

Our Ref: Q184103:BG  
Contact: Billy Glover

23 March 2021

Chief Executive Officer  
Douglas Shire Council  
PO Box 723  
**Mossman QLD 4873**

**Attention: Development Assessment Team**

*Lodgement via: [enquiries@douglas.qld.gov.au](mailto:enquiries@douglas.qld.gov.au)*

Dear Sir/Madam,

**DEVELOPMENT APPLICATION OVER LAND AT CAPTAIN COOK HIGHWAY,  
CRAIGLIE (LOT 2 ON SR431) SEEKING A DEVELOPMENT PERMIT FOR  
RECONFIGURING A LOT (ONE (1) LOT INTO THIRTY-FOUR (34) RESIDENTIAL  
LOTS, NEW ROAD AND BALANCE LAND) – COUNCIL REF: ROL 2021\_4012/1**

We act on behalf of *Port Douglas Land Developments Pty Ltd* ('the Applicant') in relation to the above mentioned development application.

On behalf of the Applicant, and pursuant to Part 2 (5.3) of the DA Rules, we hereby give notice to Douglas Shire Council ('the Assessment Manager') that application ROL2021\_4012/1 was referred to the State Assessment and Referral Agency (SARA) on 23 March 2021.

If you have any queries regarding the development application, please contact me on (07) 4034 0506 or via email [billy.glover@cardno.com.au](mailto:billy.glover@cardno.com.au)

Yours sincerely,



Billy Glover  
Planner  
for Cardno  
Direct Line: (07) 4034 0506  
Email: [billy.glover@cardno.com.au](mailto:billy.glover@cardno.com.au)

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Our Ref: Q184103:BG  
Contact: Billy Glover

23 March 2021

State Assessment and Referral Agency (SARA)  
Cairns Office  
PO Box 2358  
**Cairns Qld 4870**

Referral via: [CairnsSARA@dsdmip.qld.gov.au](mailto:CairnsSARA@dsdmip.qld.gov.au)

Dear Sir/Madam,

**STATE REFERRAL**

**DEVELOPMENT APPLICATION OVER LAND AT CAPTAIN COOK HIGHWAY, CRAIGLIE (LOT 2 ON SR431) SEEKING A DEVELOPMENT PERMIT FOR RECONFIGURING A LOT (ONE (1) LOT INTO THIRTY-FOUR (34) RESIDENTIAL LOTS, NEW ROAD AND BALANCE LAND) – COUNCIL REF: ROL 2021\_4012/1**

We act on behalf of *Port Douglas Land Developments Pty Ltd* ('the Applicant') in relation to the above mentioned development application.

On behalf of the applicant, and pursuant to Part 2 of the Development Assessment Rules, please find **enclosed** the following:

- > Above referenced Development Application, accepted by Douglas Shire Council as 'properly made' on 5 March 2021; and
- > Confirmation Notice issued by Douglas Shire Council on 22 March 2021.

The proposed development for reconfiguring a lot triggers the following state referrals:

- > Premises within 25m of a State transport corridor
- > Premises within 100m of a State-controlled road intersection

With regard to the drainage easement/lot, situated adjacent the north boundary of the premises and identified to be partly within the erosion prone area, referral and assessment was undertaken as part of Stage 1 development (SARA ref: 1901-9440 SRA).

As such, in consultation with SARA since the lodgement of the subject development application with Council, it has been determined that the proposed development does not trigger referral for reconfiguring a lot in a coastal management district, as the reconfiguration does not involve moving a boundary of the lot that is within an erosion prone area; or moving a boundary of the lot into, or within 30m of, an erosion prone area; or creating a new lot that has a boundary within, or within 30m of, an erosion prone area.

On this basis, the relevant fee for referral is \$2,527.00.

If you have any queries regarding the development application, please contact Billy Glover on (07) 4034 0506 or via email [billy.glover@cardno.com.au](mailto:billy.glover@cardno.com.au)

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Yours sincerely,



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Planner  
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Direct Line: (07) 4034 0506  
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Enc: Development Application  
Confirmation Notice

cc: Douglas Shire Council  
via email: [enquiries@douglas.qld.gov.au](mailto:enquiries@douglas.qld.gov.au); [jenny.elphinstone@douglas.qld.gov.au](mailto:jenny.elphinstone@douglas.qld.gov.au)

# Town Planning Report

Development Application seeking a  
Development Permit for  
Reconfiguring a Lot (1 Lot into 34  
Residential Lots, New Road &  
Balance Land)

New Port Estate – Stage 2

Q184103

Prepared for

Port Douglas Land Developments Pty Ltd

26 February 2021



## Contact Information

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## Document Information

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## Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
001	Dec 2018	Draft <i>Stage 1</i>	Daniel Favier	Urbi Musso
002	Dec 2018	Final Report (lodgment) <i>Stage 1</i>	Daniel Favier	Urbi Musso
003	Feb 2021	Draft <i>Stage 2</i>	Billy Glover	Billy Glover
004	Feb 2021	Final Report (lodgment) <i>Stage 2</i>	Billy Glover	Billy Glover

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# 1 Executive Summary

## 1.1 Site Details

Site Details	
<b>Address</b>	Captain Cook Highway, Craiglie
<b>RPD</b>	Lot 2 on SR431
<b>Owner</b>	Port Douglas Land Developments Pty Ltd A.C.N. 147 616 653
<b>Planning Scheme</b>	Douglas Shire Planning Scheme 2018
<b>Zone</b>	Low Density Residential
<b>Local Plan</b>	Port Douglas – Craiglie Local Plan
<b>Applicable Overlays</b>	<ul style="list-style-type: none"> <li>• Acid Sulfate Soils Overlay (&lt;5m AHD; 5-20m AHD)</li> <li>• Bushfire Hazard Overlay (Medium Potential Bushfire Intensity Buffer; High Potential Bushfire Intensity Buffer)</li> <li>• Coastal Processes Overlay (Coastal Management District; Erosion Prone Area)</li> <li>• Flood and Storm Tide Inundation Overlay (Storm Tide (Medium Hazard; High Hazard); Floodplain Assessment Overlay)</li> <li>• Natural Areas Overlay Map (MSES – Regulated Vegetation (Intersecting a Watercourse))</li> <li>• Transport Network (Pedestrian and Cycle) Overlay (Principle Route; Strategic Investigation Route)</li> <li>• Transport Network (Road Hierarchy) Overlay (Captain Cook Highway (Arterial Road; Major Transport Corridor Buffer Area); Andreassen Road (Collector Road))</li> <li>• Transport Network (Transport Noise Corridor) Overlay (Transport Noise Corridors (Mandatory Areas) Categories 1-4)</li> </ul>
<b>Site Area</b>	344,240m <sup>2</sup> (34.424 hectares)

## 1.2 Application Details

Application Details	
<b>Development Type</b>	Reconfiguring a Lot
<b>Level of Assessment – Douglas Shire Planning Scheme 2018</b>	Code assessable
<b>Proposal Summary</b>	Reconfiguring a Lot to create 34 Residential lots, New Road and Balance Land in accordance with the Proposal Plan provided at <b>Appendix B</b> .
<b>Referral – Concurrence</b>	Tidal Works or Work in a Coastal Management District State Transport Infrastructure
<b>Referral – Advice</b>	N/A
<b>Applicant</b>	Port Douglas Land Developments Pty Ltd
<b>Applicant's Representative</b>	Billy Glover Cardno
<b>Reference</b>	Q184103

## 2 Introduction

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This Town Planning Report ('the Report') accompanies a Development Application that has regard to land located on the Captain Cook Highway, Craiglie, which is more accurately described as Lot 2 on SR431 ('the site') (refer to **Figure 1 – Location Plan**).

The site is located within the Low Density Residential Zone of the Douglas Shire Planning Scheme 2018 ('the Planning Scheme') and has a total area of 344,240m<sup>2</sup> (34.424 hectares).

This Development Application seeks a Development Permit for Reconfiguring a Lot (1 Lot into 34 Residential Lots, New Road and Balance Land). The purpose of the Development Application is to facilitate the second stage of a new residential development, known as New Port Estate - Stage 2.

**Section 4 – The Proposed Development** of this Report together with **Appendix B – Proposal Plan** contains detailed information with regard to the proposed development.

**Section 6 – Summary of Compliance** of this Report provides a summary of the proposed development's compliance with the applicable provisions of the relevant planning framework. **Appendix E – Statement of Code Compliance** to this Report contains the complete assessment of the proposed development against the applicable criteria of the relevant codes of the Planning Scheme.



## 3 Site Details and Characteristics

### 3.1 Site Details

#### 3.1.1 Location

The site is located on the eastern side of the Captain Cook Highway, immediately north of the Andreassen Road intersection (refer **Figure 1**). The site features approximately 690 metres of frontage to the Captain Cook Highway.

For further contextualisation, the site is located approximately 760 metres south of the Davidson Street, Dickson Street and Captain Cook Highway intersection, and approximately 1.8 kilometres south of Port Douglas Road and Captain Cook Highway intersection, being the two main entry points to access the Port Douglas township.



**Figure 1. Site location (Source: Queensland Globe 2020)**

### 3.2 Site Characteristics

#### 3.2.1 Topography

In terms of elevation, the site is generally level and does not feature significant changes in gradient. The site does not contain notable significant topographical features except for a mapped waterway, which traverses the site on a north-south alignment and a lower point within the eastern most corner.

#### 3.2.2 Current Use of the Site

The site is currently unimproved and is largely clear of vegetation. The site is currently used for agricultural (sugar cane cropping) purposes.

### 3.2.3 Ownership

The registered owner of the site is Port Douglas Land Developments Pty Ltd. Refer to **Appendix C – Current Title Search**.

### 3.2.4 Easements

The site is burdened by an easement in gross in favour of Douglas Shire Council. The easement is for the purposes of drainage.

Refer to **Appendix C – Current Title Search**.

### 3.2.5 Regulated Vegetation

A review of State Assessment and Referral Agency (SARA) DA mapping identifies that Regulated Vegetation (Category R – Reef Regrowth Watercourse Vegetation) is mapped as occurring in the north-west of the site.

This vegetation is associated with a watercourse, which crosses via culvert under the Captain Cook Highway and aligns with the boundary of the site (refer **Figure 2**).



**Figure 2: View north along the Captain Cook Highway – Culvert Crossing (Source: Nearmap December 2018)**

### 3.2.6 External Road Network

The site has road frontage to Wabul Street to the north, Andreassen Road to the south, and Captain Cook Highway to the west.

Whilst Wabul Street is not defined under the planning scheme Road Hierarchy map, under the Local Government Infrastructure Plan there is identified a future extension of Wabul Street to a Major Collector standard. The Andreassen Road and the Captain Cook Highway are identified as a Collector and Arterial Road respectively.

SARA DA Mapping identifies that the Captain Cook Highway is a State-Controlled Road.

### 3.2.7 Waterway

SARA DA Mapping identifies that that a Category 4 (Major) Waterway traverses the site and a Category 2 (Moderate) Waterway crosses the north western corner of the site. It is noted that Stage 2 of the proposed development does not extend as far as the mapped waterway.

### 3.2.8 Coastal Management District

SARA DA Mapping identifies the entire site is contained within the Coastal Management District.

### 3.2.9 Surrounding Land Uses and Zoning

Land uses and zoning surrounding the site are identified in **Table 1**.

**Table 1 Surrounding land uses and zoning**

Direction	Zone	Land use / feature
North	Low Density Residential	Single Detached Dwelling Houses
East	Conservation / Rural	Unimproved vegetated land
South	Low Density Residential / Rural	Unimproved agricultural land
West	Rural	Unimproved agricultural land

### 3.2.10 Existing Infrastructure and Services

Existing water supply infrastructure is located within Milman Drive.

The site is not presently serviced by sewer infrastructure. However, infrastructure is to be constructed as part of and to service Stage 1, and now Stage 2 as part of this proposal.

Reticulated electricity supply is located along the Captain Cook Highway. Furthermore, reticulated electricity and telecommunications exist along Milman Drive.

### 3.2.11 Site Contamination

The site is not listed on the Environmental Management Register (EMR) or the Contaminated Land Register (CLR). Refer to **Appendix D – Searches**.



## 4 Proposed Development

### 4.1 Application Particulars

Site Details	
<b>Address</b>	Captain Cook Highway, Craiglie
<b>RPD</b>	Lot 2 on SR431
<b>Owner</b>	Port Douglas Land Developments Pty Ltd A.C.N. 147 616 653
<b>Planning Scheme</b>	Douglas Shire Planning Scheme 2018
<b>Zone</b>	Low Density Residential
<b>Local Plan</b>	Port Douglas – Craiglie Local Plan
<b>Applicable Overlays</b>	<ul style="list-style-type: none"> <li>• Acid Sulfate Soils Overlay (&lt;5m AHD; 5-20m AHD)</li> <li>• Bushfire Hazard Overlay (Medium Potential Bushfire Intensity Buffer; High Potential Bushfire Intensity Buffer)</li> <li>• Coastal Processes Overlay (Coastal Management District; Erosion Prone Area)</li> <li>• Flood and Storm Tide Inundation Overlay (Storm Tide (Medium Hazard; High Hazard); Floodplain Assessment Overlay)</li> <li>• Natural Areas Overlay Map (MSES – Regulated Vegetation (Intersecting a Watercourse))</li> <li>• Transport Network (Pedestrian and Cycle) Overlay (Principle Route; Strategic Investigation Route)</li> <li>• Transport Network (Road Hierarchy) Overlay (Captain Cook Highway (Arterial Road; Major Transport Corridor Buffer Area); Andreassen Road (Collector Road))</li> <li>• Transport Network (Transport Noise Corridor) Overlay (Transport Noise Corridors (Mandatory Areas) Categories 1-4)</li> </ul>
<b>Site Area</b>	344,240m <sup>2</sup> (34.424 hectares)

### 4.2 Proposal Description

The proposed development seeks to facilitate the creation of 34 Residential Lots, New Road and Balance Land, forming Stage 2 of the ultimate development (refer **Figure 3**).



**Figure 3: Proposal Plan – Stage 2**

The layout provides for a diversity of lot sizes to facilitate housing choice, as detailed in **Table 2**. All residential lots have direct road frontage and access via a proposed internal road network. No direct access is provided to the Captain Cook Highway.

The proposed subdivision has been designed in consideration of site features and drainage constraints, including the waterway on site. Further, Stage 2 has been designed to facilitate an orderly extension of Stage 1A and 1B, and connection to existing residential development located to the North.

Access to Stage 2 is proposed via new internal road, connecting to the new internal road, culvert crossing and extension of Wabul Street under construction as part of Stage 1.

The balance land will continue to be used for the purpose of sugar cane cultivation until such time as additional stages of development, subject to separate development applications, occur. Access to the balance land will be retained via Andreassen Road.

**Table 2 - Lot details (excluding balance lots)**

Lot Size	Number of Lots
600m <sup>2</sup> - 700m <sup>2</sup>	23
701m <sup>2</sup> – 800m <sup>2</sup>	8
801m <sup>2</sup> +	3
<b>Total</b>	<b>34</b>

Further detail is included in the Proposal Plan provided at **Appendix B**.

#### 4.2.1 Internal Road Network

The internal road network comprises a spine road (Wabul Street), supplemented by a network of lower roads providing access to lots within the estate. Ultimately, under later stages, Wabul Street will connect with Andreassen Road and the Captain Cook Highway.

No direct residential access is provided to the Captain Cook Highway.

