 No acceptable outcomes are prescribed.	Not applicable The subject site is not within this sub-precinct.
PO47 Buildings, civic spaces, roads and pedestrian links are enhanced by: (a) appropriate landscape design and planting; (b) themed planting that defines entry points, and creates strong 'entry corridors' into the waterfront;	AO47 No acceptable outcomes are prescribed.	Not applicable The subject site is not within this sub-precinct.

<p>(c) lighting and well-considered discrete signage that complements building and landscape design;</p> <p>(d) public artwork and other similar features that reflect the heritage and character of the Port Douglas Waterfront.</p>		
<p>PO48</p> <p>Buildings are designed and sited to provide vistas along shared pedestrian/open space and movement areas in suitable locations.</p>	<p>AO48</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
<p>PO49</p> <p>Development does not diminish the viability of marine-based industrial uses that directly serve the Port Douglas tourist and fishing operators and private boat owners, particularly with respect to the slipway operation.</p>	<p>AO49</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
<p>PO50</p> <p>Marine infrastructure to service the tourism, fishing and private boating community is provided.</p>	<p>AO50</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
<p>PO51</p> <p>Changes to the Port Douglas Waterfront quay- line do not cause adverse impacts to the environmentally sensitive Dickson Inlet.</p>	<p>AO51</p> <p>Development that results in changes to the Port Douglas Waterfront quay-line is only established where an Ecological assessment report provides support to the changes.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
Additional Requirements for Sub-precinct 1c	Waterfront South sub-precinct	
<p>PO52</p>	<p>AO52</p>	<p>Not applicable</p>

The establishment of uses is consistent with the outcomes sought for Precinct 1c – Waterfront South.	Uses identified as inconsistent uses Table 7.2.4.4.c are not established in Precinct 1c – Waterfront South.	The subject site is not within this sub-precinct.
PO53 Development does not adversely impact on the natural environment, natural vegetation or watercourses.	AO53.1 An Ecological assessment report is prepared identifying the environmental qualities of the surrounding natural and built features which are to be managed. AO53.2 An Environmental Management Plan is prepared to manage potential impacts of the operation of the development on surrounding natural areas.	Not applicable The subject site is not within this sub-precinct.
PO54 Development of land at the end of Port Street adjacent to Dickson Inlet incorporates a slipway, or an alternative functioning facility, with capacity to service the Port Douglas marine and tourism industry.	AO54 A master plan for the development is provided and implemented to demonstrate the integration of the slipway, or an alternative functioning facility, with other supporting service industry activities that service the marine and tourism industry of Port Douglas.	Not applicable The subject site is not within this sub-precinct.
PO55 Buildings and structures are of a height and are set back from side boundaries and other sensitive areas to ensure the scenic amenity and environmental qualities of the adjacent area are not adversely affected.	AO55.1 Development has a height of not more than 10 metres. AO55.2 Development is setback from all property boundaries not less than 3 metres.	Not applicable The subject site is not within this sub-precinct.
PO56 The site coverage of all buildings and structures ensures development:	AO56 No acceptable outcomes are prescribed.	Not applicable The subject site is not within this sub-precinct.

<ul style="list-style-type: none"> (a) is sited in an existing cleared area or in an area approved for clearing; (b) has sufficient area for the provision of services; (c) development does not have an adverse effect on the environmental, habitat, conservation or landscape values of the on-site and surrounding sensitive areas. 		
<p>PO57</p> <p>Premises include adequate provision for service vehicles, to cater for generated demand. Loading areas for service vehicles are designed to:</p> <ul style="list-style-type: none"> (a) be accommodated on-site; (b) maximise safety and efficiency of loading; (c) protect the visual and acoustic amenity of sensitive land use activities; (c) minimise adverse impacts on natural characteristics of adjacent areas. 	<p>AO57.1</p> <p>Sufficient manoeuvring area is provided on-site to allow a Medium Rigid Vehicle to enter and leave the site in a forward gear.</p> <p>AO57.2</p> <p>Development is designed to ensure all service vehicles are contained within the site when being loaded/unloaded.</p> <p>AO57.3</p> <p>Driveways, parking and manoeuvring areas are constructed and maintained to:</p> <ul style="list-style-type: none"> (a) minimise erosion from storm water runoff; (b) retain all existing vegetation. 	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
<p>PO58</p> <p>Development ensures adverse impacts from service vehicles on the road network, external to the site, are minimised.</p>	<p>AO58</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not applicable</p> <p>The subject site is not within this sub-precinct.</p>
<p>PO59</p>	<p>AO59</p>	<p>Not applicable</p>

Entry to the site is landscaped to enhance the amenity of the area and provide a pleasant working environment.	Areas used for loading and unloading, storage, utilities and car parking are screened from public view: (a) by a combination of landscaping and screen fencing; (b) dense planting along any road frontage is a minimum width of 3 metres.	The subject site is not within this sub-precinct.
PO60 Landscaping is informal in character and complementary to the existing natural environment, provides screening and enhances the visual appearance of the development.	AO60 For any development landscaping is in accordance with the Plant species schedule in Planning scheme policy SC6.7– Landscaping.	Not applicable The subject site is not within this sub-precinct.
Additional requirements for Sub-precinct 1d	Limited Development sub precinct	
PO61 The height of buildings and structures contributes to the desired form and outcomes for the sub- precinct and are limited to a single storey.	AO61 Buildings and structures are not more than one storey and 4 metres in height.	Not applicable The subject site is not within this sub-precinct.
Additional Requirements for Sub-precinct 1e	Community and recreation sub-precinct	
PO62 The precinct is developed for organised sporting activities and other community uses.	AO62 No acceptable outcomes are prescribed.	Not applicable The subject site is not within this sub-precinct.
Additional Requirements for Sub-precinct 1f	Flagstaff Hill sub-precinct	
PO63 Flagstaff Hill is protected from inappropriate development to protect the hill as an important natural landmark feature of Port Douglas and as a vegetated backdrop to the Town centre.	AO63 No acceptable outcomes are prescribed.	Complies with PO63 The development has been designed to respond to the topography of the site and is stepped down the site, minimising earthworks required to facilitate the development and subsequently it's visual impact will be minimised.

		The colours and finishes of the building have also been chosen to compliment the existing character of the area, current site conditions and surrounding vegetation. There is also substantial landscaping proposed which will retain the existing sight lines across the site of a vegetated backdrop.
<p>PO64</p> <p>All development on Flagstaff Hill is designed to minimise the visibility of the development and to ensure development is subservient to the natural landscape and topography of the site, including through:</p> <ul style="list-style-type: none"> (a) building design which minimises excavation and filling; (b) buildings being designed to step down the site and incorporate foundations and footings on piers or poles; (c) buildings being visually unobtrusive and incorporating exterior finishes and muted colours which are non-reflective and complement the colours of the surrounding vegetation and view-shed; (d) protection of the views from public viewing points in the Port Douglas precinct. 	<p>AO64</p> <p>No acceptable outcomes are prescribed.</p>	<p>Complies with PO64</p> <p>The development has been designed to respond to the topography of the site with minimal earthworks required to facilitate its construction, including the building stepping down the site.</p> <p>The components of the building which will be visible, including the roof, are finished in natural colours (grey and off-white) which are in-keeping with the existing surrounding development.</p> <p>The development has no impact on public viewpoints.</p>

Additional Requirements for Precinct 3	Craiglie Commercial & Light Industry	
<p>PO65</p> <p>Development supports the tourism and marine industries in Port Douglas, along with the small- scale commercial and light industry land uses that support the local economy that would otherwise be better suited to a location outside the Port Douglas Town Centre Precinct.</p>	<p>AO65</p> <p>Development consists of service and light industries and associated small scale commercial activities.</p>	<p>Not applicable</p> <p>The subject site is not within this Precinct.</p>
<p>PO66</p> <p>Development on lots adjacent to the Captain Cook Highway is sited, designed and landscaped to provide an attractive visual approach to Port Douglas with all buildings, structures and car parking areas setback a sufficient distance from the frontage to enable landscaping to soften or screen the appearance of the development.</p>	<p>AO66.1</p> <p>Buildings and structures are setback 8 metres from the Captain Cook Highway frontage, or no closer to the Captain Cook Highway frontage than buildings and structures on adjoining sites (averaged), whichever is the greater.</p> <p>AO66.2</p> <p>The setback area to the Captain Cook Highway frontage is landscaped with advanced dense planting including tree species (100 litre bag stock), which will, at maturity, exceed the height of the building(s) on the site.</p>	<p>Not applicable</p> <p>The subject site is not within this Precinct.</p>

	AO66.3 Advertising signs are discreet in appearance with no large advertising signs, including tenancy signs, located on or near the Captain Cook Highway frontage, or within any landscaped setback area.	
	AO66.4 Car parking areas, loading and other service areas are designed to be screened from the Captain Cook Highway and are located so as to not be visually prominent from the Captain Cook Highway.	
PO67 No additional lots are created within the precinct.	AO67 No acceptable outcomes are prescribed.	Not applicable No reconfiguration is proposed.
PO68 Reconfigured lots have a minimum lot size of 2 hectares, unless the lot reconfiguration transfers lots to the higher parts of the land, to avoid the need to fill existing lots to accommodate dwelling houses.	AO68 No acceptable outcomes are prescribed.	Not applicable No reconfiguration is proposed.

Table 7.2.4.4.b — Inconsistent uses in sub-precinct 1b - Waterfront North sub-precinct

INCONSISTENT USES		
<ul style="list-style-type: none"> • Agricultural supplies store • Air services • Animal husbandry • Animal keeping • Aquaculture • Brothel • Bulk landscape supplies • Car wash • Cemetery • Crematorium • Cropping • Detention facility • Dual occupancy • Dwelling house 	<ul style="list-style-type: none"> • Extractive industry • Funeral parlour • High impact industry • Intensive animal industry • Intensive horticulture • Major electricity infrastructure • Major sport, recreation and entertainment facility • Medium impact industry • Motor sport facility, • Outstation • Permanent plantation 	<ul style="list-style-type: none"> • Relocatable home park • Roadside stall • Rural industry • Rural workers accommodation • Service station • Showroom • Special industry • Tourist park • Transport depot • Veterinary services • Warehouse • Wholesale nursery • Winery

Table 7.2.4.4.c — Inconsistent uses in sub-precinct 1c - Waterfront South sub-precinct

INCONSISTENT USES		
<ul style="list-style-type: none"> • Adult store • Agricultural supplies store • Air services • Animal husbandry • Animal keeping • Brothel • Bulk landscape supplies • Car wash 	<ul style="list-style-type: none"> • Hardware and trade supplies • Health care services • Home based business • Hospital • Hotel • Indoor sport and recreation • Intensive animal industry • Intensive horticulture 	<ul style="list-style-type: none"> • Permanent plantation • Place of worship • Relocatable home park • Residential care facility • Resort complex • Retirement facility • Roadside stall • Rooming accommodation