Further detail is included in the Proposal Plan provided at **Appendix B**.

#### **4.2.2 Proposed infrastructure and services**

Water, sewer, stormwater drainage, electricity and telecommunications infrastructure will be required to support the proposed development. New water infrastructure to service the development is expected to connect to existing water infrastructure, located within the Milman Drive.

As development of the estate progresses, it is identified that a new 150mm diameter water main will need to be constructed along the Captain Cook Highway, connecting near Beor Street approximately 407 metres from the north eastern corner of the site.

A new sewerage pump station is required to service the proposed development, which is expected to connect with existing infrastructure in Beor Street.

Further engineering detail with respect to the proposed development can be provided to Council if required.

## 5 Statutory Town Planning Framework

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### 5.1 Planning Act 2016

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

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

#### 5.1.1 Approval and Development

Pursuant to Sections 49, 50 and 51 of the Planning Act, the Development Application seeks a Development Permit for Reconfiguring a Lot (1 Lot into 34 Residential Lots, New Road and Balance Land).

#### 5.1.2 Application

The proposed development is:

- development that is located completely in a single local government area;
- development made assessable under a local categorising instrument; and
- for Reconfiguring a Lot, other than a lot that is, or includes, airport land.

In accordance with Section 48 of the Planning Act and Schedule 8, Table 2, Item 1 of the Planning Regulation, the development application is required to be made to the applicable local government, in this instance being Douglas Shire Council ('Council').

#### 5.1.3 Referral

Section 54(2) of the Planning Act and Section 22 and Schedules 9 and 10 of the Planning Regulation provide for the identification of the jurisdiction of referral agencies, to which a copy of the development application must be provided.

A review of the PR confirms the following referral agencies are triggered via the State Assessment and Referral Agency:

- Department of Transport and Main Roads
- Department of Environment and Science

A review of the DA Mapping confirms that under the State Development Assessment Provisions the following State Codes apply to the assessment of the Development Application:

- State Code 1: Development in a State Controlled Road Environment
- State Code 6: Protection of State Transport Networks
- State Code 8: Coastal Development and Tidal Works

The proposed development has been assessed against the above relevant State Codes, **refer Appendix F**.

#### 5.1.4 Public Notification

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

The Development Application is subject to Code Assessment and does not include a variation request. Public notification of the development application is therefore not required in this instance.

### 5.1.5 Assessment Framework

As discussed in Section 3.6.4 of this Report, a Code Assessable Development Application is required in this instance. Section 45(3) of the Planning Act provides that:

- “(3) A code assessment is an assessment that must be carried out only—
- (a) Against the assessment benchmarks in a categorising instrument for the development; and
  - (b) Having regard to any matters prescribed by regulation for this paragraph.”

The *Douglas Shire Planning Scheme 2018* (the ‘Planning Scheme’) is the applicable local categorising instrument.

Section 26 of the PR provides the following assessment benchmarks for the purposes of Section 45(3) (a) of the Planning Act:

- “(1) For section 45(3)(a) of the Act, the code assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.
- (2) Also, if the prescribed assessment manager is the local government, the code assessment must be carried out against the following assessment benchmarks—
  - (a) The assessment benchmarks stated in—
    - (i) The regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and
    - (ii) The State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and
    - (iii) Any temporary State planning policy applying to the premises;
  - (b) If the local government is an infrastructure provider—the local government’s LGIP.
- (3) However, an assessment manager may, in assessing development requiring code assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.”

Section 27 of the Planning Regulation provides matters for the purposes of Section 45(3)(b) of the Planning Act:

- “(1) For section 45(3)(b) of the Act, the code assessment must be carried out having regard to—
  - (a) the matters stated in schedules 9 and 10 for the development; and
  - ...
    - (d) if the prescribed assessment manager is a person other than the chief executive—
      - (i) the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and
      - (ii) the State Planning Policy, to the extent the State Planning Policy is not identified in the planning scheme as being appropriately integrated in the planning scheme; and
      - (iii) for designated premises—the designation for the premises; and
    - (e) any temporary State planning policy applying to the premises; and
    - (f) any development approval for, and any lawful use of, the premises or adjacent premises; and
    - (g) the common material.
- (2) However—
  - (a) an assessment manager may, in assessing development requiring code assessment, consider a matter mentioned in subsection (1) only to the extent the assessment manager considers the matter is relevant to the development; and
  - (b) if an assessment manager is required to carry out code assessment against assessment benchmarks in an instrument stated in subsection (1), this section does not require the assessment manager to also have regard to the assessment benchmarks”.



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

## 5.2 Far North Queensland Regional Plan 2009-2031

The *Far North Queensland Regional Plan 2009 - 2031* ('the Regional Plan') is intended to guide and manage the region's development and to address key regional environmental, social, economic and urban objectives. The site falls within the area to which the Regional Plan applies.

The Regional Plan is identified in the Planning Scheme as being appropriately integrated in the scheme. The Regional Plan is therefore not applicable to the assessment of the development application.

## 5.3 State Planning Policy

The *State Planning Policy* ('the SPP') was released on 2 December 2013 and replaced all previous State Planning Policies. The SPP has since been revised, with new versions released on 2 July 2014, 29 April 2016 and 3 July 2017.

The April 2016 version of the SPP is identified in the Planning Scheme as being appropriately integrated. Whilst the SPP has been amended since April 2016 version, it is considered that the policy content and outcomes contained within the SPP, to the extent they are relevant and applicable to the proposed development, have not been sufficiently amended to require the reconsideration of the SPP separately.

## 5.4 Temporary State Planning Policies

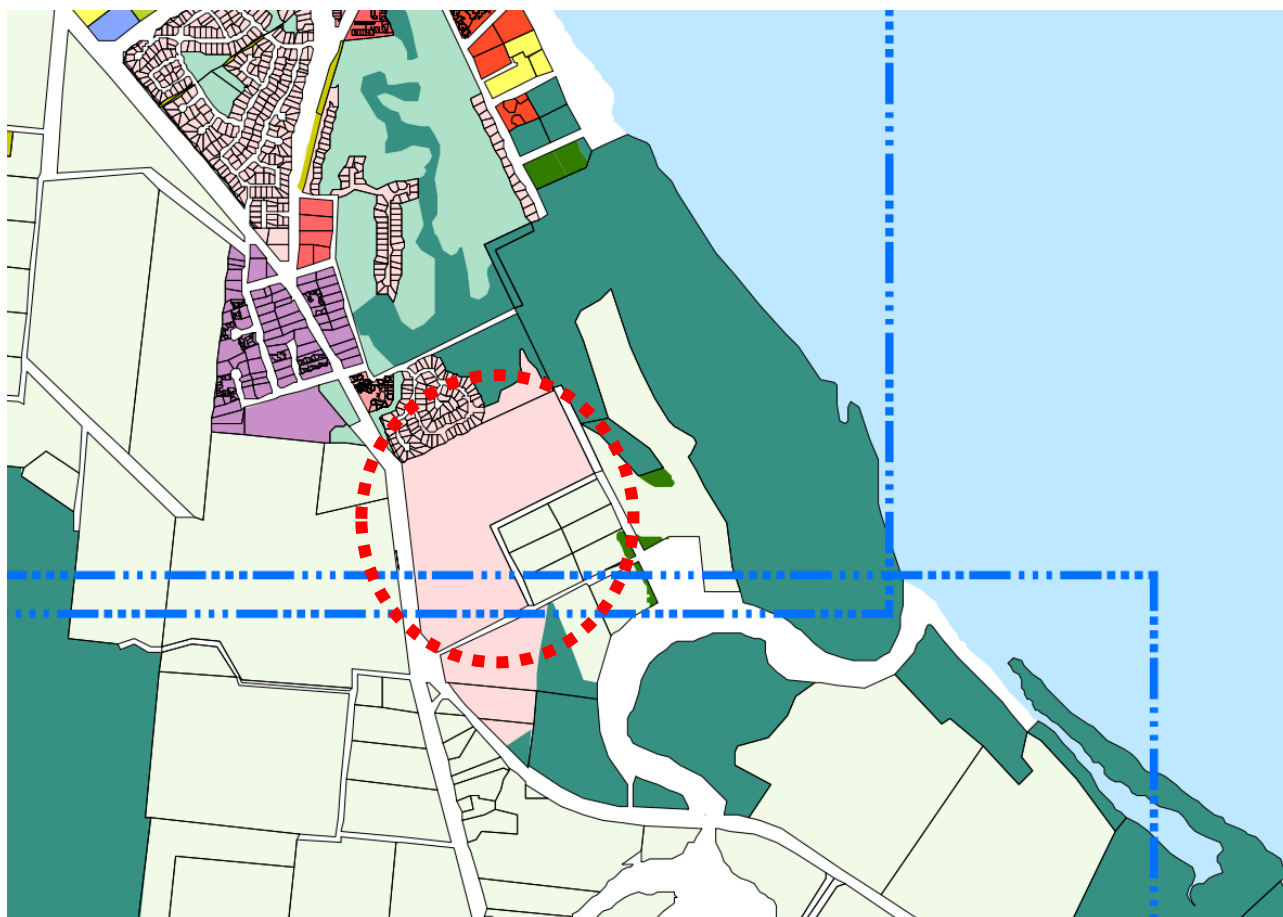
There are currently no temporary State Planning Policies in effect in Queensland.

## 5.5 Douglas Shire Planning Scheme 2018

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

### 5.5.1 Zone

The site is identified within the Low Density Residential Zone. The following map extract identifies the zoning of the land (refer to **Figure 4**).



**Figure 4 – Zoning** (Source: Douglas Shire Planning Scheme 2018 mapping)

### 5.5.2 Port Douglas Craiglie Local Plan

The site is identified within the Port Douglas Craiglie Local Plan area, but is not within a designated precinct.

### 5.5.3 Overlays

**Table 4** identifies the overlays applicable to the site.

**Table 4: Applicable Overlays**

Overlay	Sub-category
Acid Sulfate Soils Overlay	<ul style="list-style-type: none"> <li>&lt;5m AHD</li> <li>5-20m AHD</li> </ul>
Bushfire Hazard Overlay	<ul style="list-style-type: none"> <li>Medium Potential Bushfire Intensity Buffer</li> <li>High Potential Bushfire Intensity Buffer</li> </ul>
Coastal Processes Overlay	<ul style="list-style-type: none"> <li>Coastal Management District</li> <li>Erosion Prone Area</li> </ul>
Flood and Storm Tide Inundation Overlay	<ul style="list-style-type: none"> <li>Storm Tide (Medium Hazard; High Hazard)</li> <li>Floodplain Assessment Overlay</li> </ul>
Natural Areas Overlay Map	<ul style="list-style-type: none"> <li>MSES – Regulated Vegetation (Intersecting a Watercourse)</li> </ul>

Overlay	Sub-category
Transport Network (Pedestrian and Cycle) Overlay	<ul style="list-style-type: none"> <li>Principle Route; Strategic Investigation Route</li> </ul>
Transport Network (Road Hierarchy) Overlay	<ul style="list-style-type: none"> <li>Captain Cook Highway (Arterial Road; Major Transport Corridor Buffer Area)</li> <li>Andreassen Road (Collector Road)</li> <li>Wabul Street (no hierarchy allocated)</li> </ul>
Transport Network (Transport Noise Corridor) Overlay	<ul style="list-style-type: none"> <li>Transport Noise Corridors (Mandatory Areas) Categories 1-4</li> </ul>

#### 5.5.4 Category of Assessment

Pursuant to Part 5 of the Planning Scheme, Reconfiguring a Lot in the Low Density Residential Zone (Table 5.6.f) is identified as Assessable Development, to which Code Assessment is applicable. The category of assessment of the proposed development is not otherwise altered by the Planning Scheme.

#### 5.5.5 Assessment Criteria

As the proposal is Code Assessable, the development is assessed against the relevant codes as required by Part 5 – Tables of Assessment in the Planning Scheme. Tables 5.6.f of the Planning Scheme identifies that the following codes are applicable to the assessment of the proposed development:

##### Local Plan

- Port Douglas Craigie Local Plan Code

##### Zone Codes

- Low Density Residential Zone Code

##### Overlay Codes

- Acid Sulfate Soils Overlay Code
- Bushfire Hazard Overlay Code
- Coastal Processes Overlay Code
- Flood and Storm Tide Inundation Overlay Code
- Natural Areas Overlay Code
- Transport Network Overlay Code

##### Development Codes

- Filling and Excavation Code
- Infrastructure and Works Code
- Landscaping Code
- Reconfiguring a Lot Code

A summary of compliance of the proposal against the relevant assessment criteria is provided in Section 6 of this Report and a detailed assessment against the relevant assessment criteria is provided in **Appendix E – Statement of Code Compliance**.

## 6 Compliance Summary

### 6.1 Introduction

The following sections comprise a summary of compliance against the relevant provisions of the planning framework as they apply to the proposed development, identified in **Section 5** of this Report.

**Appendix E – Statement of Code Compliance** provides an assessment of the proposed development against the relevant codes of the Planning Scheme.

### 6.2 Douglas Shire Planning Scheme 2018

A summary of the proposed development against the applicable assessment criteria is provided below.

#### 6.2.1 Port Douglas Craiglie Local Plan

The proposed development supports the purpose of the local plan which seeks that Craiglie is developed as an integrated residential community with some low scale tourism development opportunities in appropriate locations.

Accordingly, the proposed development will comply with the Port Douglas Craiglie Local Plan Code.

#### 6.2.2 Low Density Residential Zone Code

The proposed development comprises a range of lot sizes between 600m<sup>2</sup> and 841m<sup>2</sup>, compliant with the minimum lot size of 600m<sup>2</sup> under the Low Density Residential Zone Code.

All residential lots are regular in shape and have direct road frontage via a new internal road network.

The proposed development is considered to comply with the Low Density Residential Zone Code.

#### 6.2.3 Acid Sulfate Soils Overlay Code

The extent of earthworks required to facilitate the development will be confirmed at the Operational Works stage. It is anticipated that any issues at this stage may be addressed through reasonable and relevant conditions.

Accordingly, the proposed development will comply with the Acid Sulfate Soils Code.

#### 6.2.4 Bushfire Hazard Overlay Code

Whilst the site is affected by the Bushfire Hazard Overlay Mapping it is only the Buffer Areas that extend into the site in two areas. Neither of these buffers are located over Stage 2.

It is submitted that the proposed development does not exacerbate the risk of bushfire and will maintain the safety of people and property. All lots are connected to direct road frontage allowing for evacuation or emergency vehicle access. The estate is also connected to reticulated water supply.

Accordingly, the proposed development complies with the Bushfire Hazard Overlay Code.

#### 6.2.5 Coastal Processes Overlay Code

The site is identified as containing land within the Coastal Management District and Erosion Prone areas under the Coastal Processes Overlay Mapping.

Stage 2 is located within the western region of the site, away from the seaward boundary. Due to the site elevation and location it is considered that the development will not impact on coastal processes. Stage 2 does not encroach on mapped Erosion Prone Areas.

It is noted that the Development Application triggers referral to the Department of Environment and Science for assessment.

The proposed development is considered to comply with the Coastal Processes Overlay Code on this basis.

#### 6.2.6 Flood and Storm Tide Inundation Overlay Code

The site is identified as being affected by the Floodplain Assessment Overlay and Storm Tide (High Hazard and Medium Hazard) under the Flood and Storm Tide Hazard Overlay Code. Stage 2 is located within the

western region of the site, generally responsive to the hazard overlay. The applicant has undertaken extensive flood studies as part of the Stage 1 development, this can be provided to Council upon request.

The proposed development is considered to comply with the Flood and Storm Tide Hazard Overlay Code on this basis.

#### **6.2.7 Natural Areas Overlay Code**

Stage 2 is proposed over an existing cleared area utilised for sugar cane cultivation.

The proposed development is not expected to impact on any environmental values. The proposed development is considered to comply with the Natural Areas Overlay Code.

#### **6.2.8 Transport Network Overlay Code**

The construction of a culvert crossing and approximately 150 metre extension to Wabul Street was included and is under construction as part of the initial Stage 1 development. This link is identified as a Future Urban Major Collector road within the Local Government Infrastructure Plan.

Stage 2 includes an orderly extension to Wabul Street of approximately 150 metres. Ultimately, and subject to further Development Application/Approval, the estate will extend through to Andreassen Road and connect with the Captain Cook Highway. No new direct access is proposed to the Captain Cook Highway Major Transport Corridor as part of the proposed Stage 2 development.

The proposed development is considered to comply with the Transport Network Overlay Code.

#### **6.2.9 Filling and Excavation Code**

Excavation and filling required to facilitate proposed Stage 2 will be designed at the future Operational Works stage of development, in accordance with the relevant standards and conditions of approval.

#### **6.2.10 Infrastructure Works Code**

The proposed lots will be appropriately designed to be connected to the necessary urban infrastructure.

Detailed design of infrastructure works will be undertaken and presented to Council at the Operational Works stage of development, in accordance with the relevant standards and conditions of approval.

#### **6.2.11 Landscaping Code**

Detailed design of landscaping works will be undertaken and presented to Council at the Operational Works stage of development, in accordance with the relevant standards and conditions of approval.

#### **6.2.12 Reconfiguring a Lot Code**

The proposed development comprises a range of lot sizes between 600m<sup>2</sup> and 841m<sup>2</sup>, compliant with the minimum lot size of 600m<sup>2</sup>.

The proposed lot layout includes lots of appropriate size and dimensions to allow a prospective purchaser to locate a Dwelling House on the lot within the limits of the Queensland Development Code.

The proposed layout responsibly recognises and compliments the prevailing residential character, particularly with regard to the established residential estate to the north of the site.

A Master Plan for development of the entire subject site and estate was provided to Council during the development application process for Stage 1 and can be provided to Council again upon request.

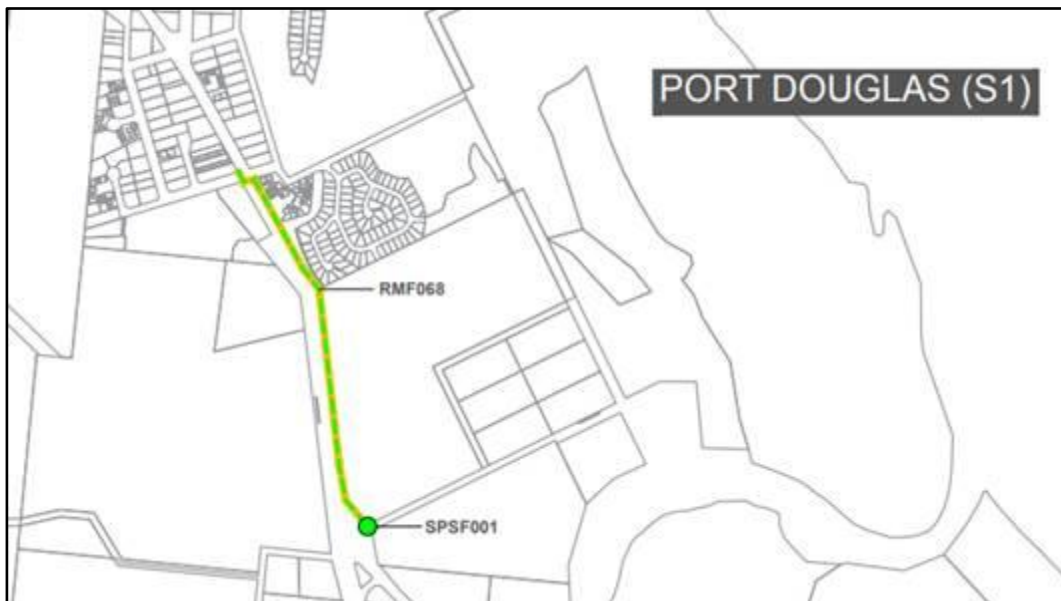
The proposed development is considered to comply with the Reconfiguring a Lot Code.

## 7 Local Government Infrastructure Plan

Cardno has undertaken a review of the site under the Local Government Infrastructure Plan as it relates to the site and proposed development. It is noted that there are a number of planned future trunk infrastructure items which relate to the subject site. These are identified in further detail below and will be the basis of further discussions with Council.

### 7.1 Future Trunk Sewer and Pump Station

The Local Government Infrastructure Plan (2018) identifies a Future Trunk Sewer Main (RMF068 – 150mm Rising Main – 2021 – \$303,604) which extends from adjacent the Boer Street and Captain Cook Highway intersection, southwards along the entire site frontage to Andreassen Road. Furthermore, a Future Pump Station is identified at the intersection of Andreassen Road and the Captain Cook Highway (SPSF001 – Andreassen Road Pump Station – 2021 – \$549,887), refer **Figure 5**.



**Figure 5 - Future Trunk Sewer and Pump Station** (Source: Douglas Shire Local Government Infrastructure Plan)

### 7.2 Future Trunk Transport Infrastructure

The Local Government Infrastructure Plan (2018) identifies a number of Future Trunk Transport items in the vicinity of the site, refer **Figure 6**. It is considered that the proposed development will generate the need for these infrastructure items to come online.

The plan identifies a trunk drain along the northern boundary of the site (SCF 013 – Trunk Drain – 2011 – \$580,500).

The plan identifies Wabul Street is to be extended through the site to join Andreassen Road. This extension occurs in three sections:

- SCF012 – Culvert Crossing Wabul – 2022 – \$949,822
- TRF007 – Wabul Future Urban Major Collector – 2028 – \$1,537,991
- TRF008 – Wabul Future Urban Major Collector – 2030 – \$1,586,270

Lastly, the plan identifies the upgrade to Andreassen Road which extends the full length of the subject site (TRF006 – Andreassen Road Future Urban Major Collector – 2026 – \$1,673,655).



**Figure 6 - Future Trunk Transport Infrastructure** (Source: Douglas Shire Local Government Infrastructure Plan)



## 8 Conclusions and Recommendations

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This Report accompanies an application by Port Douglas Land Developments Pty Ltd, seeking a Development Permit for Reconfiguring a Lot (1 Lot into 34 Residential Lots, New Road and Balance Land) over land on the Captain Cook Highway (Lot 2 on SR431).

This application is lodged pursuant to sections 49, 50 and 51 of the PA.

Assessment of the proposed development against the applicable planning framework has been undertaken in order to assess potential impacts and compliance of the proposed development with the relevant assessment criteria.

The information provided in this Report (and accompanying appendices) demonstrates that the proposed development largely complies with the applicable provisions of the relevant planning framework; where conflicts exist, suitable alternative solutions are provided to support approval of the development application.

This Report demonstrates that the proposed development:

- I. Is consistent with the intent of the Regional Plan;
- II. Represents logical and sequential urban expansion as contemplated by the Douglas Shire Planning Scheme 2018 and the Local Government Infrastructure Plan;
- III. Is appropriately located on land adjacent to existing and future residential developments; and
- IV. Provides a variety of lot sizes to facilitate a range of future dwelling options within proximity to the centre of Port Douglas.

It is therefore considered that the proposed development can be approved, subject to reasonable and relevant conditions. If Council requires any further information, either formally or informally, throughout the assessment of the Development Application please contact the undersigned.

Prior to the determination of the Development Application it would be greatly appreciated if Council could provide Cardno with a suite of Draft Conditions to facilitate discussion and mutually favourable outcomes.

Yours faithfully,

**CARDNO**



APPENDIX

A

APPLICATION FORM

# DA Form 1 – Development application details

Approved form (version 1.3 effective 28 September 2020) made under section 282 of the Planning Act 2016.

This form **must** be used to make a development application **involving code assessment or impact assessment**, except when applying for development involving only building work.

For a development application involving **building work only**, use *DA Form 2 – Building work details*.

For a development application involving **building work associated with any other type of assessable development (i.e. material change of use, operational work or reconfiguring a lot)**, use this form (*DA Form 1*) and parts 4 to 6 of *DA Form 2 – Building work details*.

Unless stated otherwise, all parts of this form **must** be completed in full and all required supporting information **must** accompany the development application.

One or more additional pages may be attached as a schedule to this development application if there is insufficient space on the form to include all the necessary information.

This form and any other form relevant to the development application must be used to make a development application relating to strategic port land and Brisbane core port land under the *Transport Infrastructure Act 1994*, and airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*. For the purpose of assessing a development application relating to strategic port land and Brisbane core port land, any reference to a planning scheme is taken to mean a land use plan for the strategic port land, Brisbane port land use plan for Brisbane core port land, or a land use plan for airport land.

**Note:** All terms used in this form have the meaning given under the Planning Act 2016, the Planning Regulation 2017, or the Development Assessment Rules (DA Rules).

## PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	Port Douglas Land Developments Pty Ltd
Contact name (only applicable for companies)	C/ Cardno Billy Glover
Postal address (P.O. Box or street address)	PO Box 1619
Suburb	Cairns
State	Queensland
Postcode	4870
Country	Australia
Contact number	(07) 4034 0506
Email address (non-mandatory)	billy.glover@cardno.com.au
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	Q184103

2) Owner's consent	
2.1) Is written consent of the owner required for this development application?	
<input type="checkbox"/> Yes – the written consent of the owner(s) is attached to this development application	
<input checked="" type="checkbox"/> No – proceed to 3)	

## PART 2 – LOCATION DETAILS

### 3) Location of the premises (complete 3.1) or 3.2), and 3.3) as applicable)

**Note:** Provide details below and attach a site plan for any or all premises part of the development application. For further information, see [DA Forms Guide: Relevant plans](#).

#### 3.1) Street address and lot on plan

- ☐ Street address **AND** lot on plan (all lots must be listed), **or**  
☐ Street address **AND** lot on plan for an adjoining or adjacent property of the premises (appropriate for development in water but adjoining or adjacent to land e.g. jetty, pontoon. All lots must be listed).

a)	Unit No.	Street No.	Street Name and Type	Suburb
			Captain Cook Highway	Craiglie
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	2	SR431	Douglas Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)

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

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

- ☐ Coordinates of premises by longitude and latitude

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

- ☐ Coordinates of premises by easting and northing

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

#### 3.3) Additional premises

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

### 4) Identify any of the following that apply to the premises and provide any relevant details

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

Name of water body, watercourse or aquifer:

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

- ☐ In a tidal area

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

Name of port authority for tidal area (if applicable):

- ☐ On airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*

Name of airport:

<input type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>
EMR site identification: <input type="text"/>
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>
CLR site identification: <input type="text"/>

**5) Are there any existing easements over the premises?**

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

- ☐ Yes – All easement locations, types and dimensions are included in plans submitted with this development application
- ☐ No

## PART 3 – DEVELOPMENT DETAILS

### Section 1 – Aspects of development

**6.1) Provide details about the first development aspect**

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

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

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

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

c) What is the level of assessment?

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

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

Development Application for Reconfiguring a Lot (1 Lot into 34 Lots, New Road & Balance Land)

e) Relevant plans

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

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

**6.2) Provide details about the second development aspect**

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

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

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

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

c) What is the level of assessment?

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

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

e) Relevant plans

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

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

**6.3) Additional aspects of development**

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

## Section 2 – Further development details

7) Does the proposed development application involve any of the following?	
Material change of use	<input type="checkbox"/> Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	<input type="checkbox"/> Yes – complete division 2
Operational work	<input type="checkbox"/> Yes – complete division 3
Building work	<input type="checkbox"/> Yes – complete <i>DA Form 2 – Building work details</i>

### Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m <sup>2</sup> ) (if applicable)
8.2) Does the proposed use involve the use of existing buildings on the premises?			
<input type="checkbox"/> Yes			
<input type="checkbox"/> No			

### Division 2 – Reconfiguring a lot

**Note:** This division is only required to be completed if any part of the development application involves reconfiguring a lot.

9.1) What is the total number of existing lots making up the premises?	
34 Residential Lots, New Road & Balance Land	
9.2) What is the nature of the lot reconfiguration? (tick all applicable boxes)	
<input checked="" type="checkbox"/> Subdivision (complete 10))	<input type="checkbox"/> Dividing land into parts by agreement (complete 11))
<input type="checkbox"/> Boundary realignment (complete 12))	<input type="checkbox"/> Creating or changing an easement giving access to a lot from a constructed road (complete 13))

10) Subdivision				
10.1) For this development, how many lots are being created and what is the intended use of those lots:				
Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created	34			New Road & Balance Land
10.2) Will the subdivision be staged?				
<input type="checkbox"/> Yes – provide additional details below				
<input checked="" type="checkbox"/> No				
How many stages will the works include?				
What stage(s) will this development application apply to?				