<ul style="list-style-type: none"> • Cemetery • Child care centre • Community care centre • Community residence • Community use • Crematorium • Cropping • Detention facility • Dual occupancy • Dwelling house • Dwelling unit • Extractive industry • Function facility • Funeral parlour • Garden centre 	<ul style="list-style-type: none"> • Major electricity infrastructure • Major sport, recreation and entertainment facility • Market • Motor sport facility • Multiple dwelling • Nature-based tourism • Nightclub entertainment facility • Outdoor sales • Outdoor sport and recreation • Outstation 	<ul style="list-style-type: none"> • Rural industry • Rural workers accommodation • Sales office • Shopping centre • Short-term accommodation • Showroom • Special industry • Theatre • Tourist attraction • Tourist park • Transport depot • Veterinary services • Warehouse • Wholesale nursery • Winery
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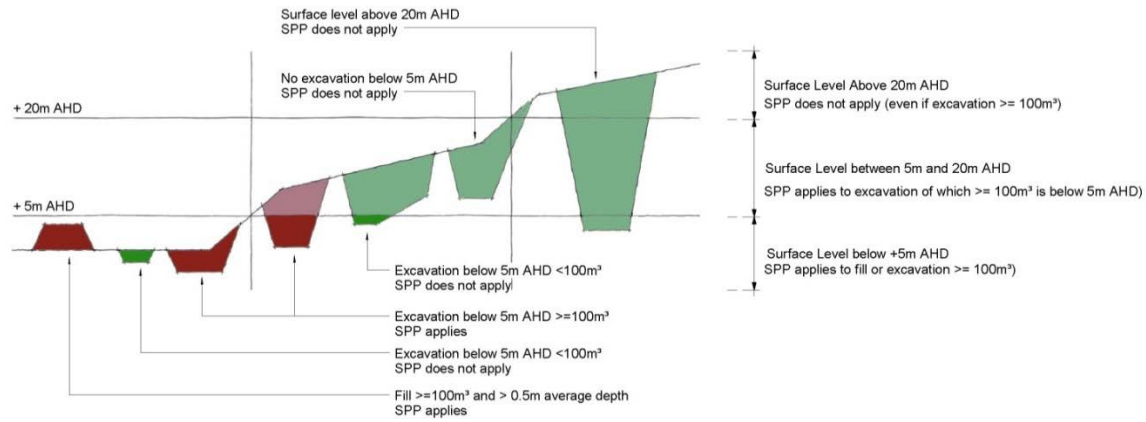
8.2.1 ACID SULPHATE SOILS OVERLAY CODE

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

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
PO1 The extent and location of potential or actual acid sulphate soils is accurately identified.	AO1.1 No excavation or filling occurs on the site.	Complies with PO1 An acid sulphate soils investigation is not considered necessary at this stage, due to the earthworks being required kept to a minimum, but if any acid sulphate soils are discovered on site then an investigation will be undertaken.
	AO1.2 An acid sulphate soils investigation is undertaken.	
PO2 Development avoids disturbing potential acid sulphate soils or actual acid sulphate soils or is managed to avoid or minimise the release of acid and metal contaminants.	AO2.1 The disturbance of potential acid sulphate soils or actual acid sulphate soils is avoided by: <ul style="list-style-type: none"> (a) not excavating, or otherwise removing, soil or sediment identified as containing potential or actual acid sulphate soils; (b) not permanently or temporarily extracting groundwater that results in the aeration of previously saturated acid sulphate soils; (c) not undertaking filling that results in: (d) actual acid sulphate soils being moved below the water table; (e) previously saturated acid sulphate soils being aerated. 	Complies with AO2.1 and AO2.2 No major excavation is required due to the design of the building and utilisation of existing cut on the site. Some minor earthworks will be required to realign the sewer main and facilitate the construction of the dwelling. However no groundwater will be extracted to facilitate the development and there is no evidence of actual acid sulphate soils on the site. As stated above, if any actual sulphate soils are discovered and may be potentially disturbed by any minor earthworks, then a Management Plan will be prepared at that stage.

	<p>AO2.2</p> <p>The disturbance of potential acid sulphate soils or actual acid sulphate soils is undertaken in accordance with an acid sulphate soils management plan and avoids the release of metal contaminants by:</p> <ul style="list-style-type: none"> (a) neutralising existing acidity and preventing the generation of acid and metal contaminants; (b) preventing the release of surface or groundwater flows containing acid and metal contaminants into the environment; (c) preventing the in-sit oxidisation of potential acid sulphate soils and actual acid sulphate soils through ground water level management; (d) appropriately treating acid sulphate soils before disposal occurs on or off site; (e) documenting strategies and reporting requirements in an acid sulphate soils environmental management plan. 	
<p>PO3</p> <p>No environmental harm is caused as a result of exposure to potential acid sulphate soils or actual acid sulphate soils.</p>	<p>AO3</p> <p>No acceptable outcomes are prescribed.</p>	<p>Complies with PO3</p> <p>Considering the small scale and nature of the development is it not considered to have potential to cause environmental harm.</p>

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



8.2.2 BUSHFIRE HAZARD OVERLAY CODE

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

PERFORMANCE OUTCOMES		
ACCEPTABLE OUTCOMES		
APPLICANT RESPONSE		
Compatible development		
PO1 A vulnerable use is not established or materially intensified within a bushfire hazard area (bushfire prone area) unless there is an overriding need or other exceptional circumstances.	AO1 Vulnerable uses are not established or expanded.	Complies with AO1 The development does not include a vulnerable use.
PO2 Emergency services and uses providing community support services are able to function effectively during and immediately after a bushfire hazard event.	AO2 Emergency Services and uses providing community support services are not located in a bushfire hazard sub-category and have direct access to low hazard evacuation routes.	Not applicable The development is not for emergency services or community support services.
PO3 Development involving hazardous materials manufactured or stored in bulk is not located in bushfire hazard sub-category.	AO3 The manufacture or storage of hazardous material in bulk does not occur within bushfire hazard sub-category.	Complies with AO3 No hazardous material will be manufactured or stored on site as the proposed use is a single dwelling only.
Development design and separation from bushfire hazard – reconfiguration of lots		
PO4.1	AO4.1	Not applicable

ACCEPTABLE OUTCOMES		APPLICANT RESPONSE
PERFORMANCE OUTCOMES		
Where reconfiguration is undertaken in an urban area or is for urban purposes or smaller scale rural residential purposes, a separation distance from hazardous vegetation is provided to achieve a radiant heat flux level of 29kW/m at the edge of the proposed lot(s)	No new lots are created within a bushfire hazard sub-category.	There is no reconfiguration proposed as part of the development.
PO4.2 Where reconfiguration is undertaken for other purposes, a building envelope of reasonable dimensions is provided on each lot which achieves radiant heat flux level of 29kW/m at any point.	A04.2 Lots are separated from hazardous vegetation by a distance that: <ul style="list-style-type: none"> (a) achieves radiant heat flux level of 29kW/m² at all boundaries; and (b) is contained wholly within the development site. 	Not applicable There is no reconfiguration proposed as part of the development.
PO5 Where reconfiguration is undertaken in an urban area or is for urban purposes, a constructed perimeter road with reticulated water supply is established between the lots and the hazardous vegetation and is readily accessible at all times for urban fire fighting vehicles. The access is available for both firefighting and maintenance/defensive works.	A05.1 Lot boundaries are separated from hazardous vegetation by a public road which: <ul style="list-style-type: none"> (a) has a two-lane sealed carriageway; (b) contains a reticulated water supply; (c) is connected to other public roads at both ends and at intervals of no more than 500m; (d) accommodates geometry and turning radii in accordance with Queensland Fire and Emergency 	Not applicable There is no reconfiguration proposed as part of the development.

ACCEPTABLE OUTCOMES		APPLICANT RESPONSE
PERFORMANCE OUTCOMES		
	<p>Services' Fire Hydrant and Vehicle Access Guidelines;</p> <p>(e) has a minimum of 4.8m vertical clearance above the road;</p> <p>(f) is designed to ensure hydrants and water access points are not located within parking bay allocations; and incorporates roll-over kerbing.</p>	
	<p>AO5.2</p> <p>Fire hydrants are designed and installed in accordance with AS2419.1 2005, unless otherwise specified by the relevant water entity.</p>	<p>Not applicable</p> <p>There is no reconfiguration proposed as part of the development.</p>
<p>PO6</p> <p>Where reconfiguration is undertaken for smaller scale rural residential purposes, either a constructed perimeter road or a formed, all weather fire trail is established between the lots and the hazardous vegetation and is readily accessible at all times for the type of fire fighting vehicles servicing the area.</p>	<p>AO6</p> <p>Lot boundaries are separated from hazardous vegetation by a public road or fire trail which has:</p> <p>(a) a reserve or easement width of at least 20m;</p> <p>(b) a minimum trafficable (cleared and formed) width of 4m capable of accommodating a 15-tonne vehicle and which is at least 6m clear of vegetation;</p>	<p>Not applicable</p> <p>There is no reconfiguration proposed as part of the development.</p>

ACCEPTABLE OUTCOMES		APPLICANT RESPONSE
PERFORMANCE OUTCOMES		
The access is available for both firefighting and maintenance/hazard reduction works.	<ul style="list-style-type: none"> (c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path; (d) a minimum of 4.8m vertical clearance; (e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; (f) a maximum gradient of 12.5%; (g) across fall of no greater than 10 degrees; (h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy; (i) vehicular access at each end which is connected to the public road network at intervals of no more than 500m; (j) designated fire trail signage; (k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and (l) if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services. 	
PO7 Where reconfiguration is undertaken for other purposes, a formed, all weather fire trail is provided between the	A07	Not applicable

ACCEPTABLE OUTCOMES		APPLICANT RESPONSE
PERFORMANCE OUTCOMES		
<p>hazardous vegetation and either the lot boundary or building envelope and is readily accessible at all times for the type of fire fighting vehicles servicing the area.</p> <p>However, a fire trail will not be required where it would not serve a practical fire management purpose.</p>	<p>Lot boundaries are separated from hazardous vegetation by a public road or fire trail which has:</p> <ul style="list-style-type: none"> (a) a reserve or easement width of at least 20m; (b) a minimum trafficable (cleared and formed) width of 4m capable of accommodating a 15-tonne vehicle and which is at least 6m clear of vegetation; no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path; (c) a minimum of 4.8m vertical clearance; (d) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; (e) a maximum gradient of 12.5%; across fall of no greater than 10 degrees; (f) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy; (g) vehicular access at each end which is connected to the public road network; (h) designated fire trail signage; (i) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and if a fire trail, has an access easement that is granted in 	<p>There is no reconfiguration proposed as part of the development.</p>

PERFORMANCE OUTCOMES		
ACCEPTABLE OUTCOMES		APPLICANT RESPONSE
	favour of Council and Queensland Fire and Emergency Services.	
PO8 The development design responds to the potential threat of bushfire and establishes clear evacuation routes which demonstrate an acceptable or tolerable risk to people.	AO8 The lot layout: <ul style="list-style-type: none"> (a) minimises the length of the development perimeter exposed to, or adjoining hazardous vegetation; (b) avoids the creation of potential bottle-neck points in the movement network; (c) establishes direct access to a safe assembly /evacuation area in the event of an approaching bushfire; and ensures roads likely to be used in the event of a fire are designed to minimise traffic congestion. 	Not applicable There is no reconfiguration proposed as part of the development.
PO9 Critical infrastructure does not increase the potential bushfire hazard.	AO9 Critical or potentially hazardous infrastructure such as water supply, electricity, gas and telecommunications are placed underground.	Not applicable There is no reconfiguration proposed as part of the development.
Development Design – Material Change of Use		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
<p>PO10</p> <p>Development is located and designed to ensure proposed buildings or building envelopes achieve a radiant heat flux level at any point on the building or envelope respectively, of:</p> <ul style="list-style-type: none"> (a) 10kW/m where involving a vulnerable use; or (b) 29kW/m otherwise. <p>The radiant heat flux level is achieved by separation unless this is not practically achievable.</p>	<p>AO10</p> <p>Buildings or building envelopes are separated from hazardous vegetation by a distance that:</p> <ul style="list-style-type: none"> (a) achieves a radiant heat flux level of at any point on the building or envelope respectively, of 10kW/m for a vulnerable use or 29kW/m otherwise; and (b) is contained wholly within the development site. 	<p>Complies with AO10</p> <p>The subject site is located in the potential bushfire hazard buffer only and contains no hazardous vegetation on site.</p> <p>The hazardous vegetation is situated at least 60m away as demonstrated by Figure 1 below.</p>  <p>(source: Queensland Globe)</p>