**11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts?**

Intended use of parts created	Residential	Commercial	Industrial	Other, please specify:
Number of parts created				

**12) Boundary realignment**

**12.1) What are the current and proposed areas for each lot comprising the premises?**

Current lot		Proposed lot	
Lot on plan description	Area (m <sup>2</sup> )	Lot on plan description	Area (m <sup>2</sup> )

**12.2) What is the reason for the boundary realignment?**

--

**13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement? (attach schedule if there are more than two easements)**

Existing or proposed?	Width (m)	Length (m)	Purpose of the easement? (e.g. pedestrian access)	Identify the land/lot(s) benefitted by the easement

**Division 3 – Operational work**

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

**14.1) What is the nature of the operational work?**

<input type="checkbox"/> Road work	<input type="checkbox"/> Stormwater	<input type="checkbox"/> Water infrastructure
<input type="checkbox"/> Drainage work	<input type="checkbox"/> Earthworks	<input type="checkbox"/> Sewage infrastructure
<input type="checkbox"/> Landscaping	<input type="checkbox"/> Signage	<input type="checkbox"/> Clearing vegetation
<input type="checkbox"/> Other – please specify: _____		

**14.2) Is the operational work necessary to facilitate the creation of new lots? (e.g. subdivision)**

<input type="checkbox"/> Yes – specify number of new lots: _____
<input type="checkbox"/> No

**14.3) What is the monetary value of the proposed operational work? (include GST, materials and labour)**

\$ _____
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**PART 4 – ASSESSMENT MANAGER DETAILS**

**15) Identify the assessment manager(s) who will be assessing this development application**

Douglas Shire Council
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**16) Has the local government agreed to apply a superseded planning scheme for this development application?**

<input type="checkbox"/> Yes – a copy of the decision notice is attached to this development application
<input type="checkbox"/> The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
<input checked="" type="checkbox"/> No

## PART 5 – REFERRAL DETAILS

### 17) Does this development application include any aspects that have any referral requirements?

**Note:** A development application will require referral if prescribed by the Planning Regulation 2017.

- ☐ No, there are no referral requirements relevant to any development aspects identified in this development application – proceed to Part 6

#### Matters requiring referral to the **Chief Executive of the Planning Act 2016:**

- ☐ Clearing native vegetation
- ☐ Contaminated land (*unexploded ordnance*)
- ☐ Environmentally relevant activities (ERA) (*only if the ERA has not been devolved to a local government*)
- ☐ Fisheries – aquaculture
- ☐ Fisheries – declared fish habitat area
- ☐ Fisheries – marine plants
- ☐ Fisheries – waterway barrier works
- ☐ Hazardous chemical facilities
- ☐ Heritage places – Queensland heritage place (*on or near a Queensland heritage place*)
- ☐ Infrastructure-related referrals – designated premises
- ☐ Infrastructure-related referrals – state transport infrastructure
- ☒ Infrastructure-related referrals – State transport corridor and future State transport corridor
- ☐ Infrastructure-related referrals – State-controlled transport tunnels and future state-controlled transport tunnels
- ☒ Infrastructure-related referrals – near a state-controlled road intersection
- ☐ Koala habitat in SEQ region – interfering with koala habitat in koala habitat areas outside koala priority areas
- ☐ Koala habitat in SEQ region – key resource areas
- ☐ Ports – Brisbane core port land – near a State transport corridor or future State transport corridor
- ☐ Ports – Brisbane core port land – environmentally relevant activity (ERA)
- ☐ Ports – Brisbane core port land – tidal works or work in a coastal management district
- ☐ Ports – Brisbane core port land – hazardous chemical facility
- ☐ Ports – Brisbane core port land – taking or interfering with water
- ☐ Ports – Brisbane core port land – referable dams
- ☐ Ports – Brisbane core port land – fisheries
- ☐ Ports – Land within Port of Brisbane's port limits (*below high-water mark*)
- ☐ SEQ development area
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – tourist activity or sport and recreation activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – community activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – indoor recreation
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – urban activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – combined use
- ☐ Tidal works or works in a coastal management district
- ☒ Reconfiguring a lot in a coastal management district or for a canal
- ☐ Erosion prone area in a coastal management district
- ☐ Urban design
- ☐ Water-related development – taking or interfering with water
- ☐ Water-related development – removing quarry material (*from a watercourse or lake*)
- ☐ Water-related development – referable dams
- ☐ Water-related development – levees (*category 3 levees only*)
- ☐ Wetland protection area

#### Matters requiring referral to the **local government:**

- ☐ Airport land
- ☐ Environmentally relevant activities (ERA) (*only if the ERA has been devolved to local government*)

<input type="checkbox"/> Heritage places – Local heritage places
Matters requiring referral to the <b>Chief Executive of the distribution entity or transmission entity:</b>
<input type="checkbox"/> Infrastructure-related referrals – Electricity infrastructure
Matters requiring referral to:
<ul style="list-style-type: none"> <li>• The <b>Chief Executive of the holder of the licence</b>, if not an individual</li> <li>• The <b>holder of the licence</b>, if the holder of the licence is an individual</li> </ul>
<input type="checkbox"/> Infrastructure-related referrals – Oil and gas infrastructure
Matters requiring referral to the <b>Brisbane City Council:</b>
<input type="checkbox"/> Ports – Brisbane core port land
Matters requiring referral to the <b>Minister responsible for administering the <i>Transport Infrastructure Act 1994</i>:</b>
<input type="checkbox"/> Ports – Brisbane core port land ( <i>where inconsistent with the Brisbane port LUP for transport reasons</i> )
<input type="checkbox"/> Ports – Strategic port land
Matters requiring referral to the <b>relevant port operator</b> , if applicant is not port operator:
<input type="checkbox"/> Ports – Land within Port of Brisbane's port limits ( <i>below high-water mark</i> )
Matters requiring referral to the <b>Chief Executive of the relevant port authority:</b>
<input type="checkbox"/> Ports – Land within limits of another port ( <i>below high-water mark</i> )
Matters requiring referral to the <b>Gold Coast Waterways Authority:</b>
<input type="checkbox"/> Tidal works or work in a coastal management district ( <i>in Gold Coast waters</i> )
Matters requiring referral to the <b>Queensland Fire and Emergency Service:</b>
<input type="checkbox"/> Tidal works or work in a coastal management district ( <i>involving a marina (more than six vessel berths)</i> )

<b>18) Has any referral agency provided a referral response for this development application?</b>		
<input type="checkbox"/> Yes – referral response(s) received and listed below are attached to this development application		
<input checked="" type="checkbox"/> No		
Referral requirement	Referral agency	Date of referral response
Identify and describe any changes made to the proposed development application that was the subject of the referral response and this development application, or include details in a schedule to this development application ( <i>if applicable</i> ).		

## PART 6 – INFORMATION REQUEST

<b>19) Information request under Part 3 of the DA Rules</b>
<input checked="" type="checkbox"/> I agree to receive an information request if determined necessary for this development application
<input type="checkbox"/> I do not agree to accept an information request for this development application
<p><b>Note:</b> By not agreeing to accept an information request I, the applicant, acknowledge:</p> <ul style="list-style-type: none"> <li>• that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties</li> <li>• Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.</li> </ul> <p>Further advice about information requests is contained in the <a href="#">DA Forms Guide</a>.</p>



## PART 7 – FURTHER DETAILS

### 20) Are there any associated development applications or current approvals? (e.g. a preliminary approval)

- ☒ Yes – provide details below or include details in a schedule to this development application  
☐ No

List of approval/development application references	Reference number	Date	Assessment manager
<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Development application	ROL 2966/2018	28 May 2020	Douglas Shire Council
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			

### 21) Has the portable long service leave levy been paid? (only applicable to development applications involving building work or operational work)

- ☐ Yes – a copy of the receipted QLeave form is attached to this development application  
☐ No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid  
☒ Not applicable (e.g. building and construction work is less than \$150,000 excluding GST)

Amount paid	Date paid (dd/mm/yy)	QLeave levy number (A, B or E)
\$		

### 22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?

- ☐ Yes – show cause or enforcement notice is attached  
☒ No

### 23) Further legislative requirements

#### **Environmentally relevant activities**

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

- ☐ Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below  
☒ No

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

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

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

#### **Hazardous chemical facilities**

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

- ☐ Yes – Form 69: Notification of a facility exceeding 10% of schedule 15 threshold is attached to this development application  
☒ No

**Note:** See [www.business.qld.gov.au](http://www.business.qld.gov.au) for further information about hazardous chemical notifications.

### **Clearing native vegetation**

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

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

☒ No

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

### **Environmental offsets**

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

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

☒ No

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

### **Koala habitat in SEQ Region**

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

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

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

☒ No

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

### **Water resources**

23.6) Does this development application involve **taking or interfering with underground water through an artesian or subartesian bore, taking or interfering with water in a watercourse, lake or spring, or taking overland flow water under the *Water Act 2000***?

☐ Yes – the relevant template is completed and attached to this development application and I acknowledge that a relevant authorisation or licence under the *Water Act 2000* may be required prior to commencing development

☒ No

**Note:** Contact the Department of Natural Resources, Mines and Energy at [www.dnrme.qld.gov.au](http://www.dnrme.qld.gov.au) for further information.

DA templates are available from <https://planning.dsdmp.qld.gov.au/>. If the development application involves:

- Taking or interfering with underground water through an artesian or subartesian bore: complete DA Form 1 Template 1
- Taking or interfering with water in a watercourse, lake or spring: complete DA Form 1 Template 2
- Taking overland flow water: complete DA Form 1 Template 3.

### **Waterway barrier works**

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

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

☒ No

DA templates are available from <https://planning.dsdmp.qld.gov.au/>. For a development application involving waterway barrier works, complete DA Form 1 Template 4.

### **Marine activities**

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

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

☒ No

**Note:** See guidance materials at [www.daf.qld.gov.au](http://www.daf.qld.gov.au) for further information.

### **Quarry materials from a watercourse or lake**

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

- ☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development  
☒ No

**Note:** Contact the Department of Natural Resources, Mines and Energy at [www.dnrme.qld.gov.au](http://www.dnrme.qld.gov.au) and [www.business.qld.gov.au](http://www.business.qld.gov.au) for further information.

### **Quarry materials from land under tidal waters**

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

- ☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development  
☒ No

**Note:** Contact the Department of Environment and Science at [www.des.qld.gov.au](http://www.des.qld.gov.au) for further information.

### **Referable dams**

23.11) Does this development application involve a **referable dam** required to be failure impact assessed under section 343 of the *Water Supply (Safety and Reliability) Act 2008* (the Water Supply Act)?

- ☐ Yes – the 'Notice Accepting a Failure Impact Assessment' from the chief executive administering the Water Supply Act is attached to this development application  
☒ No

**Note:** See guidance materials at [www.dnrme.qld.gov.au](http://www.dnrme.qld.gov.au) for further information.

### **Tidal work or development within a coastal management district**

23.12) Does this development application involve **tidal work or development in a coastal management district**?

- ☒ Yes – the following is included with this development application:
- ☐ Evidence the proposal meets the code for assessable development that is prescribed tidal work (*only required if application involves prescribed tidal work*)
  - ☒ A certificate of title
- ☐ No

**Note:** See guidance materials at [www.des.qld.gov.au](http://www.des.qld.gov.au) for further information.

### **Queensland and local heritage places**

23.13) Does this development application propose development on or adjoining a place entered in the **Queensland heritage register** or on a place entered in a local government's **Local Heritage Register**?

- ☐ Yes – details of the heritage place are provided in the table below  
☒ No

**Note:** See guidance materials at [www.des.qld.gov.au](http://www.des.qld.gov.au) for information requirements regarding development of Queensland heritage places.

Name of the heritage place:		Place ID:	
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### **Brothels**

23.14) Does this development application involve a **material change of use for a brothel**?

- ☐ Yes – this development application demonstrates how the proposal meets the code for a development application for a brothel under Schedule 3 of the *Prostitution Regulation 2014*  
☒ No

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

23.15) Does this development application involve new or changed access to a state-controlled road?

- ☐ Yes – this application will be taken to be an application for a decision under section 62 of the *Transport Infrastructure Act 1994* (subject to the conditions in section 75 of the *Transport Infrastructure Act 1994* being satisfied)  
☒ No

### Walkable neighbourhoods assessment benchmarks under Schedule 12A of the Planning Regulation

23.16) Does this development application involve reconfiguring a lot into 2 or more lots in certain residential zones (except rural residential zones), where at least one road is created or extended?

☒ Yes – Schedule 12A is applicable to the development application and the assessment benchmarks contained in schedule 12A have been considered

☐ No

**Note:** See guidance materials at [www.planning.dsdmip.qld.gov.au](http://www.planning.dsdmip.qld.gov.au) for further information.

## PART 8 – CHECKLIST AND APPLICANT DECLARATION

### 24) Development application checklist

I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17

☒ Yes

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

If building work is associated with the proposed development, Parts 4 to 6 of [DA Form 2 – Building work details](#) have been completed and attached to this development application

☐ Yes

☒ Not applicable

Supporting information addressing any applicable assessment benchmarks is with the development application

**Note:** This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see [DA Forms Guide: Planning Report Template](#).

☒ Yes

Relevant plans of the development are attached to this development application

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

☒ Yes

The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (see 21)

☐ Yes

☒ Not applicable

### 25) Applicant declaration

☒ By making this development application, I declare that all information in this development application is true and correct

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

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

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

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

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

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

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

---

Date received:  Reference number(s):

### Notification of engagement of alternative assessment manager

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

### QLeave notification and payment

*Note: For completion by assessment manager if applicable*

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

APPENDIX

# B

PROPOSAL PLAN





## STAGE 2

PORT DOUGLAS ESTATE  
CAPTAIN COOK HIGHWAY  
CRAIGLIE



APPENDIX

C

CURRENT TITLE SEARCH



# CURRENT TITLE SEARCH

## NATURAL RESOURCES, MINES AND ENERGY, QUEENSLAND

Request No: 36308978  
Search Date: 15/02/2021 11:25

Title Reference: 20716135  
Date Created: 27/01/1967

Previous Title: 20701154

### REGISTERED OWNER

Dealing No: 716438215 17/04/2015

PORT DOUGLAS LAND DEVELOPMENTS PTY LTD  
A.C.N. 147 616 653

### ESTATE AND LAND

Estate in Fee Simple

LOT 2 CROWN PLAN SR431  
Local Government: DOUGLAS

### EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by  
Deed of Grant No. 20368194 (POR 22)
2. COVENANT No 707516993 01/03/2004 at 10:48  
restricts dealings over  
LOT 1 ON CP RL4758 AND  
LOT 2 ON CP SR431
3. EASEMENT IN GROSS No 715995363 04/09/2014 at 12:00  
burdening the land  
DOUGLAS SHIRE COUNCIL  
over  
EASEMENT A ON SP252226

ADMINISTRATIVE ADVICES - NIL  
UNREGISTERED DEALINGS - NIL

Caution - Charges do not necessarily appear in order of priority

\*\* End of Current Title Search \*\*

COPYRIGHT THE STATE OF QUEENSLAND (NATURAL RESOURCES, MINES AND ENERGY) [2021]  
Requested By: D-ENQ GLOBALX

APPENDIX

D

SEARCHES



Department of Environment and Science (DES)  
ABN 46 640 294 485  
400 George St Brisbane, Queensland 4000  
GPO Box 2454, Brisbane QLD 4001, AUSTRALIA  
[www.des.qld.gov.au](http://www.des.qld.gov.au)

**SEARCH RESPONSE**  
**ENVIRONMENTAL MANAGEMENT REGISTER (EMR)**  
**CONTAMINATED LAND REGISTER (CLR)**

Angus Scown  
Ann st  
Brisbane QLD 4152

Transaction ID: 50661766      EMR Site Id: 17 February 2021  
Cheque Number:  
Client Reference:

This response relates to a search request received for the site:

Lot: 2      Plan: SR431  
CAPTAIN COOK HWY  
CRAIGLIE

**EMR RESULT**

The above site is NOT included on the Environmental Management Register.

**CLR RESULT**

The above site is NOT included on the Contaminated Land Register.