ACCEPTABLE OUTCOMES		APPLICANT RESPONSE
PERFORMANCE OUTCOMES		
<p>PO11</p> <p>A formed, all weather fire trail is provided between the hazardous vegetation and the site boundary or building envelope and is readily accessible at all times for the type of fire fighting vehicles servicing the area. However, a fire trail will not be required where it would not serve a practical fire management purpose.</p>	<p>AO11</p> <p>Development sites are separated from hazardous vegetation by a public road or fire trail which has:</p> <ul style="list-style-type: none"> (a) a reserve or easement width of at least 20m; (b) a minimum trafficable (cleared and formed) width of 4m capable of accommodating a 15-tonne vehicle and which is at least 6m clear of vegetation; (c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path; (d) a minimum of 4.8m vertical clearance; (e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; (f) a maximum gradient of 12.5%; (g) across fall of no greater than 10 degrees; (h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy; (i) vehicular access at each end which is connected to the public road network which is connected to the public road network at intervals of no more than 500m; 	<p>Complies with AO11</p> <p>Island Point Road and Wharf Street separates the site from the hazardous vegetation (as identified in Figure above). Island Point Road has a formed road width of 4.5m and Wharf Street 6m. Each has a 20m road reserve.</p> <p>Each road complies with all of the other specifications</p>

ACCEPTABLE OUTCOMES		APPLICANT RESPONSE
PERFORMANCE OUTCOMES		
	<ul style="list-style-type: none"> (j) designated fire trail signage; (k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services. 	
PO12 All premises are provided with vehicular access that enables safe evacuation for occupants and easy access by firefighting appliances.	AO12 Private driveways: <ul style="list-style-type: none"> (a) do not exceed a length of 60m from the street to the building; 	Complies with AO12 The driveway is 3.6m long and 7m wide and complies. The required clearances can be required by a condition of the Development Permit.

ACCEPTABLE OUTCOMES		APPLICANT RESPONSE
PERFORMANCE OUTCOMES		
	<ul style="list-style-type: none"> (b) do not exceed a gradient of 12.5%; (c) have a minimum width of 3.5m; (d) have a minimum of 4.8m vertical clearance; (e) accommodate turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; and serve no more than 3 dwellings or buildings. 	
PO13 Development outside reticulated water supply areas includes a dedicated static supply that is available solely for firefighting purposes and can be accessed by firefighting appliances.	AO13 A water tank is provided within 10m of each building (other than a class 10 building) which: <ul style="list-style-type: none"> (a) is either below ground level or of non- flammable construction;has a take-off connection at a level that allows the following dedicated, static water supply to be left available for access by fire fighters: <ul style="list-style-type: none"> (i) 10,000l for residential buildings (ii) 45,000l for industrial buildings; and (iii) 20,000l for other buildings; (a) includes shielding of tanks and pumps in accordance with the relevant standards; 	Not applicable Reticulated water is available to the site.

ACCEPTABLE OUTCOMES		APPLICANT RESPONSE
PERFORMANCE OUTCOMES		
	<ul style="list-style-type: none"> (b) includes a hardstand area allowing medium rigid vehicle (15 tonne fire appliance) access within 6m of the tank; (c) is provided with fire brigade tank fittings – 50mm ball valve and male camlock coupling and, if underground, an access hole of 200mm (minimum) to accommodate suction lines; and is clearly identified by directional signage provided at the street frontage. 	
PO14 Landscaping does not increase the potential bushfire risk.	AO14 Landscaping uses species that are less likely to exacerbate a bushfire event and does not increase fuel loads within separation areas.	Complies with AO14 Species used in the Landscaping Plan have considered fuel loads as demonstrated by the species list within the Landscaping Plans at Attachment 6 .
PO15 The risk of bushfire and the need to mitigate that risk is balanced against other factors (such as but not limited to, biodiversity or scenic amenity).	AO15 Bushfire risk mitigation treatments do not have a significant impact on the natural environment or landscape character of the locality where this has value.	Not applicable In this instance with the site being located over 60m away from hazardous vegetation no mitigation treatments are required or proposed.

8.2.6 LANDSCAPE VALUES OVERLAY CODE

Table 8.2.6.3.a – Landscape values overlay code – assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
Development within a High Landscape Value Area		
PO1 Development within High landscape value areas identified on the Landscape values overlay maps contained in Schedule 2: <ul style="list-style-type: none"> (a) avoids detrimental impacts on the landscape values of forested skylines, visible hillslopes, ridgelines, the coastal foreshore or the shoreline of other water bodies through the loss of vegetation; (b) is effectively screened from view from a road, lookout or other public place by an existing natural landform or native vegetation, or will be effectively screened by native vegetation within 3 years of construction; (c) retains existing vegetation and incorporates new landscaping to enhance existing vegetation and visually soften built form elements; 	AO1.1 Buildings and structures are not more than 8.5 metres and two storeys in height.	Complies with PO1 A small component of one elevation of the building does exceed the 8.5 maximum height limitation. However the building remains two storey in height and responds to the site's topography. Further the proposed height is a consequence of limits earthworks required to facilitate the development which would have a greater impact on the landscape values of the area. The proposed development includes substantial landscaping for screening and does not include vegetation removal.
	AO1.2 Buildings and structures are setback not less than 50 metres from ridgelines or peaks.	Complies with PO1 The site is located on Flagstaff Hill and cannot achieve a 50m setback o the ridgeline however the building is set down below the ridgelines and surrounding peaks and as stated above complies with PO1 in terms of minimising

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
(d) incorporates development of a scale, design, height, position on site, construction materials and external finishes that are compatible with the landscape values of the locality; (e) avoids detrimental impacts on landscape values and excessive changes to the natural landform as a result of the location, position on site, scale, design, extent and alignment of earthworks, roads, driveways, retaining walls and other on-ground or in-ground infrastructure; (f) avoids detrimental impacts on landscape values and views as a result of the location, position on site, scale, design and alignment of telecommunications facilities, electricity towers, poles and lines and other tall infrastructure;		visual impact by design, scale, proposed landscaping and lack of earthworks proposed.
	AO1.3 Development is screened from view from roads or other public places by an existing natural landform or an existing native vegetation buffer.	Complies with AO1.3 The development is stepped down the site with the majority of the structure screened by the natural landform. As there is no existing vegetation on site to retain, landscaping will further screen the development.
	AO1.4 Where development on land steeper than 1 in 6 (16.6%) cannot be avoided: <ul style="list-style-type: none"> (a) development follows the natural; contours of the site; (b) buildings are split level or suspended floor construction, or a combination of the two; lightweight materials are used to areas with suspended floors. 	Complies with AO1.4 The proposed dwelling does step down and generally follow the natural ground levels and the dwelling is split over two levels.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
(g) extractive industry operations are avoided.	AO1.5 The external features, walls and roofs of buildings and structures have a subdued and non-reflective palette.	Complies with AO1.5 Finishes are in non-reflective materials and colours are dark grey, off white and natural stone.
	AO1.6 No clearing of native vegetation occurs on land with a slope greater than 1 in 6 (16.5%).	Complies with AO1.6 Only non-native trees are required to be removed is not on a slope greater than 1 to 6.
	AO1.7 Where for accommodation activities or reconfiguration of a lot in a High landscape value area, development demonstrates that the height, design, scale, positioning on-site, proposed construction materials and external finishes are compatible with the landscape values.	Complies with AO1.7 The proposal is for one single dwelling and does not constitute accommodation activities. No advertising device is proposed.
	AO1.8 Advertising devices do not occur.	
Development within a Medium Landscape Value Area		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
PO2 Development within Medium landscape value areas identified on the Landscape values overlay maps contained in Schedule 2: (a) avoids detrimental impacts on the landscape values of forested skylines, visible hillslopes, ridgelines, the coastal foreshore or the shoreline of other water bodies through the loss of vegetation; (b) is effectively screened from view from a road, lookout or other public place by an existing natural landform or native vegetation, or will be effectively screened by native vegetation within 5 years of construction; (c) retains existing vegetation and incorporates new landscaping to enhance existing vegetation and visually soften built form elements; (d) incorporates development of a scale, design, height, position on site, construction materials and external finishes that are compatible with the landscape values of the locality; (e) avoids detrimental impacts on landscape values and excessive changes to the	AO2.1 Buildings and structures are not more than 8.5 metres and two storeys in height.	Not applicable The development is not within this category and has been assessed against the above criteria.
	AO2.2 Development is screened from view from roads or other public places by an existing natural landform or an existing native vegetation buffer.	Not applicable The development is not within this category and has been assessed against the above criteria.
	AO2.3 Where development on land steeper than 1 in 6 (16.6%) cannot be avoided: (a) development follows the natural; contours of the site; (b) buildings are split level or suspended floor construction, or a combination of the two; (c) lightweight materials are used to areas with suspended floors.	Not applicable The development is not within this category and has been assessed against the above criteria.
	AO2.4 The external features, walls and roofs of buildings and structures have a subdued and non-reflective palette.	Not applicable The development is not within this category and has been assessed against the above criteria.
	AO2.5 No clearing of native vegetation occurs on land with a slope greater than 1 in 6 (16.6%).	Not applicable The development is not within this category and has been assessed against the above criteria.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
<p>natural landform as a result of the location, position on site, scale, design and alignment of earthworks, roads, driveways, retaining walls and other on-ground or in-ground infrastructure;</p> <p>(f) avoids detrimental impacts on landscape values and views as a result of the location, position on site, scale, design and alignment of telecommunications facilities, electricity towers, poles and lines and other tall infrastructure;</p> <p>(g) extractive industry operations are avoided, or where they cannot be avoided, are screened from view.</p>	<p>AO2.6</p> <p>Advertising devices do not occur.</p>	<p>Not applicable</p> <p>The development is not within this category and has been assessed against the above criteria.</p>
Development within a Scenic Route buffer/view corridor		
<p>PO3</p> <p>Development within a Scenic route buffer / view corridor area as identified on the Landscape values overlay maps contained in Schedule 2:</p> <p>(a) retains visual access to views of the surrounding landscape, the sea and other water bodies</p>	<p>AO3.1</p> <p>Where within a Scenic route buffer / view corridor area, the height of buildings and structures is not more than identified within the acceptable outcomes of the applicable zone code.</p> <p>AO3.2</p> <p>No clearing of native vegetation is undertaken within a Scenic route buffer area.</p>	<p>Not applicable</p> <p>The development is not within this category and has been assessed against the above criteria.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
<p>(b) retains existing vegetation and incorporates landscaping to visually screen and soften built form elements whilst not impeding distant views or view corridors;</p> <p>(c) incorporates building materials and external finishes that are compatible with the visual amenity and the landscape character;</p> <p>(d) minimises visual impacts on the setting and views in terms of:</p> <ul style="list-style-type: none"> (i) the scale, height and setback of buildings; (ii) the extent of earthworks and impacts on the landform including the location and configuration of access roads and driveways; (iii) the scale, extent and visual prominence of advertising devices. 	<p>AO3.3</p> <p>Where within a Scenic route buffer / view corridor area development is set back and screened from view from a scenic route by existing native vegetation with a width of at least 10 metres and landscaped in accordance with the requirements of the landscaping code.</p> <p>AO3.4</p> <p>Development does not result in the replacement of, or creation of new, additional, or enlarged advertising devices.</p>	
Development within a Coastal Scenery Area		
<p>PO4</p> <p>The landscape values of the Coastal scenery zone as identified on the Landscape values overlay</p>	<p>AO4.1</p> <p>The dominance of the natural character of the coast is maintained or enhanced when viewed from the foreshore.</p>	<p>Complies with AO4.1</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
maps contained in Schedule 2 are managed to be integrated and limit the visual impact of development.	AO4.2 Where located adjacent to the foreshore buildings and structures are setback: <ul style="list-style-type: none"> (a) Where no adjoining development, a minimum of 50 metres from the coastal high-water mark and the setback area is landscaped with a native vegetation buffer that has a minimum width of 25 metres; (b) Where there is adjoining development, setbacks will be consistent with that of adjoining buildings and structures, but not less than 10 metres from the coastal high-water mark. The setback area is landscaped in accordance with the requirements of the Landscaping code. 	The design of the dwelling has been chosen to respond to the topography of the site and minimise visual impact of the addition of the single dwelling. In addition, colours and finishes have been chosen to be consistent with those of the local surrounding area. The proposal is not adjacent to the foreshore nor separated only by public land and AO4.2 and AO4.3 are not applicable.
	AO4.3 Where separated from the foreshore by land contained within public ownership (e.g. unallocated State land, esplanade or other public open space), buildings and structures area setback: <ul style="list-style-type: none"> (a) where no adjoining development, a minimum of 6 metres from the coastward property boundary. The setback area is landscaped in accordance with the requirements of the Landscaping code; or 	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	(b) where there is adjoining development, setbacks will be consistent with that of adjoining buildings and structures. The setback area is landscaped in accordance with the requirements of the Landscaping code.	
PO5 Development is to maximise opportunities to maintain and/or enhance natural landscape values through the maintenance and restoration of vegetated buffers between development and coastal waters, where practical.	AO5 No clearing of native vegetation is undertaken within a Coastal scenery area zone, except for exempt vegetation damage undertaken in accordance with the Vegetation management code	Complies with AO5 The site is already cleared of native vegetation with grasses as ground cover and contains 3 x Poinciana trees which are not native to Australia.

8.2.9 POTENTIAL LANDSLIDE HAZARD OVERLAY CODE

Table 8.2.9.3.a – Potential landslide hazard overlay code – assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
PO1 The siting and design of development does not involve complex engineering solutions and does not create or increase the potential landslide hazard risk to the site or adjoining premises through: (a) building design; (b) increased slope; (c) removal of vegetation; (d) stability of soil; (e) earthworks; (f) alteration of existing ground water or surface water paths; (g) waste disposal areas.	AO1.1 Development is located on that part of the site not affected by the Potential landslide hazard overlay.	Complies with PO1 The majority of the site is identified as being affected by Potential landslide hazard and to develop the site it is unavoidable to locate parts of the development on those areas.
	AO1.2 Development is on an existing stable, benched site and requires no further earthworks.	Complies with AO1.2 The proposed design and style of the dwelling house has been chosen to minimise the amount of earthworks required to facilitate it's construction.
	AO1.3 A competent person certifies that: (a) the stability of the site, including associated buildings and infrastructure, will be maintained during the course of the development and will remain stable for the life of the development; (b) development of the site will not increase the risk of landslide hazard activity on other land, including land above the site; (c) the site is not subject to the risk of landslide activity on other land;	Complies with PO1 The siting and design of the dwelling has ensured there will be no greater risk of landslide, particular by utilising the area of an existing cut into the site and minimising the need for earthworks.

	<ul style="list-style-type: none"> (d) any measures identified in a site-specific geotechnical report for stabilising the site or development have been fully implemented; (e) development does not concentrate existing ground water and surface water paths; (f) development does not incorporate on-site waste water disposal. 	
PO2 The siting and design of necessary retaining structures does not cause an adverse visual impact on landscape character or scenic amenity quality of the area.	AO2 Excavation or fill: <ul style="list-style-type: none"> (a) is not more than 1.2 metres in height for each batter or retaining wall; (b) is setback a minimum of 2 metres from property boundaries; (c) is stepped with a minimum 2metre wide berm to incorporate landscaping in accordance with Planning scheme policy SC6.7 – Landscaping; (d) does not exceed a maximum of 3 batters and 3 berms (i.e. Not greater than 3.6 metres in height) on any one lot. 	Complies with AO2 The design of the dwelling ensures excavation and fill are kept within these parameters.
Additional requirements for Community infrastructure		
PO3 Development for community infrastructure: <ul style="list-style-type: none"> (a) is not at risk from the potential landslide hazard areas; 	AO3 Development is designed in accordance with the recommendations of a site-specific geotechnical assessment	Not applicable The development is not Community Infrastructure.

<p>(b) will function without impediment from a landslide;</p> <p>(c) provides access to the infrastructure without impediment from the effects of a landslide;</p> <p>(d) does not contribute to an elevated risk of a landslide to adjoining properties.</p>	<p>which refers to the community infrastructure and its needs and function.</p>	
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8.2.10 TRANSPORT NETWORK OVERLAY CODE

Table 8.2.10.3.a – Transport network overlay code – assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
PO1 Development supports the road hierarchy for the region.	AO1.1 Development is compatible with the intended role and function of the transport network as identified on the Transport network overlay maps contained in Schedule 2.	Complies with AO1.1 The proposed development of a singular residential use is compatible with the expectations for the site and as such the intentions for this collector road – Wharf Street.
	AO1.2 Development does not compromise the safety and efficiency of the transport network.	Complies with AO1.2 The proposed development of a singular residential use is low traffic generating and is not considered to have potential to impact on safety or efficiency.
	AO1.3 Development is designed to provide access via the lowest order road, where legal and practicable access can be provided to that road.	Complies with AO1.3 Wharf Street is the lowest order road available to the site.
PO2 Transport infrastructure is provided in an integrated and timely manner.	AO2 Development provides infrastructure (including improvements to existing infrastructure) in accordance with: (a) the Transport network overlay maps contained in Schedule 2; any relevant Local Plan.	Complies with AO2 No provision of infrastructure is required.
PO3	AO3	Not applicable

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
Development involving sensitive land uses within a major transport corridor buffer area is located, designed and maintained to avoid or mitigate adverse impacts on amenity for the sensitive land use.	No acceptable outcomes are prescribed.	The site is not located within a major transport corridor buffer.
PO4 Development does not compromise the intended role and function or safety and efficiency of major transport corridors.	AO4.1 Development is compatible with the role and function (including the future role and function) of major transport corridors.	Not applicable The site is not located within a major transport corridor buffer.
	AO4.2 Direct access is not provided to a major transport corridor where legal and practical access from another road is available.	Not applicable The site is not located within a major transport corridor buffer.
	AO4.3 Intersection and access points associated with major transport corridors are located in accordance with: (a) the Transport network overlay maps contained in Schedule 2; and (b) any relevant Local Plan.	Not applicable The site is not located within a major transport corridor buffer.
	AO4.4 The layout of development and the design of the associated access is compatible with existing and future boundaries of the major transport corridor or major transport facility.	Not applicable The site is not located within a major transport corridor buffer.
PO5	AO5 No acceptable outcomes are prescribed.	Not applicable

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
Development retains and enhances existing vegetation between a development and a major transport corridor, so as to provide screening to potential noise, dust, odour and visual impacts emanating from the corridor.		The site is not located within a major transport corridor buffer.
Pedestrian and cycle network		
PO6 Lot reconfiguration assists in the implementation of the pedestrian and cycle movement network to achieve safe, attractive and efficient pedestrian and cycle networks.	AO6.1 Where a lot is subject to, or adjacent to an element of the pedestrian and cycle Movement network (identified on the Transport network overlay maps contained in Schedule 2) the specific location of this element of the pedestrian and cycle network is incorporated in the design of the lot layout.	Not applicable There is no reconfiguration component to the development.
	AO6.2 The element of the pedestrian and cycle network is constructed in accordance with the Design Guidelines set out in Sections D4 and D5 of the Planning scheme policy SC6.5 – FNQROC Regional Development Manual.	Not applicable There is no reconfiguration component to the development.

9.3.8 DWELLING HOUSE CODE

Table 9.3.8.3.a – Dwelling house code –assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
<p>PO1</p> <p>Secondary dwellings:</p> <ul style="list-style-type: none"> (a) are subordinate, small-scaled dwellings; (b) contribute to a safe and pleasant living environment; (c) are established on appropriate sized lots; (d) do not cause adverse impacts on adjoining properties. 	<p>AO1</p> <p>The secondary dwelling:</p> <ul style="list-style-type: none"> (a) has a total gross floor area of not more than 80m, excluding a single carport or garage; is occupied by 1 or more members of the same household as the dwelling house. 	<p>Not applicable</p> <p>There is no secondary dwelling component to the proposed development.</p>
<p>PO2</p> <p>Resident's vehicles are accommodated on- site.</p>	<p>AO2</p> <p>Development provides a minimum number of on- site car parking spaces comprising:</p> <ul style="list-style-type: none"> (a) 2 car parking spaces which may be in tandem for the dwelling house; 1 car parking space for any secondary dwelling on the same site. 	<p>Complies with AO2</p> <p>Two on site car parks are provided in the form of an integral garage, plus additional on site parking is provided.</p>

<p>PO3</p> <p>Development is of a bulk and scale that:</p> <ul style="list-style-type: none"> (a) is consistent with and complements the built form and front boundary setbacks prevailing in the street and local area; (b) does not create an overbearing development for adjoining dwelling houses and their private open space; (c) does not impact on the amenity and privacy of residents in adjoining dwelling houses; (d) ensures that garages do not dominate the appearance of the street. 	<p>AO3</p> <p>Development meets the acceptable outcome for building height in the applicable Zone code associated with the site.</p>	<p>Complies with PO3</p> <p>The site exceeds the maximum building height for the zone but as this is to minimise earthworks on site and achieve a high quality architectural design it is considered acceptable in this instance.</p> <p>The Architectural Design Statement provided at Attachment 5 further addresses minimal impact on amenity.</p>
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9.4.1 ACCESS, PARKING AND SERVICING CODE