**ADDITIONAL ADVICE**

All search responses include particulars of land listed in the EMR/CLR when the search was generated.  
The EMR/CLR does NOT include:-

1. land which is contaminated land (or a complete list of contamination) if DES has not been notified
2. land on which a notifiable activity is being or has been undertaken (or a complete list of activities) if DES has not been notified

If you have any queries in relation to this search please phone 13QGOV (13 74 68)

**Administering Authority**

## APPENDIX

# E

### STATEMENT OF CODE COMPLIANCE

Statement of Code Compliance	
Douglas Shire Planning Scheme 2018	
1	Port Douglas Craiglie Local Plan
2	Low Density Residential Zone Code
3	Acid Sulfate Soils Overlay Code
4	Bushfire Hazard Overlay Code
5	Coastal Processes Overlay Code
6	Flood and Storm Tide Hazard Overlay Code
7	Natural Areas Overlay Code
8	Transport Network Overlay Code
9	Filling and Excavation Code
10	Infrastructure and Works Code
11	Landscaping code
12	Reconfiguring a Lot Code

## 1. Port Douglas Craiglie Local Plan

Performance outcomes	Acceptable outcomes	Response
<b>For self assessable and assessable development</b>		
<b>Development in the Port Douglas / Craiglie local plan area generally</b>		
<b>PO1</b> 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.	<b>AO1</b> A pedestrian and cycle movement network is integrated and delivered through development.	<b>R1 Will comply</b> The proposed development will integrate with the existing surrounding pedestrian and cycle network. The footpath within Wabul Street will be extended to connect with the proposed development.
<b>PO2</b> 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).	<b>AO2.1</b> Development provides for the retention and enhancement of existing mature trees and character vegetation that contribute to the lush tropical character of the town, including: (a) the tree covered backdrop of Flagstaff Hill; (b) natural vegetation along watercourses, in particular the Mowbray River, Beor Creek and Dickson Inlet; (c) the tidal vegetation along the foreshore; (d) beachfront vegetation along Four Mile Beach, including the fringe of Coconut Palms; (e) the oil palm avenues along the major roads; (f) the lush landscaping within major roundabouts at key nodes; (g) Macrossan Street and Warner Street; (h) Port Douglas waterfront.  <b>AO2.2</b> Development protects and does not intrude into important views and vistas as identified on the Port Douglas Townscape Plan map contained in Schedule 2, in particular: (a) Flagstaff Hill; (b) Four Mile Beach; (c) Across to the ranges over Dickson Inlet; (d) Mowbray Valley.	<b>R2.1 Complies</b> The area of the site, subject of the Development Application, is not vegetated. A small stand of trees exists long the northern boundary with the Captain Cook Highway, however it is not anticipated that this vegetation will be affected by construction activities. Notwithstanding, the development will be subject to further landscaping works, which will be confirmed at the Operational Works stage of the development.  <b>R2.2 Complies</b> The Port Douglas / Craiglie Townscape Plan identifies a 'View to Hills' feature across the site. The rear of the lots located along the western property boundary are setback approximately 6 metres from the Captain Cook Highway, and incorporate a further 4 metre covenant area to restrict building. Development within the estate will be low two-storey scale as guided by the Planning Scheme.  <b>R2.3 Not Applicable</b>

Performance outcomes	Acceptable outcomes	Response
	<b>AO2.3</b> Important landmarks, memorials and monuments are retained.	
<b>PO3</b> Development contributes to the protection, reinforcement and where necessary enhancement of gateways and key intersections identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2.	<b>AO3</b> Development adjacent to the gateways and nodes as identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2 incorporates architectural features and landscaping treatments and design elements that enhance the sense of arrival and way finding within the town.	<b>R3 Complies</b> The subject site is located to the south of the Craiglie Gateway. The estate will be landscaped to soften the view along the highway when approaching Craiglie from the south.  The development be guided by conditions from the Department of Transport and Main Roads with respect to noise buffers.
<b>PO4</b> Landscaping of development sites complements the existing tropical character of Port Douglas and Craiglie.	<b>AO4</b> 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.	<b>R2.1 Will Comply</b> Landscaping details will be confirmed at the Operational Works stage of the development.
<b>PO5</b> Development does not compromise the safety and efficiency of the State-controlled road network.	<b>AO5</b> Direct access is not provided to a State-controlled road where legal and practical access from another road is available.	<b>R5 Complies</b> Stage 2 does not allow direct access to the Captain Cook Highway. As the estate develops beyond the current stages, it is anticipated that the development will connect Wabul Street, Andreassen Road and the Captain Cook Highway.
<b>For assessable development</b>		
<b>Additional requirements in Precinct 1 – Port Douglas precinct</b>		<b>Not Applicable</b>
<b>Additional requirements for Sub-precinct 1a – Town Centre sub-precinct</b>		<b>Not Applicable</b>
<b>Additional requirements for Sub-precinct 1b – Waterfront North sub-precinct</b>		<b>Not Applicable</b>
<b>Additional requirements for Sub-precinct 1c – Waterfront South sub-precinct</b>		<b>Not Applicable</b>
<b>Additional requirements for Sub-precinct 1d – Limited Development sub-precinct</b>		<b>Not Applicable</b>
<b>Additional requirements for Sub-precinct 1e – Community and recreation sub-precinct</b>		<b>Not Applicable</b>
<b>Additional requirements for Sub-precinct 1f – Flagstaff Hill sub-precinct</b>		<b>Not Applicable</b>
<b>Additional requirements for Precinct 3 – Craiglie Commercial and Light Industry precinct</b>		<b>Not Applicable</b>
<b>Additional requirements for Precinct 6 – Very Low Residential Density / Low Scale Recreation / Low Scale Educational / Low Scale Entertainment Uses precinct</b>		<b>Not Applicable</b>

## 2. Low Density Residential Zone Code

Performance outcomes	Acceptable outcomes	Response
<b>For self-assessable and assessable development</b>		
<b>PO1</b> The height of all buildings and structures must be in keeping with the residential character of the area.	<b>AO1</b> Buildings and structures are not more than 8.5 metres and two storeys in height.  Note – Height is inclusive of the roof height.	<b>R1 Not Applicable</b> No buildings or structures are proposed as part of the Development Application.
<b>For assessable development</b>		
<b>PO2</b> The establishment of uses is consistent with the outcomes sought for the Low density residential zone and protects the zone from the intrusion of inconsistent uses.	<b>AO2</b> Uses identified in <b>Error! Reference source not found.</b> are not established in the Low density residential zone.	<b>R2 Complies</b> The proposed development does not seek to establish land uses identified in Table 6.2.2.3.b.
<b>PO3</b> The setback of buildings and structures: (e) maintains the amenity of adjoining lots and the residential character of the area; (f) achieves separation from neighbouring buildings and frontages.	<b>AO3</b> No acceptable outcomes are prescribed.	<b>R3 Not Applicable</b> No buildings or structures are proposed as part of the Development Application.
<b>PO4</b> Development is located, designed, operated and managed to respond to the natural characteristics, features and constraints of the site and surrounds.  Note – Planning scheme policy – Site assessments provides guidance on identifying the characteristics and features and constraints of a site and its surrounds.	<b>AO4</b> No acceptable outcomes are prescribed.	<b>R4 Alternative Outcome (No Acceptable Outcome Prescribed)</b> The development provides for the logical and sequential residential expansion to the existing residential estate to the north. Access to the proposed development will be achieved via an extension to Wabul Street and construction of a Culvert Crossing over the existing drain.  The site is presently used for the purpose of cultivation of sugar cane. No notable vegetation clearing will be required.
<b>PO5</b> Development does not adversely affect the residential character and amenity of the area in terms of traffic, noise, dust, odour, lighting or other physical or environmental impacts.	<b>AO5</b> No acceptable outcomes are prescribed.	<b>R5 Alternative Outcome (No Acceptable Outcome Prescribed)</b> The proposed development is considered to provide a level of residential amenity that is consistent with the



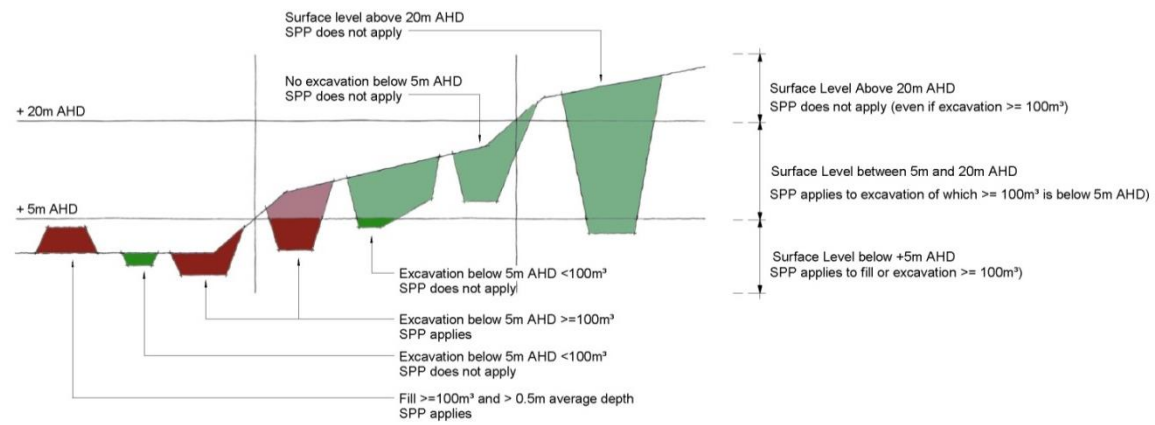
Performance outcomes	Acceptable outcomes	Response
		<p>surrounding residential land uses, noting the Port Pacific Estate to the north.</p> <p>The proposed development will not result in any emissions that are incompatible or inconsistent with the surrounding area.</p>
<b>PO6</b> New lots contain a minimum area of: (g) 600m <sup>2</sup> (in sewered areas); (h) 1000m <sup>2</sup> (in unsewered areas).	<b>AO6</b> No acceptable outcomes are prescribed.	<b>R6 Alternative Outcome (No Acceptable Outcome Prescribed)</b>  The proposed development provides for lots ranging from 600m <sup>2</sup> to 841m <sup>2</sup> .  The proposed lot layout includes lots of appropriate size and dimension to allow a prospective purchaser locate a Dwelling House on the lot within the limits of the Queensland Development Code.  The smaller lots despite size, achieve the minimum road frontage and 20m x 15m rectangle requirements.  The smaller lots are considered to support the purpose of the zone through the provision of smaller scale living options and diverse housing opportunity. The smaller lots are dispersed throughout the estate at a low ratio, are regular sized and reasonably able to accommodate the intended use of a Dwelling House.  The proposed layout responsibly recognises and compliments the prevailing residential character, particularly with regard to that established within the estate to the north of the site.
<b>PO7</b> New lots have a minimum road frontage of 15 metres.	<b>AO7</b> No acceptable outcomes are prescribed.	<b>R7 Complies</b>
<b>PO8</b> New lots contain a 20m x 15m rectangle.	<b>AO8</b> No acceptable outcomes are prescribed.	<b>R8 Complies</b>

### 3. Acid Sulfate Soils Overlay Code


Performance outcomes	Acceptable outcomes	Response
For assessable development		
<b>PO1</b> The extent and location of potential or actual acid sulfate soils is accurately identified.	<b>AO1.1</b> No excavation or filling occurs on the site.  or  <b>AO1.2</b> An acid sulfate soils investigation is undertaken.  Note - Planning scheme policy SC 6.12– Potential and actual acid sulfate soils provides guidance on preparing an acid sulfate soils investigation.	<b>R1.1 and R1.2 Alternative Outcome</b> Excavation and filling works will be required to facilitate the construction of the reconfiguration including for new roads and other services.  Construction of Stage 2 is not expected to disturb acid sulfate soils, given the location and nature of the proposed stages of development. It is noted that Operational Works development over the site will constitute assessable development, which will require a separate development approval. Council will be able to assess and condition Operational Works at this later stage of the development.
<b>PO2</b> Development avoids disturbing potential acid sulfate soils or actual acid sulfate soils, or is managed to avoid or minimise the release of acid and metal contaminants.	<b>AO2.1</b> The disturbance of potential acid sulfate soils or actual acid sulfate soils is avoided by: (i) not excavating, or otherwise removing, soil or sediment identified as containing potential or actual acid sulfate soils; (j) not permanently or temporarily extracting groundwater that results in the aeration of previously saturated acid sulfate soils; (k) not undertaking filling that results in: (l) actual acid sulfate soils being moved below the water table; (m) previously saturated acid sulfate soils being aerated.  or  <b>AO2.2</b> The disturbance of potential acid sulfate soils or actual acid sulfate soils is undertaken in accordance with an acid sulfate soils management plan and avoids the release of metal contaminants by: (n) neutralising existing acidity and preventing the generation of acid and metal contaminants;	<b>R2.1 and R2.2 Alternative Outcome</b> Excavation and filling works will be required to facilitate the construction of the reconfiguration including for new roads and other services. At this stage, given the nature of the development it is not considered likely that the development will impact on Acid Sulfate Soils. If Council has concerns with respect to the potential disturbance of Acid Sulfate Soils, it may be appropriate to assess and condition at the Operational Works phase of the development.  As above

Performance outcomes	Acceptable outcomes	Response
	<ul style="list-style-type: none"> <li>(o) preventing the release of surface or groundwater flows containing acid and metal contaminants into the environment;</li> <li>(p) preventing the in situ oxidisation of potential acid sulfate soils and actual acid sulfate soils through ground water level management;</li> <li>(q) appropriately treating acid sulfate soils before disposal occurs on or off site;</li> <li>(r) documenting strategies and reporting requirements in an acid sulfate soils environmental management plan.</li> </ul> <p>Note - Planning scheme policy SC 6.12 – Acid sulfate soils provides guidance on preparing an acid sulfate soils management plan.</p>	
<b>PO3</b> No environmental harm is caused as a result of exposure to potential acid sulfate soils or actual acid sulfate soils.	<b>AO3</b> No acceptable outcomes are prescribed.	<b>R3 Alternative Outcome (No Acceptable Outcome Prescribed)</b> Excavation and filling works will be required to facilitate the construction of the reconfiguration including for new roads and other services. At this stage, given the nature of the development it is not considered likely that the development will impact on Acid Sulfate Soils. If Council has concerns with respect to the potential disturbance of Acid Sulfate Soils, it may be appropriate to assess and condition at the Operational Works phase of the development.  As above

Figure **Error! Reference source not found.**.a – Acid sulfate soils (SPP triggers)



## 4. Bushfire Hazards Overlay Code

Performance outcomes	Acceptable outcomes	Response
<b>For self-assessable and assessable development</b>		
<b>Compatible development</b>		
<p><b>PO1</b> 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.</p> <p>Note - See the end of this code for examples of vulnerable uses.</p>	<p><b>AO1</b> Vulnerable uses are not established or expanded.</p> <p>Note – Where, following site inspection and consultation with Council, it is clear that the mapping is in error in identifying a premises as being subject to a medium, high, very high bushfire hazard or potential impact buffer sub-category, Council may supply a letter exempting the need for a Bushfire Management Plan.</p> <p>Note – Where the assessment manager has not previously approved a Bushfire Management Plan (either by condition of a previous development approval), the development proponent will be expected to prepare such a plan.</p> <p>Note – Planning scheme policy SC6.9 - Natural hazards, provides a guide to the preparation of a Bushfire Management Plan.</p>	<p><b>R1 Alternative Outcome</b> The subject site is mapped as containing only potential impact buffer areas in the north eastern section and southern section of the site, which do not impinge on the area of proposed Stage 2 (refer mapping extract below). Notwithstanding, it is noted that each new lot will be highly accessible via sealed constructed road and lots connected to reticulated water supply and telecommunications. On this basis, the proposed development is not considered to exacerbate risk to people or property.</p> 
<p><b>PO2</b> Emergency services and uses providing community support services are able to function effectively during and immediately after a bushfire hazard event.</p>	<p><b>AO2</b> 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.</p>	<p><b>R2 Not Applicable</b></p>
<p><b>PO3</b></p>	<p><b>AO3</b> The manufacture or storage of hazardous material in bulk does not occur within bushfire hazard sub-category.</p>	<p><b>R3 Not Applicable</b></p>