Table 9.4.1.3.a – Access, parking and servicing code – assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
PO1 Sufficient on-site car parking is provided to cater for the amount and type of vehicle traffic expected to be generated by the use or uses of the site, having particular regard to: <ul style="list-style-type: none"> (a) the desired character of the area; (b) the nature of the particular use and its specific characteristics and scale; (c) the number of employees and the likely number of visitors to the site; (d) the level of local accessibility; (e) the nature and frequency of any public transport serving the area; (f) whether or not the use involves the retention of an existing building and the previous requirements for car parking for the building (g) whether or not the use involves a heritage building or place of local significance; (h) whether or not the proposed use involves the retention of significant vegetation 	AO1.1 The minimum number of on-site vehicle parking spaces is not less than the number prescribed in Table 9.4.1.3.b for that particular use or uses.	Complies with AO1.1 Table 9.4.1.3.b requires two car parks to be provided for one single dwelling with no secondary dwelling component. A double integral garage component is included as part of the development which satisfies this requirement.
	AO1.2 Car parking spaces are freely available for the parking of vehicles at all times and are not used for external storage purposes, the display of products or rented/sub-leased.	Can Comply with AO1.2 This could be ensured by a condition of approval if considered necessary. However, in this instance there are additional car parks also provided on site in the form of two tandem parks at ground level.
	AO1.3 Parking for motorcycles is substituted for ordinary vehicle parking to a maximum level of 2% of total ordinary vehicle parking.	Not applicable The development is for a single dwelling house and as such no motorcycle parking is required or included.
	AO1.4 For parking areas exceeding 50 spaces parking, is provided for recreational vehicles as a substitute for ordinary vehicle	Not applicable No car park in excess of 50 spaces is required or proposed.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	parking to a maximum of 5% of total ordinary vehicle parking rate.	
PO2 Vehicle parking areas are designed and constructed in accordance with relevant standards.	AO2 Vehicle parking areas are designed and constructed in accordance with Australian Standard: (a) AS2890.1; (b) AS2890.3; (c) AS2890.6.	Complies with AO2 All vehicle spaces are to be constructed in accordance with the standards.
PO3 Access points are designed and constructed: (a) to operate safely and efficiently; (b) to accommodate the anticipated type and volume of vehicles (c) to provide for shared vehicle (including cyclists) and pedestrian use, where appropriate; (d) so that they do not impede traffic or pedestrian movement on the adjacent road area;	AO3.1 Access is limited to one access cross over per site and is an access point located, designed and constructed in accordance with: (a) Australian Standard AS2890.1; (b) Planning scheme policy SC6.5 – FNQROC Regional Development Manual - access crossovers.	Complies with PO3 In this instance the site is a corner site which has dual road frontage to Wharf Streets. One access and crossover is proposed per road frontage. In this instance, due to the site's corner location it is considered the two access points will not detrimentally impact on the safety or efficiency of the road network at this location. In addition, the site is currently two lots, with an expectation that each lot would have an access in the future. The two accesses proposed for the consolidated site is therefore consistent with the expectation of the land.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
(e) so that they do not adversely impact upon existing intersections or future road or intersection improvements; (f) so that they do not adversely impact current and future on-street parking arrangements; (g) so that they do not adversely impact on existing services within the road reserve adjacent to the site; (h) so that they do not involve ramping, cutting of the adjoining road reserve or any built structures (other than what may be necessary to cross over a stormwater channel).		The proposed accesses will otherwise comply with AO3 and be constructed in accordance with the appropriate standards.
	AO3.2 Access, including driveways or access crossovers: -are not placed over an existing: (i) telecommunications pit; (ii) storm water kerb inlet; (iii) sewer utility hole; (iv) water valve or hydrant. -are designed to accommodate any adjacent footpath; -adhere to minimum sight distance requirements in accordance with AS2980.1.	Complies with AO3.2 The proposed access points, crossovers and driveways have been located to avoid any existing infrastructure.
	AO3.3 Driveways are: (a) designed to follow as closely as possible to the existing contours but are no steeper than the gradients outlined in Planning scheme policy SC6.5 – FNQROC Regional Development Manual; (b) constructed such that where there is a grade shift to 1 in 4 (25%), there is an area with a grade of no	Complies with AO3.3 The driveways comply with FNQROC and area at a maximum grade of 20%. This can be ensured by a reasonable condition on the Development Permit.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	<p>more than 1 in 6 (16.6%) prior to this area, for a distance of at least 5 metres;</p> <p>(c) on gradients greater than 1 in 6 (16.6%) driveways are constructed to ensure the cross-fall of the driveway is one way and directed into the hill, for vehicle safety and drainage purposes;</p> <p>(d) constructed such that the transitional change in grade from the road to the lot is fully contained within the lot and not within the road reserve;</p> <p>(e) designed to include all necessary associated drainage that intercepts and directs storm water runoff to the storm water drainage system.</p>	
	<p>AO3.4</p> <p>Surface construction materials are consistent with the current or intended future streetscape or character of the area and contrast with the surface construction materials of any adjacent footpath.</p>	<p>Complies with AO3.4</p> <p>All surface finishes are consistent with the existing streetscape.</p>
<p>PO4</p> <p>Sufficient on-site wheel chair accessible car parking spaces are provided and are identified and reserved for such purposes.</p>	<p>AO4</p> <p>The number of on-site wheel chair accessible car parking spaces complies with the rates specified in AS2890 Parking Facilities.</p>	<p>Not applicable</p> <p>There is no requirement for wheel chair accessible car parking for a single dwelling house.</p>
<p>PO5</p> <p>Access for people with disabilities is provided to the building from the parking area and from the street.</p>	<p>AO5</p> <p>Access for people with disabilities is provided in accordance with the relevant Australian Standard.</p>	<p>Not applicable</p> <p>There is no requirement for disabled car parking for a single dwelling house.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
PO6 Sufficient on-site bicycle parking is provided to cater for the anticipated demand generated by the development.	AO6 The number of on-site bicycle parking spaces complies with the rates specified in Table 9.4.1.3.b.	Not applicable There is no requirement for bicycle parking for a single dwelling house.
PO7 Development provides secure and convenient bicycle parking which: <ul style="list-style-type: none"> (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site. 	AO7.1 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers);	Not applicable There is no requirement for bicycle parking for a single dwelling house.
	AO7.2 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	Not applicable There is no requirement for bicycle parking for a single dwelling house.
	AO7.3 Development provides visitor bicycle parking which does not impede pedestrian movement.	Not applicable There is no requirement for bicycle parking for a single dwelling house.
PO8 Development provides walking and cycle routes through the site which: <ul style="list-style-type: none"> (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity 	AO8 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: <ul style="list-style-type: none"> (a) create a walking or cycle route along the full frontage of the site; 	Not applicable There is no requirements for bicycle or pedestrian routes for a single dwelling house.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety.	(b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	
PO9 Access, internal circulation and on-site parking for service vehicles are designed and constructed: (a) in accordance with relevant standards; (b) so that they do not interfere with the amenity of the surrounding area; (c) so that they allow for the safe and convenient movement of pedestrians, cyclists and other vehicles.	AO9.1 Access driveways, vehicle manoeuvring and on-site parking for service vehicles are designed and constructed in accordance with AS2890.1 and AS2890.2.	Not applicable There are no requirements for internal manoeuvring of service vehicles for a single dwelling house as waste collection will be undertaken kerb side.
	AO9.2 Service and loading areas are contained fully within the site.	Not applicable Any deliveries for the residential use will be undertaken kerb side.
	AO9.3 The movement of service vehicles and service operations are designed so they: (a) do not impede access to parking spaces; (b) do not impede vehicle or pedestrian traffic movement.	Not applicable Any deliveries and servicing for the residential use will be undertaken kerb side.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
PO10 Sufficient queuing and set down areas are provided to accommodate the demand generated by the development.	AO10.1 Development provides adequate area on-site for vehicle queuing to accommodate the demand generated by the development where drive through facilities or drop-off/pick-up services are proposed as part of the use, including, but not limited to, the following land uses: <ul style="list-style-type: none"> (a) car wash; (b) child care centre; (c) educational establishment where for a school; (d) food and drink outlet, where including a drive-through facility; (e) hardware and trade supplies, where including a drive-through facility; (f) hotel, where including a drive-through facility; (g) service station. 	Not applicable There is no on site queuing associated with a single dwelling house land use.
	AO10.2 Queuing and set-down areas are designed and constructed in accordance with AS2890.1.	Not applicable There is no on site queuing or set down areas required for a single dwelling house land use.

Table 9.4.1.3.b – Access, parking and servicing requirements

LAND USE	MINIMUM NUMBER OF ORDINARY VEHICLE SPACES	MINIMUM NUMBER OF BICYCLE SPACES	END OF TRIP FACILITIES	MINIMUM DESIGN SERVICE VEHICLE
Agricultural supplies store	1 space per 50m ² of GFA and outdoor display area.	1 space per 200m ² of GFA.	n/a	LRV
Air services	1 car space per 20m ² of covered reception area, plus 1 car space per 2 staff, plus a covered bus set down area adjacent to the entry of the reception area and 2 bus parking spaces.	n/a	n/a	LRV
Bulk landscape supplies	1 space per 50m ² GFA and outdoor display area.	1 space per 200m ² of GFA.	n/a	MRV
Caretaker's accommodation	A minimum of 1 space	n/a	n/a	n/a
Child care centre	1 space per 10 children to be used for setting down and picking up of children, with a minimum of 3 car spaces to be provided for set down and collection; plus 1 space per employee. Any drive-through facility can provide tandem short term parking for 3 car spaces for setting down/picking up of children, on the basis that a passing lane is provided and line- marked to be kept clear of standing vehicles at all times.	n/a	n/a	VAN

LAND USE	MINIMUM NUMBER OF ORDINARY VEHICLE SPACES	MINIMUM NUMBER OF BICYCLE SPACES	END OF TRIP FACILITIES	MINIMUM DESIGN SERVICE VEHICLE	STANDARD SERVICE VEHICLE
Club	Unlicensed clubrooms: 1 space per 45m ² of GFA. Licensed clubrooms: 1 space per 15m ² of GFA.	1 space per 4 employees.	n/a	Licensed and equal or greater ₂ than 1500m : RCV Other: VAN	
Community care centre	1 space per 20m ² of GFA.	A minimum of 1 space.	n/a	RCV	
Community residence	A minimum of 2 spaces.	A minimum of 1 space.	n/a	VAN	
Community use	1 space per 15m ² GFA.	1 space per 100m ² of GFA.	n/a	RCV	
Dual occupancy	A minimum of 2 spaces per dwelling unit which may be in tandem with a minimum of 1 covered space per dwelling unit.	n/a	n/a	n/a	
Dwelling house	A minimum of 2 spaces which may be in tandem plus 1 space for a secondary dwelling	n/a	n/a	n/a	
Dwelling unit	1.5 spaces per one or two-bedroom unit; or 2 spaces per three-bedroom unit.	n/a	n/a	n/a	
Educational establishment	Primary school or secondary schools: 1 car space per 2 staff members, plus provision of space to be used for setting down and picking up of students. Tertiary and further education: 1 car space per 2 staff members, plus 1 car space per 10 students, plus provision of space to be used	Primary school or secondary schools: 1 space per 5 students over year 4. Tertiary and further education: 2 spaces per 50 full time students.	Required for all educational establishments with a GFA greater ₂ than 2000m.	RCV	

LAND USE	MINIMUM NUMBER OF ORDINARY VEHICLE SPACES	MINIMUM NUMBER OF BICYCLE SPACES	END OF TRIP FACILITIES	MINIMUM DESIGN SERVICE VEHICLE
	for setting down and picking up of students.			
Food and drink outlet	1 space per 25m ² GFA and outdoor dining area. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m ² of GFA, and outdoor dining area.	1 space per 100m ² of GFA, and outdoor dining area.	n/a	See Table 9.4.1.3.d
Function facility	1 space per 15m ² GFA.	1 space per 100m ² of GFA.	n/a	RCV
Funeral parlour	1 space per 15m ² GFA.	n/a	n/a	RCV
Garden centre	1 space per 50m ² GFA and outdoor display area	1 space per 200m ² of GFA.	n/a	AV
Hardware and trade supplies	1 space per 50m ² GFA and outdoor display area	1 space per 200m ² of GFA.	n/a	AV
Health care services	1 space per 20m ² of GFA.	1 space per 100m ² of GFA.	Required for all health care services with a GFA greater than 2000m ² .	VAN
High impact industry	1 space per 90m ² of GFA.	n/a	n/a	AV

LAND USE	MINIMUM ORDINARY VEHICLE SPACES	MINIMUM NUMBER OF BICYCLE SPACES	END OF TRIP FACILITIES	MINIMUM DESIGN SERVICE VEHICLE
Home based business	The parking required for the dwelling house, plus 1 space per bedroom where the Home-based business involves the provision of accommodation; or $\frac{1}{2}$ space per 25m ² GFA for any other Home-Based Business.	n/a	n/a	n/a
Hospital	The greater of 1 space per 2 bedrooms or 1 space per 4 beds; plus 1 car space for ambulance parking, designated accordingly.	1 space per 100m ² of GFA.	Required for all hospitals with a GFA greater than 2000m ² .	RCV
Hotel	1 space per 10m ² GFA and licensed outdoor area; plus For 1 space per 50m ² GFA of floor area of liquor barn or bulk liquor sales area; plus, if a drive-in bottle shop is provided, queuing lane/s on site for 12 vehicles.	1 space per 100m ² of GFA.	n/a	LRV
Indoor sport and recreation	Squash court or another court game: 4 spaces per court. Basketball, netball, soccer, cricket:	1 space per 4 employees.	n/a	RCV

LAND USE	MINIMUM NUMBER OF ORDINARY VEHICLE SPACES	MINIMUM NUMBER OF BICYCLE SPACES	END OF TRIP FACILITIES	MINIMUM DESIGN SERVICE VEHICLE
	25 spaces per court / pitch. Ten pin bowling: 3 spaces per bowling lane. Gymnasium: $\frac{1}{2}$ space per 15m of GFA.			
Low impact industry	1 space per 90m ² of GFA.	n/a	n/a	AV
Marine industry	1 space per 90m ² of GFA.	n/a	n/a	AV
Medium impact industry	1 space per 90m ² of GFA.	n/a	n/a	AV
Multiple dwelling	If within Precinct 1: Port Douglas precinct in the Port Douglas / Craiglie Local plan: 1 car space per dwelling unit. If outside Precinct 1: Port Douglas precinct in the Port Douglas / Craiglie Local plan: 1.5 car spaces per dwelling unit in all cases 60% of the car parking area is to be covered.	1 bicycle space per 3 units and 1 visitor bicycle space per 12 units.	n/a	RCV (over 10 units)
Office	1 space per 25m ² of GFA or If within Precinct 1: Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct	1 space per 200m ² GFA	Required for all office development with a GFA greater $\frac{1}{2}$ than 2000m.	See Table 9.4.1.3.e

LAND USE	MINIMUM NUMBER OF ORDINARY VEHICLE SPACES	MINIMUM NUMBER OF BICYCLE SPACES	END OF TRIP FACILITIES	MINIMUM DESIGN SERVICE VEHICLE
	in the Mossman local plan; 1 space per 50m ² of GFA			
Outdoor sales	1 space per 50m ² GFA and outdoor display area	1 space per 200m ² of GFA.	n/a	AV
Outdoor sport and recreation	<p>Coursing, horse racing, pacing, trotting: 1 space per 5 seated spectators, plus 1 space per 5m² of other spectator areas.</p> <p>Football: 50 spaces per field.</p> <p>Lawn bowls: 30 spaces per green.</p> <p>Swimming pool: 15 spaces; plus ₂ 1 space per 100m of useable site area.</p> <p>Tennis court or other court game: 4 spaces per court.</p> <p>Golf course: 4 spaces per tee on the course</p>	<p>Football: 5 space per field.</p> <p>Lawn bowls: 5 spaces per green.</p> <p>Swimming pool: 1 space per swimming lane.</p> <p>Tennis court or other court game: 4 space per court.</p> <p>Golf course: 1 space per 15m² of GFA for clubhouse component.</p>	n/a	RCV

LAND USE	MINIMUM NUMBER OF ORDINARY VEHICLE SPACES	MINIMUM NUMBER OF BICYCLE SPACES	END OF TRIP FACILITIES	MINIMUM DESIGN SERVICE VEHICLE
Place of worship	1 space per 15m ² of GFA.	1 space per 100m ² of GFA.	n/a	LRV
Relocatable home park	1 space per relocatable home site; plus 0.1 space per relocatable home site for visitor parking; plus 1 space for an on-site manager	n/a	n/a	LRV
Research and technology industry	1 space per 90m ² of GFA.	n/a	n/a	MRV
Residential care facility	1 visitor car space per 5-bedroom units; plus 1 car space per 2 staff members	n/a	n/a	LRV
Resort complex	Use standard for relevant standard for each component. For example: Use Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.	Use standard for relevant standard for each component. For example: Use Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.	n/a	RCV
Retirement facility	1 space per dwelling unit; plus 1 visitor space per 5 dwelling units; plus 1 visitor car space per 10 hostel units, nursing home or	n/a	n/a	LRV

LAND USE	MINIMUM NUMBER OF ORDINARY VEHICLE SPACES	MINIMUM NUMBER OF BICYCLE SPACES	END OF TRIP FACILITIES	MINIMUM DESIGN SERVICE VEHICLE
	similar beds, plus 1 car space per 2 staff members; plus 1 car parking space for ambulance parking.			
Sales office	A minimum of 1 space.	n/a	n/a	n/a
Service industry	1 space per 90m ² of GFA.	n/a	n/a	SRV
Service station	1 space per 25m ² of GFA	n/a	n/a	AV
Shop	1 space per 25m ² of GFA. or If within Precinct 1: Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m ² of GFA.	1 space per 100m ² of GFA.	Required for all shops with a GFA greater than 2000m ² .	See Table 9.4.1.3.d
Shopping centre	1 space per 25m ² of GFA. or If within Precinct 1: Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m ² of GFA.	1 space per 200m ² GFA.	Required for all shopping centres with a GFA greater than 2000m ² .	See Table 9.4.1.3.d

LAND USE	MINIMUM ORDINARY SPACES	NUMBER OF VEHICLE	MINIMUM NUMBER OF BICYCLE SPACES	END OF TRIP FACILITIES	MINIMUM DESIGN SERVICE	STANDARD SERVICE VEHICLE
Short term accommodation	<p>If within Precinct 1: Port Douglas precinct in the Port Douglas / Craiglie local plan: 0.5 car spaces per dwelling unit.</p> <p>If outside Precinct 1: Port Douglas precinct in the Port Douglas / Craiglie local plan: For up to 5 units: 1 car space per dwelling unit, plus 1 space for visitors and 1 service/staff spaces.</p> <p>For 5 – 10 units: 1 car space per dwelling unit, plus 2 spaces for visitors and 1 service/staff spaces.</p> <p>For over 10 units: 0.75 car spaces per dwelling unit, plus 3 spaces for visitors and 2 service/staff parking for the first 10 units and 0.5 additional service/staff space per 10 units, there-above.</p> <p>In all cases 60% of the car parking area is to be covered.</p>		1 space per 10 rooms	n/a	SRV	
Showroom	1 space per 50m ² GFA.		1 space per 200m ² GFA.	n/a	AV	

LAND USE	MINIMUM ORDINARY VEHICLE SPACES	MINIMUM NUMBER OF BICYCLE SPACES	END OF TRIP FACILITIES	MINIMUM DESIGN SERVICE VEHICLE
Special industry	1 space per 90m ² of GFA.	n/a	n/a	AV
Tourist park	1 car space per caravan site, tent site or cabin; plus 1 visitor car space per 10 caravan sites, tent sites or cabins; plus 1 car space for an on-site manager.	n/a	n/a	LRV
Theatre	Indoor: $\frac{1}{2}$ space per 15m of GFA. Outdoor cinema: 1 space per 5m ² of designated viewing area, plus 1 car space per 2 employees.	1 space per 200m ² GFA.	n/a	VAN
Veterinary services	1 space per 50m ² of GFA.	n/a	n/a	VAN
Warehouse	1 space per 90m ² of GFA.	n/a	n/a	Where self- storage: RCV Other: AV
Any use not otherwise specified in this table.	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time.	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time.		To be determined

Table 9.4.1.3.c – Design vehicles

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

Table 9.4.1.3.d – Standard number of service bays required for Food and drink outlet, Shop or Shopping centre

GROSS FLOOR AREA (M ²)	SERVICE BAYS REQUIRED			
	VAN	SRV	MRV	LRV
0-199	-	1	-	-
200 – 599	1	-	1	-
600 – 999	1	1	1	-
1000 – 1499	2	1	1	-
1500 – 1999	2	2	1	-
2000 – 2799	2	2	2	-
2800 – 3599	2	2	2	1
3600 and over	To be determined via a parking study.			

GROSS FLOOR AREA(M ²)	SERVICE BAYS REQUIRED
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	VAN	SRV	MRV	LRV
0-999	-	1	-	-
1000 – 2499	1	-	1	-
2500 – 3999	2	1	1	-
4000 – 5999	3	1	1	-
6000 – 7999	4	1	1	-
8000 – 9999	4	2	1	-
10000 and over	To be determined via a parking study.			

Table 9.4.1.3.e – Standard number of service bays required for Office

9.4.4 FILLING AND EXCAVATION CODE

Table 9.4.4.3.a – Filling and excavation works code –assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
Works on a local government road		
PO1 All filling and excavation work does not create a detrimental impact on the slope stability, erosion potential or visual amenity of the site or the surrounding area.	AO1.1 The height of cut and/or fill, whether retained or not, does not exceed 2 metres in height. and Cuts in excess of those stated in A1.1 above are separated by benches/ terraces with a minimum width of 1.2 metres that incorporate drainage provisions and screen planting.	Complies with AO1.1. The proposal will include minor retention, batters and/or retaining structures to facilitate the development but it is not anticipated that batters and/or retaining structures will exceed a height of 2m. Drawings DA.07A – DA.09A provide detail on proposed excavation and filling. Compliance with the requirement can be ensured through the inclusion of a reasonable condition on the Development Permit.
	AO1.2 Cuts are supported by batters, retaining or rock walls and associated benches/terraces are capable of supporting mature vegetation.	Complies with AO1.2. Minor earthworks are proposed to facilitate the construction of the development. Batters and retaining walls will be designed accordingly.
	AO1.3 Cuts are screened from view by the siting of the building/structure, wherever possible.	Complies with AO1.3. The development has been so designed to utilise an existing cut into the site and it will naturally be screened by the dwelling and landscaping proposed.

	AO1.4 Topsoil from the site is retained from cuttings and reused on benches/terraces.	Complies with AO1.4. Where appropriate, fill will be reused on site.
	AO1.5 No crest of any cut or toe of any fill, or any part of any retaining wall or structure is closer than 600mm to any boundary of the property, unless the prior written approval of the adjoining landowner has been obtained.	Complies with PO1 Retention is required adjacent to the western boundary, however, the appropriate authority from the adjoining land owner will be obtained.
	AO1.6 Non-retained cut and/or fill on slopes are stabilised and protected against scour and erosion by suitable measures, such as grassing, landscaping or other protective/aesthetic measures.	Complies with AO6.1. All batters will be suitably landscaped to ensure erosion and/or runoff impacts are mitigated. Compliance with the requirement can be ensured through the inclusion of a reasonable condition on the Development Permit.
Visual Impact and Site Stability		
PO2 Filling and excavation are carried out in such a manner that the visual/scenic amenity of the	AO2.1 The extent of filling and excavation does not exceed 40% of the site area, or 500m ² whichever is the lesser,	Complies with AO2.1. The required earthworks proposed are minimal and well below both of these limits.

area and the privacy and stability of adjoining properties is not compromised.	except that AO2.1 does not apply to reconfiguration of 5 lots or more.	
	AO2.2 Filling and excavation does not occur within 2 metres of the site boundary.	Complies with PO2 Retention is required adjacent to the western boundary but will be designed by a structural engineer to ensure stability of the adjacent property is not compromised.
Flooding and drainage		
PO3 Filling and excavation does not result in a change to the run off characteristics of a site which then have a detrimental impact on the site or nearby land or adjacent road reserves.	AO3.1 Filling and excavation does not result in the ponding of water on a site or adjacent land or road reserves.	Complies with AO3.1. The proposed earthworks will not result in ponding.
	AO3.2 Filling and excavation does not result in an increase in the flow of water across a site or any other land or road reserves.	Complies with AO3.2. The proposed earthworks will not impact on the flows of water.
	AO3.3 Filling and excavation does not result in an increase in the volume of water or concentration of water in a watercourse and overland flow paths.	Not applicable There is no existing watercourse or overland path on or adjacent to the site.
	AO3.4 Filling and excavation complies with the specifications set out in Planning Scheme Policy No SC5 – FNQROC Development Manual.	Complies with AO3.4. Earthworks will be undertaken in accordance with FNQROC.
Water quality		

PO4	A04	Complies with A04.
Filling and excavation does not result in a reduction of the water quality of receiving waters.	Water quality is maintained to comply with the specifications set out in Planning Scheme Policy No SC5 – FNQROC Development Manual.	It is proposed to create only one residential land use which is considered to be able to maintain water quality through standard stormwater management.
Infrastructure		
PO5	A05	A05.
Excavation and filling does not impact on Public Utilities.	Excavation and filling is clear of the zone of influence of public utilities.	The site has a sewer main traversing it. A Concept Plan has been provided at Attachment 4 to demonstrate how the development can be conducted without impacting on that utility.