Performance outcomes	Acceptable outcomes	Response
Development involving hazardous materials manufactured or stored in bulk is not located in bushfire hazard sub-category.		
<b>Development design and separation from bushfire hazard – reconfiguration of lots</b>		
<p><b>PO4.1</b> 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<sup>2</sup> at the edge of the proposed lot(s).</p> <p>Note - "Urban purposes" and "urban area" are defined in the <i>Sustainable Planning Regulations 2009</i>. Reconfiguration will be taken to be for rural residential purposes where proposed lots are between 2000m<sup>2</sup> and 2ha in area. "Smaller scale" rural residential purposes will be taken to be where the average proposed lot size is 6000m<sup>2</sup> or less.</p> <p>Note - The radiant heat levels and separation distances are to be established in accordance with method 2 set out in AS3959-2009.</p> <p><b>PO4.2</b> 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<sup>2</sup> at any point.</p>	<p><b>AO4.1</b> No new lots are created within a bushfire hazard sub-category.</p> <p>or</p> <p><b>AO4.2</b> Lots are separated from hazardous vegetation by a distance that:</p> <ul style="list-style-type: none"> <li>(a) achieves radiant heat flux level of 29kW/m<sup>2</sup> at all boundaries; and</li> <li>(b) is contained wholly within the development site.</li> </ul> <p>Note - Where a separation distance is proposed to be achieved by utilising existing cleared developed areas external to the site, certainty must be established (through tenure or other means) that the land will remain cleared of hazardous vegetation. For staged developments, temporary separation distances, perimeter roads or fire trails may be absorbed as part of subsequent stages.</p> <p>Note - The achievement of a cleared separation distance may not be achievable where other provisions within the planning scheme require protection of certain ecological, slope, visual or character features or functions.</p>	<p><b>R4.1 Complies</b> The proposed development does not involve the creation of new lots within a bushfire hazard sub-category.</p>
<p><b>PO5</b> 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.</p> <p>The access is available for both fire fighting and maintenance/defensive works.</p>	<p><b>AO5.1</b> Lot boundaries are separated from hazardous vegetation by a public road which:</p> <ul style="list-style-type: none"> <li>(a) has a two lane sealed carriageway;</li> <li>(b) contains a reticulated water supply;</li> <li>(c) is connected to other public roads at both ends and at intervals of no more than 500m;</li> <li>(d) accommodates geometry and turning radii in accordance with Queensland Fire and Emergency</li> </ul>	<p><b>R5.1 Complies</b> The proposed lots within Stage 2 will be separated from the mapped buffer area by the Wabul Street extension.</p>

Performance outcomes	Acceptable outcomes	Response
	<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</p> <p>(g) incorporates roll-over kerbing.</p> <p><b>AO5.2</b> Fire hydrants are designed and installed in accordance with AS2419.1 2005, unless otherwise specified by the relevant water entity.</p> <p>Note - Applicants should have regard to the relevant standards set out in the reconfiguration of a lot code and works codes in this planning scheme.</p>	<p><b>R5.2 Will Comply</b> The new road design will incorporate fire hydrants.</p>
<p><b>PO6</b> 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>The access is available for both fire fighting and maintenance/hazard reduction works.</p>	<p><b>AO6</b> 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>(c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path;</p> <p>(d) a minimum of 4.8m vertical clearance;</p> <p>(e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines;</p> <p>(f) a maximum gradient of 12.5%;</p> <p>(g) a cross fall of no greater than 10 degrees;</p> <p>(h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy;</p> <p>(i) vehicular access at each end which is connected to the public road network at intervals of no more than 500m;</p> <p>(j) designated fire trail signage;</p> <p>(k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and</p>	<p><b>R6 Not Applicable</b> The proposed reconfiguration is not for a smaller scale rural residential purpose.</p>

Performance outcomes	Acceptable outcomes	Response
	(l) if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services.	
<p><b>PO7</b> Where reconfiguration is undertaken for other purposes, a formed, all weather fire trail is provided between the hazardous vegetation and either the lot boundary or building envelope, and is readily accessible at all times for the type of fire fighting vehicles servicing the area.</p> <p>However, a fire trail will not be required where it would not serve a practical fire management purpose.</p>	<p><b>AO7</b> Lot boundaries are separated from hazardous vegetation by a public road or fire trail which has:</p> <ul style="list-style-type: none"> <li>(a) a reserve or easement width of at least 20m;</li> <li>(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;</li> <li>(c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path;</li> <li>(d) a minimum of 4.8m vertical clearance;</li> <li>(e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines;</li> <li>(f) a maximum gradient of 12.5%;</li> <li>(g) a cross fall of no greater than 10 degrees;</li> <li>(h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy;</li> <li>(i) vehicular access at each end which is connected to the public road network;</li> <li>(j) designated fire trail signage;</li> <li>(k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and</li> <li>(l) if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services.</li> </ul>	<p><b>R7 Not Applicable</b> The proposed reconfiguration is not for other purposes.</p>
<p><b>PO8</b> The development design responds to the potential threat of bushfire and establishes clear evacuation routes which demonstrate an acceptable or tolerable risk to people.</p>	<p><b>AO8</b> The lot layout:</p> <ul style="list-style-type: none"> <li>(a) minimises the length of the development perimeter exposed to, or adjoining hazardous vegetation;</li> <li>(b) avoids the creation of potential bottle-neck points in the movement network;</li> <li>(c) establishes direct access to a safe assembly /evacuation area in the event of an approaching bushfire; and</li> <li>(d) ensures roads likely to be used in the event of a fire are designed to minimise traffic congestion.</li> </ul>	<p><b>R8 Complies</b> In addition to comments under R1 above, it is noted that the development will eventually gain secondary access via Andreassen Road. The proposed development is highly accessible and avoids exposure to the mapped buffer areas.</p>



Performance outcomes	Acceptable outcomes	Response
	<p>Note - For example, developments should avoid finger-like or hour-glass subdivision patterns or substantive vegetated corridors between lots.</p> <p>In order to demonstrate compliance with the performance outcome, a bushfire management plan prepared by a suitably qualified person may be required. The bushfire management plan should be developed in accordance with the Public Safety Business Agency (PSBA) guideline entitled "Undertaking a Bushfire Protection Plan.</p> <p>Advice from the Queensland Fire and Emergency Services (QFES) should be sought as appropriate</p>	
<p><b>PO9</b></p> <p>Critical infrastructure does not increase the potential bushfire hazard.</p>	<p><b>AO9</b></p> <p>Critical or potentially hazardous infrastructure such as water supply, electricity, gas and telecommunications are placed underground.</p>	<p><b>R9 Will Comply</b></p> <p>The development will be serviced by underground infrastructure.</p>
<b>Development design and separation from bushfire hazard – material change of use</b>		
<p><b>PO10</b></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> <p>(a) 10kW/m<sup>2</sup> where involving a vulnerable use; or</p> <p>(b) 29kW/m<sup>2</sup> otherwise.</p> <p>The radiant heat flux level is achieved by separation unless this is not practically achievable.</p> <p>Note - The radiant heat levels and separation distances are to be established in accordance with method 2 set out in AS3959-2009.</p>	<p><b>AO10</b></p> <p>Buildings or building envelopes are separated from hazardous vegetation by a distance that:</p> <p>(a) achieves a radiant heat flux level of at any point on the building or envelope respectively, of 10kW/m<sup>2</sup> for a vulnerable use or 29kW/m<sup>2</sup> otherwise; and</p> <p>(b) is contained wholly within the development site.</p> <p>Note - Where a separation distance is proposed to be achieved by utilising existing cleared developed areas external to the site, certainty must be established (through tenure or other means) that the land will remain cleared of hazardous vegetation.</p> <p>For staged developments, temporary separation distances, perimeter roads or fire trails may be absorbed as part of subsequent stages.</p> <p>Note - The achievement of a cleared separation distance may not be achievable where other provisions within the planning scheme require protection of certain ecological, slope, visual or character features or functions.</p>	<p><b>R10 Not Applicable</b></p> <p>The proposed development is for Reconfiguring a Lot.</p>

Performance outcomes	Acceptable outcomes	Response
<p><b>PO11</b> 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.</p> <p>However, a fire trail will not be required where it would not serve a practical fire management purpose.</p> <p>Note - Fire trails are unlikely to be required where a development site involves less than 2.5ha</p>	<p><b>AO11</b> Development sites are separated from hazardous vegetation by a public road or fire trail which has:</p> <ul style="list-style-type: none"> <li>(a) a reserve or easement width of at least 20m;</li> <li>(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;</li> <li>(c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path;</li> <li>(d) a minimum of 4.8m vertical clearance;</li> <li>(e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines;</li> <li>(f) a maximum gradient of 12.5%;</li> <li>(g) a cross fall of no greater than 10 degrees;</li> <li>(h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy;</li> <li>(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;</li> <li>(j) designated fire trail signage;</li> <li>(k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and</li> <li>(l) if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services.</li> </ul>	<p><b>R11 Not Applicable</b> Refer response R10 above.</p>
<b>All development</b>		
<p><b>PO12</b> All premises are provided with vehicular access that enables safe evacuation for occupants and easy access by fire fighting appliances.</p>	<p><b>AO12</b> Private driveways:</p> <ul style="list-style-type: none"> <li>(a) do not exceed a length of 60m from the street to the building;</li> <li>(b) do not exceed a gradient of 12.5%;</li> <li>(c) have a minimum width of 3.5m;</li> <li>(d) have a minimum of 4.8m vertical clearance;</li> <li>(e) accommodate turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; and</li> <li>(f) serve no more than 3 dwellings or buildings.</li> </ul>	<p><b>R12 Complies</b> All lots are accessed directly off sealed road designed to FNQROC standard. The proposed development is appropriately accessible by fire fighting appliances. The proposed layout complies AO12.</p>

Performance outcomes	Acceptable outcomes	Response
<b>PO13</b> Development outside reticulated water supply areas includes a dedicated static supply that is available solely for fire fighting purposes and can be accessed by fire fighting appliances.	<b>AO13</b> A water tank is provided within 10m of each building (other than a class 10 building) which: (a) is either below ground level or of non-flammable construction; (b) has a take off connection at a level that allows the following dedicated, static water supply to be left available for access by fire fighters: (i) 10,000l for residential buildings Note – A minimum of 7,500l is required in a tank and the extra 2,500l may be in the form of accessible swimming pools or dams. (ii) 45,000l for industrial buildings; and (iii) 20,000l for other buildings; (c) includes shielding of tanks and pumps in accordance with the relevant standards; (d) includes a hardstand area allowing medium rigid vehicle (15 tonne fire appliance) access within 6m of the tank; (e) is provided with fire brigade tank fittings – 50mm ball valve and male camlock coupling and, if underground, an access hole of 200mm (minimum) to accommodate suction lines; and (f) is clearly identified by directional signage provided at the street frontage.	<b>R13 Not Applicable</b> The site has access to Council's reticulated water supply network.
<b>PO14</b> Landscaping does not increase the potential bushfire risk.	<b>AO14</b> Landscaping uses species that are less likely to exacerbate a bushfire event, and does not increase fuel loads within separation areas.	<b>R14 Alternative Outcome</b> The landscaping design for the development has not been prepared at this stage. A separate Landscaping Plan will be submitted to Council for assessment with or following the Development Application for Operational Works.
<b>PO15</b> 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).	<b>AO15</b> Bushfire risk mitigation treatments do not have a significant impact on the natural environment or landscape character of the locality where this has value.	<b>R15 Not Applicable</b> No risk mitigation measures are proposed which would impact on the natural environment or landscape character.

Note – 'Vulnerable activities' are those involving:

- (1) the accommodation or congregation of vulnerable sectors of the community such as child care centres, community care centre, educational establishments, detention facilities, hospitals, rooming accommodation, retirement facilities or residential care facilities; or
- (2) the provision of essential services including community uses, emergency services, utility installation, telecommunications facility, substations and major electricity infrastructure.

## 5. Coastal Environment Overlay Code

Performance outcomes	Acceptable outcomes	Response
<b>For self-assessable and assessable development</b>		
<b>PO1</b> No works other than coastal protection works extend seaward of the coastal building line.	<b>AO1.1</b> Development (including all buildings and other permanent structures such as swimming pools and retaining walls) does not extend seaward of a coastal building line.  Note – Coastal building lines are declared under the Coastal Protection and Management Act 1995 and are administered by the State Department of Environment and Heritage Protection.  <b>AO1.2</b> Coastal protection works are only undertaken as a last resort where coastal erosion presents an immediate threat to public safety or existing buildings or structures and the property cannot be relocated or abandoned.  <b>AO1.3</b> Coastal protection works are as far landward as practicable on the lot containing the property to the maximum extent reasonable.  <b>AO1.4</b> Coastal protection work mitigates any increase in the coastal hazard.	<b>R1.1 Not Applicable</b> The site is not subject to a Coastal Building Line.  <b>R1.2 – R1.4 Not Applicable</b> No coastal protection works are proposed.
<b>PO2</b> Where a coastal building line does not exist on a lot fronting the coast or a reserve adjoining the coast, development is setback to maintain the amenity and use of the coastal resource.	<b>AO2</b> Where a coastal building line does not exist on a lot fronting the coast or a reserve adjoining the coast, development (including all buildings and structures such as swimming pools) and retaining walls are set back not less than 6 metres from the seaward boundary of the lot.	<b>R2 Complies</b> The proposed development is located over the western portion of the site, more than 400 metres from the seaward boundary of the site.
<b>For assessable development</b>		
<b>Erosion prone areas</b>		
<b>PO3</b> Development identifies erosion prone areas (coastal hazards).	<b>AO3</b> No acceptable outcomes are prescribed.	<b>R3 Complies</b> The proposed development sits over the western portion of the site, outside of the mapped Erosion Prone Area.
PO4	<b>AO4.1</b>	<b>R4.1 Complies</b>