9.4.5 INFRASTRUCTURE WORKS CODE

Table 9.4.5.3.a – Infrastructure works code –assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
Works on a local government road		
PO1 Works on a local government road do not adversely impact on footpaths or existing infrastructure within the road verge and maintain the flow, safety and efficiency of pedestrians, cyclists and vehicles.	AO1.1 Footpaths/pathways are located in the road verge and are provided for the hierarchy of the road and located and designed and constructed in accordance with Planning scheme policy SC5 – FNQROC Regional Development Manual.	Can Comply with AO1.1 Due to the small scale of the development and lack of existing footpath network to connect to it is not considered necessary to provide a footpath within the road reserve of Wharf Street.
	AO1.2 Kerb ramp crossovers are constructed in accordance with Planning scheme policy SC 5 – FNQROC Regional Development Manual.	Complies with AO1.2 The proposed crossovers to Wharf Street will be constructed in accordance with FNQROC.
	AO1.3 New pipes, cables, conduits or other similar infrastructure required to cross existing footpaths: (a) are installed via trenchless methods; or (b) where footpath infrastructure is removed to install infrastructure, the new section of footpath is installed to the standard detailed in the Planning scheme policy SC5 – FNQROC Regional Development Manual and is not less than a 1.2 metre section.	Complies with AO1.3 Any associated infrastructure required will be constructed in accordance with FNQROC.
	AO1.4 Where existing footpaths are damaged as a result of development, footpaths are reinstated ensuring: (a) similar surface finishes are used; (b) there is no change in level at joins of new and existing sections;	Not applicable There is no existing footpath at this location.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	(c) new sections are matched to existing in terms of dimension and reinforcement.	
	AO1.5 Decks, verandas, stairs, posts and other structures located in the road reserve do not restrict or impede pedestrian movement on footpaths or change the level of the road verges.	Not applicable There is no component of the development within the road reserve.
Accessibility structures		
PO2 Development is designed to ensure it is accessible for people of all abilities and accessibility features do not impact on the efficient and safe use of footpaths.	AO2.1 Accessibility structures are not located within the road reserve.	Not applicable No accessibility structures are required for a single residential use.
	AO2.2 Accessibility structures are designed in accordance with AS1428.3.	Not applicable No accessibility structures are required for a single residential use.
	AO2.3 When retrofitting accessibility features in existing buildings, all structures and changes in grade are contained within the boundaries of the lot and not within the road reserve.	Not applicable No accessibility structures are required for a single residential use.
Water supply		
PO3 An adequate, safe and reliable supply of potable, firefighting and general use water is provided.	AO3.1 The premises is connected to Council's reticulated water supply system in accordance with the Design Guidelines set out in Section D6 of the Planning scheme policy SC5 – FNQROC Regional Development Manual;	Complies with AO3.1 Reticulated water is available to the site.
	AO3.2 Where a reticulated water supply system is not available to the premises, on site water storage tank/s with a minimum capacity of 10,000 litres of stored water, with a minimum 7,500 litre tank, with the balance from other sources (e.g. accessible swimming pool, dam etc.) and access to the tank/s for fire trucks is provided for each new house or other development. Tank/s are to	Not applicable Reticulated water is available to the site

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	be fitted with a 50mm ball valve with a camlock fitting and installed and connected prior to occupation of the house and sited to be visually unobtrusive.	
Treatment and disposal of effluent		
PO4 Provision is made for the treatment and disposal of effluent to ensure that there are no adverse impacts on water quality and no adverse ecological impacts as a result of the system or as a result of increasing the cumulative effect of systems in the locality.	AO4.1 The site is connected to Council's sewerage system and the extension of or connection to the sewerage system is designed and constructed in accordance with the Design Guidelines set out in Section D7 of the Planning scheme policy SC5 – FNQROC Regional Development Manual;	Complies with AO3.1 Reticulated water is available to the site.
	AO4.2 Where not in a sewerage scheme area, the proposed disposal system meets the requirements of Section 33 of the <i>Environmental Protection Policy (Water) 1997</i> and the proposed-on site effluent disposal system is designed in accordance with the <i>Plumbing and Drainage Act (2002)</i> .	Not applicable Reticulated sewer is available to the site
Stormwater quality		
PO5 Development is planned, designed, constructed and operated to avoid or minimise adverse impacts on stormwater quality in natural and developed catchments by: (a) achieving stormwater quality objectives; (b) protecting water environmental values;	AO5.1 A connection is provided from the premises to Council's drainage system; AO5.2 An underground drainage system is constructed to convey stormwater from the premises to Council's drainage system in accordance with the Design Guidelines set out in Sections D4 and D5 of the Planning scheme policy SC5 – FNQROC Regional Development Manual.	Complies with AO3.1 A lawful point of discharge exists in Wharf Street. Complies with AO5.2 Stormwater will be appropriately managed and directed to the point of discharge in Wharf Street.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
(c) maintaining waterway hydrology.	AO5.3 A stormwater quality management plan is prepared, and provides for achievable stormwater quality treatment measures meeting design objectives listed in Table 9.4.5.3.b and Table 9.4.5.3.c, reflecting land use constraints, such as: <ul style="list-style-type: none"> (a) erosive, dispersive and/or saline soil types; (b) landscape features (including landform); (c) acid sulphate soil and management of nutrients of concern; (d) rainfall erosivity. 	Can Comply with AO5.3 A Stormwater Management Plan will be submitted as part of the building and plumbing approval for the development. As the catchment is one single residential use only and a lawful point of discharge is easily achievable, stormwater management from the site is considered undemanding in this instance.
	AO5.4 Erosion and sediment control practices are designed, installed, constructed, monitored, maintained, and carried out in accordance with an erosion and sediment control plan.	Complies with AO5.4 The appropriate erosion and sediment control measures will be implemented.
	AO5.5 Development incorporates stormwater flow control measures to achieve the design objectives set out in Table 9.4.5.3.b and Table 9.4.5.3.c, including management of frequent flows, peak flows, and construction phase hydrological impacts.	Complies with AO5.5 This will be incorporated into stormwater management from the site.
Non-tidal artificial waterways		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
PO6 Development involving non-tidal artificial waterways is planned, designed, constructed and operated to: <ul style="list-style-type: none"> (a) protect water environmental values; (b) be compatible with the land use constraints for the site for protecting water environmental values; (c) be compatible with existing tidal and non-tidal waterways; (d) perform a function in addition to stormwater management; (e) achieve water quality objectives. 	AO6.1 Development involving non-tidal artificial waterways ensures: <ul style="list-style-type: none"> (a) environmental values in downstream waterways are protected; (b) any ground water recharge areas are not affected; (c) the location of the waterway incorporates slow lying areas of the catchment connected to an existing waterway; (d) existing areas of ponded water are included. 	Not applicable Not artificial waterways exist or are proposed.
	AO6.2 Non-tidal artificial waterways are located: <ul style="list-style-type: none"> (a) outside natural wetlands and any associated buffer areas; (b) to minimise disturbing soils or sediments; to avoid altering the natural hydro logic regime in acid sulphate soil and nutrient hazardous areas. 	Not applicable Not artificial waterways exist or are proposed.
	AO6.3 Non-tidal artificial waterways located adjacent to, or connected to a tidal waterway by means of a weir, lock, pumping system or similar ensures: <ul style="list-style-type: none"> (a) there is sufficient flushing or a tidal range of >0.3 m; or any tidal flow alteration does not adversely impact on the tidal waterway; 	Not applicable Not artificial waterways exists or are proposed.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	or there is no introduction of saltwater into freshwater environments.	
	AO6.4 Non-tidal artificial waterways are designed and managed for any of the following end-use purposes: <ul style="list-style-type: none"> (a) amenity (including aesthetics), landscaping or recreation; or (b) flood management, in accordance with a drainage catchment management plan; or (c) stormwater harvesting plan as part of an integrated water cycle management plan; or (d) aquatic habitat. 	Not applicable Not artificial waterways exists or are proposed.
	AO6.5 The end-use purpose of the non-tidal artificial waterway is designed and operated in a way that protects water environmental values.	Not applicable Not artificial waterways exists or are proposed.
	AO6.6 Monitoring and maintenance programs adaptively manage water quality to achieve relevant water quality objectives downstream of the waterway.	Not applicable Not artificial waterways exists or are proposed.
	AO6.7 Aquatic weeds are managed to achieve a low percentage of coverage of the water surface area, and pests and vectors are managed through design and maintenance.	Not applicable Not artificial waterways exists or are proposed.
Wastewater discharge		
PO7 Discharge of wastewater to waterways, or off site:	AO7.1 A wastewater management plan is prepared and addresses:	Not applicable

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
<p>(a) meets best practice environmental management; is treated to:</p> <ul style="list-style-type: none"> i. meet water quality objectives for its receiving waters; ii. avoid adverse impact on ecosystem health or waterway health; iii. maintain ecological processes, riparian vegetation and waterway integrity; iv. offset impacts on high ecological value waters. 	<p>(a) wastewater type;</p> <p>(b) climatic conditions; water quality objectives; best practice environmental management.</p>	<p>As the proposed development is for one single residential use only and is considered small scale it is not considered necessary to prepare a wastewater management plan.</p>
	<p>AO7.2</p> <p>The waste water management plan is managed in accordance with a waste management hierarchy that:</p> <p>(a) avoids wastewater discharge to waterways;</p> <p>(b) if wastewater discharge cannot practicably be avoided, minimises wastewater discharge to waterways by re-use, recycling, recovery and treatment for disposal to sewer, surface water and ground water.</p>	<p>Not applicable</p> <p>As the proposed development is for one single residential use only and is considered small scale it is not considered necessary to prepare a wastewater management plan.</p>
	<p>AO7.3</p> <p>Wastewater discharge is managed to avoid or minimise the release of nutrients of concern so as to minimise the occurrence, frequency and intensity of algal blooms.</p>	<p>Not applicable</p> <p>As the proposed development is for one single residential use only and is considered small scale it is not considered necessary to prepare a wastewater management plan.</p>
	<p>AO7.4</p> <p>Development in coastal catchments avoids or minimises and appropriately manages soil disturbance or altering natural hydrology and:</p> <p>(a) avoids lowering ground water levels where potential or actual acid sulphate soils are present;</p> <p>(b) manages wastewater so that:</p> <ul style="list-style-type: none"> (i) the pH of any wastewater discharges is maintained between 6.5 and 8.5 to avoid mobilisation of acid, iron, aluminium and other metals; (ii) holding times of neutralised waste water ensures the flocculation and removal of any dissolved iron prior to release; visible iron floc is not present in any (iii) precipitated iron floc is contained and disposed of; (iv) wastewater and precipitates that cannot 	<p>Complies with AO7.4</p> <p>Earthworks and subsequently ground disturbance has been purposefully kept to a minimum by the chosen layout and design of the dwelling.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	(v) be contained and treated for discharge on site are removed and disposed of through trade waste or another lawful method.	
Electricity supply		
PO8	AO8.1	Complies with AO8.1
Development is provided with a source of power that will meet its energy needs.	A connection is provided from the premises to the electricity distribution network;	An electricity service existing in Wharf Street with one connection to be utilised by the dwelling.
	AO8.2	Complies with AO8.2
	The premises are connected to the electricity distribution network in accordance with the Design Guidelines set out in Section D8 of the Planning scheme policy SC5 – FNQROC Regional Development Manual.	An electricity service existing in Wharf Street with one connection to be utilised by the dwelling.
PO9	AO9.1	Not applicable
Development incorporating pad-mount electricity infrastructure does not cause an adverse impact on amenity.	Pad-mount electricity infrastructure is: (a) not located in land for open space or sport and recreation purposes; (b) screened from view by landscaping or fencing; (c) accessible for maintenance.	No pad-mount electricity is required or proposed.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	AO9.2 Pad-mount electricity infrastructure within a building, in a Town Centre is designed and located to enable an active street frontage.	Not applicable No pad-mount electricity is required or proposed.
Telecommunications		
PO10 Development is connected to a telecommunications service approved by the relevant telecommunication regulatory authority.	AO10 The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.	Complies with AO10 A telecommunication service existing in Wharf Street with one connection to be utilised by the dwelling.
PO11 Provision is made for future telecommunications services (e.g. fibre optic cable).	AO11 Conduits are provided in accordance with Planning scheme policy SC5 – FNQROC Regional Development Manual.	Complies with AO11 Conduits will be provided accordingly.
Road construction		
PO12 The road to the frontage of the premises is constructed to provide for the safe and efficient movement of: <ul style="list-style-type: none"> (a) pedestrians and cyclists to and from the site; (b) pedestrians and cyclists adjacent to the site; (c) vehicles on the road adjacent to the site; (d) vehicles to and from the site; (e) emergency vehicles. 	AO12.1 The road to the frontage of the site is constructed in accordance with the Design Guidelines set out in Sections D1 and D3 of the Planning scheme policy SC5 – FNQROC Regional Development Manual, for the particular class of road, as identified in the road hierarchy.	Complies with AO12.1 The road frontage will be reinstated to collector road standard.
	AO12.2 There is existing road, kerb and channel for the full road frontage of the site.	Complies with PO12 This side of Wharf street does not have existing kerb and channel at the road frontage.
	AO12.3 Both Wharf Streets are greater than 3.5m wide.	Complies with AO12.3 Both Wharf Streets are greater than 3.5m wide.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	Road access minimum clearances of 3.5 metres wide and 4.8 metres high are provided for the safe passage of emergency vehicles.	
Alterations and repairs to public utility services		
PO13	AO13	Complies with AO13
Infrastructure is integrated with, and efficiently extends, existing networks.	Development is designed to allow for efficient connection to existing infrastructure networks.	All available infrastructure exists in Wharf Streets and are easily accessible for connection.
PO14	AO14.1	Complies with AO14.1
Development and works do not affect the efficient functioning of public utility mains, services or installations.	Public utility mains, services and installations are not required to be altered or repaired as a result of the development;	A concept plan of the sewer main has been provided at Attachment 4 and demonstrates there will be no disruption to the service.
	AO14.2	Complies with AO14.1
	Public utility mains, services and installations are altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines set out in Section D8 of the Planning scheme policy SC5 – FNQROC Regional Development Manual.	A concept plan of the sewer main has been provided at Attachment 4 and demonstrates compliance with FNQROC.
Construction management		
PO15	AO15	Not applicable.
Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	Works include, at a minimum: <ul style="list-style-type: none"> (a) installation of protective fencing around retained vegetation during construction; (b) erection of advisory signage; (c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation; 	There is no existing vegetation of value on site.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	(d) removal from the site of all declared noxious weeds.	
PO16 Existing infrastructure is not damaged by construction activities.	AO16 Construction, alterations and any repairs to infrastructure is undertaken in accordance with the Planning scheme policy SC5 – FNQROC Regional Development Manual.	Complies with AO16 Any repairs and the alterations to the sewer main will be undertaken in accordance with FNQROC.
High speed telecommunication infrastructure		
PO17 Development provides infrastructure to facilitate the roll out of high speed telecommunications infrastructure.	AO17 No acceptable outcomes are prescribed.	Complies with AO17 The property will benefit for NBN infrastructure.
Trade waste		
PO18 Where relevant, the development is capable of providing for the storage, collection treatment and disposal of trade waste such that: <ul style="list-style-type: none"> (a) off-site releases of contaminants do not occur; (b) the health and safety of people and the environment is protected; (c) the performance of the wastewater system is not put at risk. 	AO18 No acceptable outcomes are prescribed.	Not applicable The proposed development is one single residential use and there will no trade waste.
Fire services in developments accessed by common private title		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
PO19 Hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.	AO19.1 Residential streets and common access ways within a common private title places hydrant at intervals of no more than 120 metres and at each intersection. Hydrants may have a single outlet and be situated above or below ground.	Complies with AO19.1 There is an existing hydrant located at the south-eastern corner of the site and within 1 metre.
	AO19.2 Commercial and industrial streets and access ways within a common private title serving commercial properties such as factories and warehouses and offices are provided with above or below ground fire hydrants located at not more than 90 metre intervals and at each intersection. Above ground fire hydrants have dual-valved outlets.	Not applicable Wharf Streets are residential streets.
PO20 Hydrants are suitable identified so that fire services can locate them at all hours.	AO20 No acceptable outcomes are prescribed.	Complies with PO20 The hydrant is visible in all conditions.

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

ISSUES	DESIGN OBJECTIVES
Drainage control (Temporary drainage works)	Design life and design storm for temporary drainage works: <ul style="list-style-type: none"> (a) Disturbed open area for <12 months – 1 in 2-year ARI event; (b) Disturbed open area for 12-24 months – 1 in 5-year ARI event; (c) Disturbed open area for >24 months – 1 in 10-year ARI event. (d) Design capacity excludes minimum 150mm freeboard. (e) Temporary culvert crossing – minimum of 1 in 1-year ARI hydraulic capacity.

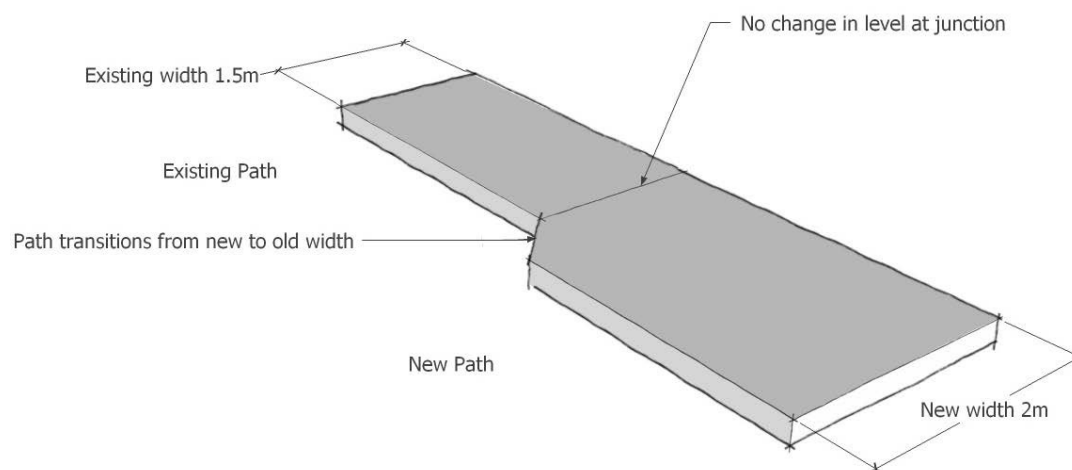
Erosion control (Erosion control measures)	(a) Minimise exposure of disturbed soils at any time. (b) Divert water run-off from undisturbed areas around disturbed areas. (c) Determine erosion risk rating using local rainfall erosivity, rainfall depth, soil loss rate or other acceptable methods. (d) Implement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

Table 9.4.5.3.c – Stormwater management design objectives (post-construction phase)

DESIGN OBJECTIVES				APPLICATION
MINIMUM REDUCTIONS IN MEAN ANNUAL LOAD FROM UNMITIGATED DEVELOPMENT (%)				

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

Figure 9.4.5.3.a – New footpath sections



9.4.9 VEGETATION MANAGEMENT CODE

Table 9.4.9.3.a – Vegetation management –assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
PO1 Vegetation is protected to ensure that: <ul style="list-style-type: none"> (a) the character and amenity of the local area is maintained; (b) vegetation damage does not result in fragmentation of habitats; (c) vegetation damage is undertaken in a sustainable manner; (d) the Shire's biodiversity and ecological values are maintained and protected; (e) vegetation of historical, cultural and / or visual significance is retained; (f) vegetation is retained for erosion prevention and slope stabilisation. 	AO1.1 Vegetation damage is undertaken by a statutory authority on land other than freehold land that the statutory authority has control over;	Not applicable The development relates only to freehold land.
	AO1.2 Vegetation damage is undertaken by or on behalf of the local government on land controlled, owned or operated by the local government;	Not applicable The development relates only to freehold land.
	AO1.3 Vegetation damage, other than referenced in AO1.1 or AO1.2 is the damage of: <ul style="list-style-type: none"> (a) vegetation declared as a pest pursuant to the <i>Land Protection (Pest and Stock Route Management) Act 2002</i>; or (b) vegetation identified within the local government's register of declared plants pursuant to the local government's local laws; or (c) vegetation is located within a Rural zone and the trunk is located within ten metres of an existing building; or (d) vegetation is located within the Conservation zone or Environmental management zone and the trunk is 	Complies with AO1.3 The site is within the Environmental Management Zone so (d) applies. There are 3 Poinciana trees on site which will be removed once a Development Permit is issued for the dwelling house as it will be located within 3 metres of them.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	located within three metres of an existing or approved structure, not including a boundary fence.	
	AO1.4 Vegetation damage that is reasonably necessary for carrying out work that is: <p>(a) authorised or required under legislation or a local law; specified in a notice served by the local government or another regulatory authority;</p>	Complies with AO1.5 The Poinciana trees will be removed in association with the development once a Development Permit is issued.
	AO1.5 Vegetation damage for development where the damage is on land the subject of a valid development approval and is necessary to give effect to the development approval;	
	AO1.6 Vegetation damage is in accordance with an approved Property Map of Assessable Vegetation issued under the <i>Vegetation Management Act 1999</i> ;	Not applicable There is no Assessable Vegetation on the site. Although not a declared pest species, Poincianas are not native to Australia.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	AO1.7 Vegetation damage is essential to the maintenance of an existing fire break;	Not applicable There are no existing fire breaks on the site.
	AO1.8 Vegetation damage is essential to prevent interference to overhead service cabling;	Not applicable There is no overhead service cabling present on site.
	AO1.9 Vegetation damage is for an approved Forest practice, where the lot is subject to a scheme approved under the <i>Vegetation Management Act 1999</i> ;	Not applicable There is no forest practices being undertaken on the site.
	AO1.10 Vegetation damage is undertaken in accordance with section 584 of the <i>Sustainable Planning Act 2009</i> .	Not applicable The Poinciana trees will be removed in association with the development once a Development Permit is issued.
	AO1.11 Vegetation damage where it is necessary to remove one tree in order to protect an adjacent more significant tree (where they are growing close to one another).	Not applicable The Poinciana trees will be removed in association with the development once a Development Permit is issued.
	AO1.12 Private property owners may only remove dead, dying, structurally unsound vegetation following receipt of written	Not applicable

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	advice from, at minimum, a fully qualified Certificate V Arborist. A copy of the written advice is to be submitted to Council for its records, a minimum of seven business days prior to the vegetation damage work commencing.	The Poinciana trees will be removed in association with the development once a Development Permit is issued.
PO2 Vegetation damaged on a lot does not result in a nuisance	AO2.1 Damaged vegetation is removed and disposed of at an approved site;	Can Comply with AO2.1 This can be required via a condition on the Development Permit.
	AO2.2 Damaged vegetation is mulched or chipped if used onsite.	Can Comply with AO2.2 This can be required via a condition on the Development Permit.
For assessable development		
PO3 Vegetation damage identified on the Places of significance overlay lot does not result in a negative impact on the site's heritage values.	AO3 No acceptable outcomes are prescribed.	Not applicable The Places of Significance overlay does not apply to the site.