Performance outcomes	Acceptable outcomes	Response
Erosion prone areas are free from development to allow for natural coastal processes.	<p>Development is not located within the Erosion prone area, unless it can be demonstrated that the development is for:</p> <ul style="list-style-type: none"> <li>(a) community infrastructure where no suitable alternative location or site exists for this infrastructure; or</li> <li>(b) development that reflects the preferred development outcomes in accordance with the zoning of the site (i.e. in the Low density residential zone, a dwelling house is a preferred development outcome in accordance with the zoning of the site)</li> </ul> <p><b>AO4.2</b> Development involving existing permanent buildings and structures within an erosion prone area does not increase in intensity of its use by:</p> <ul style="list-style-type: none"> <li>(a) adding additional buildings or structures; or</li> <li>(b) incorporating a land use that will result in an increase in the number of people or employees occupying the site.</li> </ul>	<p>The proposed development sits over the western portion of the site, outside of the mapped Erosion Prone Area.</p> <p><b>R4.2 Not Applicable</b></p>
<b>Coastal management districts</b>		
<p><b>PO5</b> Natural processes and protective functions of landforms and vegetation are maintained.</p>	<p><b>PO5.1</b> Development within the coastal management district:</p> <ul style="list-style-type: none"> <li>(a) maintains vegetation on coastal land forms where its removal or damage may: <ul style="list-style-type: none"> <li>(i) destabilise the area and increase the potential for coastal erosion, or</li> <li>(ii) interrupt the natural sediment trapping processes or dune or land building processes;</li> </ul> </li> <li>(b) maintains sediment volumes of dunes and near-shore coastal landforms, or where a reduction in sediment volumes cannot be avoided, increased risks to development from coastal erosion are mitigated by location, design and construction and operating standards;</li> <li>(c) minimises the need for erosion control structures or riverine hardening through location, design and construction standards;</li> <li>(d) maintains physical coastal processes outside the development footprint for the development, including longshore transport of sediment along the coast;</li> </ul>	<p><b>R5.1 Alternative Outcome</b> The subject site is presently used for the purpose of sugar cane cultivation and does not contain any vegetation which is critical for coastal stabilisation. The removal of coastal vegetation is not proposed.</p> <p>The development will not impact on sediment volumes of dunes and near-shore coastal landforms and does not require need for erosion control structures.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>(e) reduces the risk of shoreline erosion for areas adjacent to the development footprint to the maximum extent feasible in the case of erosion control structures.</p> <p><b>PO5.2</b> Where development proposes the construction of an erosion control structure:</p> <p>(a) it is demonstrated that it is the only feasible option for protecting permanent structures from coastal erosion; and</p> <p>(b) those permanent structures cannot be abandoned or relocated in the event of coastal erosion occurring.</p> <p><b>PO5.3</b> Development involving reclamation:</p> <p>(a) does not alter, or otherwise minimises impacts on, the physical characteristics of a waterway or the seabed near the reclamation, including flow regimes, hydrodynamic forces, tidal water and riverbank stability;</p> <p>(b) is located outside active sediment transport area, or otherwise maintains sediment transport processes as close as possible to their natural state;</p> <p>(c) ensures activities associated with the operation of the development maintain the structure and condition of vegetation communities and avoid wind and water run-off erosion.</p>	<p><b>R5.2 Not Applicable</b> Erosion control structures are not proposed.</p> <p><b>R5.3 Not Applicable</b> The proposed development does not involve coastal reclamation.</p>
<p><b>PO6</b> Development avoids or minimises adverse impacts on coastal resources and their values to the maximum extent reasonable.</p>	<p><b>AO6.1</b> Coastal protection work that is in the form of beach nourishment uses methods of placement suitable for the location that do not interfere with the long-term use of the locality, or natural values within or neighbouring the proposed placement site.</p> <p>and</p> <p><b>AO6.2</b> Marine development is located and designed to expand on or redevelop existing marine infrastructure unless it is demonstrated that it is not practicable to co-locate the development with existing marine infrastructure;</p>	<p><b>R6.1 Not Applicable</b> The proposed development does not involve coastal protection work.</p> <p><b>R6.2 Not Applicable</b> The proposed development does not involve marine development.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>and</p> <p><b>AO6.3</b> Measures are incorporated as part of siting and design of the development to maintain or enhance water quality to achieve the environmental values and water quality objectives outlined in the Environmental Protection (Water) Policy 2009.</p> <p>and</p> <p><b>AO6.4</b> Development avoids the disturbance of acid sulfate soils, or where it is demonstrated that this is not possible, the disturbance of acid sulfate soils is carefully managed to minimise and mitigate the adverse effects of disturbance on coastal resources.</p> <p>and</p> <p><b>AO6.4</b> Design and siting of development protects and retains identified ecological values and underlying ecosystem processes within the development site to the greatest extent practicable.</p>	<p><b>R6.3 Able to Comply</b> The development will contain drainage infrastructure which will be designed and constructed in accordance with the relevant policies and standards, and confirmed with Council at the Operational Works stage.</p> <p><b>R6.4 Able to Comply</b> Excavation and filling works will be required to facilitate the construction of the reconfiguration including for new roads and other services. At this stage, given the nature of the development it is not considered likely that the development will impact on Acid Sulfate Soils. If Council has concerns with respect to the potential disturbance of Acid Sulfate Soils, it may be appropriate to assess and condition at the Operational Works phase of the development. Per previous.</p> <p><b>R6.4 Complies</b> The site is presently used for the purpose of cultivating sugar cane, and does not exhibit any major notable environmental features, except for a seasonal waterway which runs along the northern boundary and also a further waterway which traverses the site on a north south alignment. It is proposed that the waterway along the northern boundary will be retained and continue to function as a drain. The other water way described will be captured in later stages and will likely be rehabilitated and form a key natural feature of the estate.</p>
<p><b>PO7</b> Development is to maintain access to and along the foreshore for general public access.</p>	<p><b>AO7.1</b> Development provides for regular access points for pedestrians including approved walking tracks, boardwalks and viewing platforms.</p> <p>and</p> <p><b>AO7.2</b></p>	<p><b>R7 Not Applicable</b> Access to and along the foreshore is not available from the site, nor is it proposed to establish access under this proposal.</p>



Performance outcomes	Acceptable outcomes	Response
	<p>Development provides for regular access points for vehicles including approved roads and tracks.</p> <p>or</p> <p><b>AO7.3</b> Development demonstrates an alternative solution to achieve an equivalent standard of performance.</p>	
<p><b>PO8</b> Public access to the coast is appropriately located, designed and operated.</p>	<p><b>AO8.1</b> Development maintains or enhances public access to the coast.</p> <p>or</p> <p><b>AO8.2</b> Development is located adjacent to state coastal land or tidal water and minimises and offsets any loss of access to and along the foreshore within 500 metres.</p> <p>or</p> <p><b>AO8.3</b> Development adjacent to state coastal land or tidal water demonstrates an alternative solution to achieve an equivalent standard and quality of access.</p>	<p><b>R8 Not Applicable</b> Access to and along the foreshore is not available from the site nor is it proposed to establish access under this proposal.</p>
<p><b>PO9</b> Development adjacent to state coastal land or tidal water is located, designed and operated to:</p> <ul style="list-style-type: none"> <li>(a) maintain existing access to and along the foreshore;</li> <li>(b) minimise any loss of access to and along the foreshore, or</li> <li>(c) offset any loss of access to and along the foreshore by providing for enhanced alternative access in the general location.</li> </ul>	<p><b>AO9.1</b> Development adjacent to state coastal land or tidal water:</p> <ul style="list-style-type: none"> <li>(a) demonstrates that restrictions to public access are necessary for: <ul style="list-style-type: none"> <li>(i) the safe and secure operation of development;</li> <li>(ii) the maintenance of coastal landforms and coastal habitat; or</li> </ul> </li> <li>(b) maintains public access (including public access infrastructure that has been approved by the local government or relevant authority) through the site to the foreshore for: <ul style="list-style-type: none"> <li>(iii) pedestrians via access points including approved walking tracks, boardwalks and viewing platforms;</li> <li>(iv) vehicles via access points including approved roads or tracks.</li> </ul> </li> </ul> <p><b>AO9.2</b></p>	<p><b>R9 Not Applicable</b> Access to and along the foreshore is not available from the site, nor is it proposed to establish access under this proposal.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>Development adjacent to state coastal land or tidal water:</p> <p>(a) is located and designed to:</p> <ul style="list-style-type: none"> <li>(i) allow safe unimpeded access to, over, under or around built infrastructure located on, over or along the foreshore, for example through the provision of esplanades or easement corridors to preserve future access;</li> <li>(ii) ensure emergency vehicles can access the area near the development.</li> </ul> <p>or</p> <p>(b) minimises and offsets any loss of access to and along the foreshore within 500m of existing access points and development is located and designed to:</p> <ul style="list-style-type: none"> <li>(i) allow safe unimpeded access to, over, under or around built infrastructure located on, over or along the foreshore, and</li> <li>(ii) ensure emergency vehicles can access the area near the development.</li> </ul>	
<p><b>AO10</b> Development that involves reconfiguring a lot for urban purposes adjacent to the coast is designed to ensure public access to the coast in consideration of public access demand from a whole-of-community basis and the maintenance of coastal landforms and coastal habitat.</p>	<p><b>AO10.1</b> Development complies if consideration of public access demand from a whole-of-community basis and the maintenance of coastal landforms and coastal habitat is undertaken.</p> <p>or</p> <p><b>AO10.2</b> Development demonstrates an alternative solution to achieve an equivalent standard and quality of access.</p>	<p><b>R10 Not Applicable</b> No existing public access is provided nor is it proposed to establish access under this proposal. Per above</p>
<p><b>PO11</b> Development maintains public access to State coastal land by avoiding private marine development attaching to, or extending across, non-tidal State coastal land.</p>	<p><b>AO11</b> Private marine access structures and other structures such as decks or boardwalks for private use do not attach to or extend across State coastal land that is situated above high water mark</p>	<p><b>R11 Not Applicable</b> Private marine access structures are not proposed.</p>
<p><b>PO12</b> Development in connection with an artificial waterway enhances public access to coastal waters.</p>	<p><b>AO12</b> The artificial waterway avoids intersecting with or connection to inundated land or leased land where the passage, use or movement of vessels in water on the</p>	<p><b>R12 Not Applicable</b> The proposed development does not connect with an artificial waterway.</p>

Performance outcomes	Acceptable outcomes	Response
	land could be restricted or prohibited by the registered proprietor of the inundated land or leased land.	
<b>Coastal landscapes, views and vistas</b>		
<b>PO13</b> Development maintains and / or enhances natural coastal landscapes, views and vistas.	<b>AO13</b> No acceptable outcomes are prescribed.	<b>R13 Alternative Outcome (No Acceptable Outcome Provided)</b> The site is not visually prominent and therefore it is not anticipated the development will impact on the coastal landscape, views and vistas.
<b>PO14</b> Coastal settlements are consolidated through the concentration of development within the existing urban areas through infill and conserving the natural state of the coastal area outside existing urban areas.	<b>AO14</b> No acceptable outcomes are prescribed.	<b>R14 Alternative Outcome (No Acceptable Outcome Provided)</b> The subject site is zoned Low Density Residential and represents an extension to the existing residential development commonly known as Port Pacific Estate. The development seeks to convert existing disturbed cane fields to residential development and is not anticipated it will impact on natural areas.
<b>Private marine development</b>		<b>Not Applicable</b>
<b>For dry land marinas and artificial waterways</b>		<b>Not Applicable</b>

## 6. Flood and Storm Tide Hazard Overlay Code

Performance outcomes	Acceptable outcomes	Response
<b>For assessable and self assessable development</b>		
<p><b>PO1</b> Development is located and designed to: ensure the safety of all persons; minimise damage to the development and contents of buildings; provide suitable amenity; minimise disruption to residents, recovery time, and rebuilding or restoration costs after inundation events.</p> <p>Note – For assessable development within the flood plain assessment sub-category, a flood study by a suitably qualified professional is required to identify compliance with the intent of the acceptable outcome.</p>	<p><b>AO1.1</b> Development is sited on parts of the land that is not within the Flood and Storm tide hazards overlay maps contained in Schedule 2;  or  For dwelling houses,</p> <p><b>AO1.2</b> Development within the Flood and Storm Tide hazards overlay maps (excluding the Flood plain assessment sub-category) is designed to provide immunity to the Defined Inundation Event as outlined within</p> <p>Table <b>Error! No text of specified style in document..a</b> plus a freeboard of 300mm.</p> <p><b>AO1.3</b> New buildings are: (a) not located within the overlay area; (b) located on the highest part of the site to minimise entrance of flood waters; (c) provided with clear and direct pedestrian and vehicle evacuation routes off the site.</p> <p><b>AO1.4</b> In non urban areas, buildings and infrastructure are set back 50 metres from natural riparian corridors to maintain their natural function of reducing velocity of floodwaters.</p>	<p><b>R1.1 Complies</b> Whilst the site is affected by the overlay, the extent of the proposed stage is not affected by the overlay.</p> <p><b>R1.2-1.4 Not Applicable</b> The proposed development is for Reconfiguring a Lot.</p>



Performance outcomes	Acceptable outcomes	Response
	<p>or</p> <p>(b) are demonstrated to be above the flood level identified for the site.</p> <p>Note - If part of the site is outside the Hazard Overlay area, this is the preferred location for all lots (excluding park or other open space and recreation lots).</p> <p>Note – Buildings subsequently developed on the lots will need to comply with the relevant building assessment provisions under the <i>Building Act 1975</i>.</p> <p><b>AO3.5</b> Road and/or pathway layout ensures residents are not physically isolated from adjacent flood free urban areas and provides a safe and clear evacuation route path: (a) by locating entry points into the reconfiguration above the flood level and avoiding culs-de-sac or other non-permeable layouts; and (b) by direct and simple routes to main carriageways.</p> <p><b>AO3.6</b> Signage is provided on site (regardless of whether the land is in public or private ownership) indicating the position and path of all safe evacuation routes off the site and if the site contains, or is within 100m of a floodable waterway, hazard warning signage and depth indicators are also provided at key hazard points, such as at floodway crossings or entrances to low-lying reserves.</p> <p>or</p> <p><b>AO3.7</b> There is no intensification of residential uses within the flood affected areas on land situated below the DFE/Storm tide.</p>	
<p><b>PO4</b> Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding.</p>	<p>For Material change of use (Residential uses)</p> <p><b>AO4.1</b> The design and layout of buildings used for residential purposes minimise risk from flooding by providing:</p>	<p><b>R4.1 Not Applicable</b> The proposed development is for Reconfiguring a Lot.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>(a) parking and other low intensive, non-habitable uses at ground level;</p> <p>Note - The high-set 'Queenslander' style house is a resilient low-density housing solution in floodplain areas. Higher density residential development should ensure only non-habitable rooms (e.g. garages, laundries) are located on the ground floor.</p>	
	<p>For Material change of use (Non-residential uses)</p> <p><b>AO4.2</b> Non residential buildings and structures allow for the flow through of flood waters on the ground floor.</p> <p>Note - Businesses should ensure that they have the necessary contingency plans in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to transfer stock to the upstairs level of a building or off site).</p> <p>Note - The relevant building assessment provisions under the <i>Building Act 1975</i> apply to all building work within the Hazard Area and need to take into account the flood potential within the area.</p> <p><b>AO4.3</b> Materials are stored on-site:</p> <p>(a) are those that are readily able to be moved in a flood event;</p> <p>(b) where capable of creating a safety hazard by being shifted by flood waters, are contained in order to minimise movement in times of flood.</p> <p>Notes -</p> <p>(a) Businesses should ensure that they have the necessary contingency plans in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to transfer stock to the upstairs level of a building or off site).</p> <p>(b) Queensland Government Fact Sheet 'Repairing your House after a Flood' provides information about water resilient products and building techniques.</p>	<p><b>R4.2-4.3 Not Applicable</b> The proposed development is for Reconfiguring a Lot.</p>

Performance outcomes	Acceptable outcomes	Response
<p><b>PO5</b> Development directly, indirectly and cumulatively avoids any increase in water flow velocity or flood level and does not increase the potential flood damage either on site or on other properties.</p> <p>Note – Berms and mounds are considered to be an undesirable built form outcome and are not supported.</p>	<p>For Operational works</p> <p><b>AO5.1</b> Works in urban areas associated with the proposed development do not involve:</p> <ul style="list-style-type: none"> <li>(a) any physical alteration to a watercourse or floodway including vegetation clearing; or</li> <li>(b) a net increase in filling (including berms and mounds).</li> </ul> <p><b>AO5.2</b> Works (including buildings and earthworks) in non urban areas either:</p> <ul style="list-style-type: none"> <li>(a) do not involve a net increase in filling greater than 50m<sup>3</sup>; or</li> <li>(b) do not result in any reductions of on-site flood storage capacity and contain within the subject site any changes to depth/duration/velocity of flood waters;</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>(c) do not change flood characteristics outside the subject site in ways that result in: <ul style="list-style-type: none"> <li>(i) loss of flood storage;</li> <li>(ii) loss of/changes to flow paths;</li> <li>(iii) acceleration or retardation of flows or any reduction in flood warning times elsewhere on the flood plain.</li> </ul> </li> </ul> <p>For Material change of use</p> <p><b>AO5.3</b> Where development is located in an area affected by DFE/Storm tide, a hydraulic and hydrology report, prepared by a suitably qualified professional, demonstrates that the development maintains the flood storage capacity on the subject site; and</p> <ul style="list-style-type: none"> <li>(a) does not increase the volume, velocity, concentration of flow path alignment of stormwater flow across sites upstream, downstream or in the general vicinity of the subject site; and</li> </ul>	<p><b>R5 Not Applicable</b> The proposed development is for Reconfiguring a Lot.</p>



Performance outcomes	Acceptable outcomes	Response
	<p>(b) does not increase ponding on sites upstream, downstream or in the general vicinity of the subject site.</p> <p>For Material change of use and Reconfiguring a lot</p> <p><b>AO5.4</b> In non urban areas, buildings and infrastructure are set back 50 metres from natural riparian corridors to maintain their natural function of reducing velocity of floodwaters.</p> <p>Note – Fences and irrigation infrastructure (e.g. irrigation tape) in rural areas should be managed to minimise adverse the impacts that they may have on downstream properties in the event of a flood.</p>	
<p><b>PO6</b> Development avoids the release of hazardous materials into floodwaters.</p>	<p>For Material change of use</p> <p><b>AO6.1</b> Materials manufactured or stored on site are not hazardous or noxious, or comprise materials that may cause a detrimental effect on the environment if discharged in a flood event;</p> <p>or</p> <p><b>AO6.2</b> If a DFE level is adopted, structures used for the manufacture or storage of hazardous materials are: (a) located above the DFE level;</p> <p>or</p> <p>(b) designed to prevent the intrusion of floodwaters.</p> <p><b>AO6.3</b> Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by the DFE.</p> <p><b>AO6.4</b></p>	<p><b>R6 Not Applicable</b> The proposed development is for Reconfiguring a Lot.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>If a flood level is not adopted, hazardous materials and their manufacturing equipment are located on the highest part of the site to enhance flood immunity and designed to prevent the intrusion of floodwaters.</p> <p>Note – Refer to <i>Work Health and Safety Act 2011</i> and associated Regulation and Guidelines, the <i>Environmental Protection Act 1994</i> and the relevant building assessment provisions under the <i>Building Act 1975</i> for requirements related to the manufacture and storage of hazardous materials.</p>	
<p><b>PO7</b> The development supports, and does not unduly burden, disaster management response or recovery capacity and capabilities.</p>	<p><b>AO7</b> Development does not:</p> <ul style="list-style-type: none"> <li>(a) increase the number of people calculated to be at risk of flooding;</li> <li>(b) increase the number of people likely to need evacuation;</li> <li>(c) shorten flood warning times; and</li> <li>(d) impact on the ability of traffic to use evacuation routes, or unreasonably increase traffic volumes on evacuation routes.</li> </ul>	<p><b>R7 Complies</b> Proposed Stage 2 is located outside the mapped Flood and Storm Tide Inundation hazard area. The proposed development will be highly accessible to constructed road.</p>
<p><b>PO8</b> Development involving community infrastructure:</p> <ul style="list-style-type: none"> <li>(a) remains functional to serve community need during and immediately after a flood event;</li> <li>(b) is designed, sited and operated to avoid adverse impacts on the community or environment due to impacts of flooding on infrastructure, facilities or access and egress routes;</li> <li>(c) retains essential site access during a flood event;</li> <li>(d) is able to remain functional even when other infrastructure or services may be compromised in a flood event.</li> </ul>	<p><b>AO8.1</b> The following uses are not located on land inundated during a DFE/Storm tide:</p> <ul style="list-style-type: none"> <li>(a) community residence; and</li> <li>(b) emergency services; and</li> <li>(c) residential care facility; and</li> <li>(d) utility installations involving water and sewerage treatment plants; and</li> <li>(e) storage of valuable records or items of historic or cultural significance (e.g. archives, museums, galleries, libraries).</li> </ul> <p>or</p> <p><b>AO8.2</b> The following uses are not located on land inundated during a 1% AEP flood event:</p> <ul style="list-style-type: none"> <li>(a) community and cultural facilities, including facilities where an education and care service under the Education and Care Services National law (Queensland) is operated or child care service under the <i>Child Care Act 2002</i> is conducted,</li> </ul>	<p><b>R8 Not Applicable</b> The proposed development does not seek to establish community infrastructure.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>(b) community centres;  (c) meeting halls;  (d) galleries;  (e) libraries.</p> <p>The following uses are not located on land inundated during a 0.5% AEP flood event.  (a) emergency shelters;  (b) police facilities;  (c) sub stations;  (d) water treatment plant</p> <p>The following uses are not located on land inundated during a 0.2% AEP flood event:  (e) correctional facilities;  (f) emergency services;  (g) power stations;  (h) major switch yards.</p> <p>and/or</p> <p><b>AO8.3</b>  The following uses have direct access to low hazard evacuation routes as defined in Table Error! No text of specified style in document..b:  (a) community residence; and  (b) emergency services; and  (c) hospitals; and  (d) residential care facility; and  (e) sub stations; and  (f) utility installations involving water and sewerage treatment plants.</p> <p><b>AO8.4</b>  Any components of infrastructure that are likely to fail to function or may result in contamination when inundated by flood, such as electrical switch gear and motors, telecommunications connections, or water supply pipeline air valves are:  (a) located above DFE/Storm tide or the highest known flood level for the site;  (b) designed and constructed to exclude floodwater intrusion / infiltration.</p> <p><b>AO8.5</b></p>	

Performance outcomes	Acceptable outcomes	Response
	Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by a flood.	

**Table Error! No text of specified style in document..a - Minimum immunity (floor levels) for development**

Minimum immunity to be achieved (floor levels)	Uses and elements of activities acceptable in the event
20% AEP level	<ul style="list-style-type: none"> <li>Parks and open space.</li> </ul>
5% AEP level	<ul style="list-style-type: none"> <li>Car parking facilities (including car parking associated with use of land).</li> </ul>
1% AEP level	<ul style="list-style-type: none"> <li>All development (where not otherwise requiring an alternative level of minimum immunity).</li> </ul>
0.5% AEP level	<ul style="list-style-type: none"> <li>Emergency services (if for a police station);</li> <li>Industry activities (if including components which store, treat or use hazardous materials);</li> <li>Substation;</li> <li>Utility installation.</li> </ul>
0.2% AEP level	<ul style="list-style-type: none"> <li>Emergency services;</li> <li>Hospital;</li> <li>Major electricity infrastructure;</li> <li>Special industry.</li> </ul>

**Table Error! No text of specified style in document..b - Degree of flood**

Criteria	Low	Medium	High	Extreme
Wading ability	If necessary children and the elderly could wade. (Generally, safe wading velocity depth product is less than 0.25)	Fit adults can wade. (Generally, safe wading velocity depth product is less than 0.4)	Fit adults would have difficulty wading. (Generally, safe wading velocity depth product is less than 0.6)	Wading is not an option.
Evacuation distances	< 200 metres	200-400 metres	400-600 metres	600 metres
Maximum flood depths	< 0.3 metre	< 0.6 metre	< 1.2 metres	1.2 metres
Maximum flood velocity	< 0.4 metres per second	< 0.8 metres per second	< 1.5 metres per second	1.5 metres per second
Typical means of egress	Sedan	Sedan early, but 4WD or trucks later	4WD or trucks only in early stages, boats or helicopters	Large trucks, boats or helicopters

Timing Note: This category cannot be implemented until evacuation times have been established in the Counter Disaster Plan (Flooding)	Ample flood forecasting. Warning and evacuation routes remain passable for twice as long as evacuation time.	Evacuation routes remain trafficable for 1.5 times as long as the evacuation.	Evacuation routes remain trafficable for only up to minimum evacuation time.	There is insufficient evacuation time.
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Note: The evacuation times for various facilities or areas would (but not necessarily) be included in the Counter Disaster Plan.  
Generally safe wading conditions assume even walking surfaces and no obstructions, steps, soft underfoot etc.

## 7. Natural Areas Overlay Code

Performance outcomes	Acceptable outcomes	Response
<b>For self-assessable and assessable development</b>		
<b>Protection of matters of environmental significance</b>		
<b>PO1</b> Development protects matters of environmental significance.	<b>AO1.1</b> Development avoids significant impact on the relevant environmental values.  or <b>AO1.2</b> A report is prepared by an appropriately qualified person demonstrating to the satisfaction of the assessment manager, that the development site does not contain any matters of state and local environmental significance.  or <b>AO1.3</b> Development is located, designed and operated to mitigate significant impacts on environmental values. For example, a report certified by an appropriately qualified person demonstrating to the satisfaction of the assessment manager, how the proposed development mitigates impacts, including on water quality, hydrology and biological processes.	<b>R1.1 Complies</b> Stage 2 is proposed over an existing cleared area utilised for sugar cane cultivation.  The proposed development is not expected to impact on any environmental values.
<b>Management of impacts on matters of environmental significance</b>		
<b>PO2</b>	<b>AO2</b>	<b>R2 Complies</b>

Performance outcomes	Acceptable outcomes	Response
Development is located, designed and constructed to avoid significant impacts on matters of environmental significance.	The design and layout of development minimises adverse impacts on ecologically important areas by: (a) focusing development in cleared areas to protect existing habitat; (b) utilising design to consolidate density and preserve existing habitat and native vegetation; (c) aligning new property boundaries to maintain ecologically important areas; (d) ensuring that alterations to natural landforms, hydrology and drainage patterns on the development site do not negatively affect ecologically important areas; (a) ensuring that significant fauna habitats are protected in their environmental context; and (b) incorporating measures that allow for the safe movement of fauna through the site.	The propose development is limited to areas of the site already cleared and disturbed by cultivation of sugar cane. The proposed development will not impact on areas of ecological values.
<b>PO3</b> An adequate buffer to areas of state environmental significance is provided and maintained.	<b>AO3.1</b> A buffer for an area of state environmental significance (Wetland protection area) has a minimum width of: (a) 100 metres where the area is located outside Urban areas; or (b) 50 metres where the area is located within a Urban areas.  or <b>AO3.2</b> A buffer for an area of state environmental significance is applied and maintained, the width of which is supported by an evaluation of environmental values, including the function and threats to matters of environmental significance.	<b>R3.1 Not Applicable</b> The site is not within the vicinity of a wetland or wetland protection area.  <b>R3.2 Complies</b> A MSES - Regulated Vegetation (Intersecting a Watercourse) bisects the property on a north south alignment. Stage 2 of the proposed development will not impact on this mapped feature. Protective measures with respect to this feature will be addressed in subsequent development stages.
<b>PO4</b> Wetland and wetland buffer areas are maintained, protected and restored.  Note – Wetland buffer areas are identified in AO3.1.	<b>AO4.1</b> Native vegetation within wetlands and wetland buffer areas is retained.  <b>AO4.2</b> Degraded sections of wetlands and wetland buffer areas are revegetated with endemic native plants in patterns and densities which emulate the relevant regional ecosystem.	<b>R4 Not Applicable</b> The site is not within the vicinity of a wetland or wetland protection area.

Performance outcomes	Acceptable outcomes	Response
<b>PO5</b> Development avoids the introduction of non-native pest species (plant or animal), that pose a risk to ecological integrity.	<b>AO5.1</b> Development avoids the introduction of non-native pest species.  <b>AO5.2</b> The threat of existing pest species is controlled by adopting pest management practices for long-term ecological integrity.	<b>R5 Able to Comply</b> Appropriate control measures (such as machinery wash down facilities) will be implemented at the Operational Works phase of the development.
<b>Ecological connectivity</b>		
<b>PO6</b> Development protects and enhances ecological connectivity and/or habitat extent.	<b>AO6.1</b> Development retains native vegetation in areas large enough to maintain ecological values, functions and processes.  and  <b>AO6.2</b> Development within an ecological corridor rehabilitates native vegetation.  and  <b>AO6.3</b> Development within a conservation corridor mitigates adverse impacts on native fauna, feeding, nesting, breeding and roosting sites and native fauna movements.	<b>R6.1 Not Applicable</b> The site is not mapped as containing native vegetation.  <b>R6.2 Will Comply</b> A MSES - Regulated Vegetation (Intersecting a Watercourse) bisects the property on a north south alignment. The current proposed stage does not impact on this mapped feature and will be addressed in subsequent development stages. It is likely that this will be rehabilitated and form a key feature of the development. Per above.  <b>R6.3 Not Applicable</b> Development is not proposed within a conservation corridor.
<b>PO7</b> Development minimises disturbance to matters of state environmental significance (including existing ecological corridors).	<b>AO7.1</b> Development avoids shading of vegetation by setting back buildings by a distance equivalent to the height of the native vegetation.  and  <b>AO7.2</b> Development does not encroach within 10 metres of existing riparian vegetation and watercourses.	<b>R7.1 Not Applicable</b> The site is not mapped as containing native vegetation.  <b>R7.2 Complies</b> The rear of the lots located along the western site boundary are setback approximately 6m from the Captain Cook Highway. A further 4m covenant will apply to each

Performance outcomes	Acceptable outcomes	Response
		lot along the Captain Cook Highway Boundary, thus achieving an appropriate setback from riparian vegetation in the Captain Cook Highway reserve.
<b>Waterways in an urban area</b>		
<b>PO8</b> Development is set back from waterways to protect and maintain: (a) water quality; (b) hydrological functions; (c) ecological processes; (d) biodiversity values; (e) riparian and in-stream habitat values and connectivity; (f) in-stream migration.	<b>AO8.1</b> Where a waterway is contained within an easement or a reserve required for that purpose, development does not occur within the easement or reserve;  or  <b>AO8.2</b> Development does not occur on the part of the site affected by the waterway corridor.  Note – Waterway corridors are identified within Table Error! No text of specified style in document..a.	<b>R8.1 – R8.2 Complies</b> The proposed stage of development will not impact on a mapped waterway.
<b>Waterways in a non-urban area</b>		
<b>PO9</b> Development is set back from waterways to protect and maintain: (a) water quality; (b) hydrological functions; (c) ecological processes; (d) biodiversity values; (e) riparian and in-stream habitat values and connectivity; (f) in-stream migration.	<b>AO9</b> Development does not occur on that part of the site affected by a waterway corridor.  Note – Waterway corridors are identified within Table Error! No text of specified style in document..a.	<b>R9 Not Applicable</b> The site is in an urban area.

**Table Error! No text of specified style in document..a — Widths of waterway corridors for waterways**

Waterways classification	Waterway corridor width
Waterways in Urban areas	10 metres measured perpendicular from the top of the high bank.
Waterways in Other areas	For a dwelling house, 10 metres measured perpendicular from the top of the high bank. For all other development, 20 metres measured perpendicular from the top of the high bank.



## 8. Transport Network Code

Performance outcomes	Acceptable outcomes	Response
<b>For assessable development</b>		
<p><b>PO1</b> Development supports the road hierarchy for the region.</p> <p>Note -A Traffic impact assessment report prepared in accordance with Planning scheme policy SC6.10 - Parking and access is one way to demonstrate achievement of the Performance Outcomes.</p>	<p><b>AO1.1</b> 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.</p> <p><b>AO1.2</b> Development does not compromise the safety and efficiency of the transport network.</p> <p><b>AO1.3</b> Development is designed to provide access via the lowest order road, where legal and practicable access can be provided to that road.</p>	<p><b>R1.1 – R1.3 Complies</b> Approved Stage 1A and 1B development includes a new culvert crossing to facilitate access from Wabul Street.</p> <p>This link is identified as a Future Urban Major Collector road within the Local Government Infrastructure Plan.</p> <p>Stages 1A and 1B of the development includes the construction of a culvert crossing and approximately 150 metre extension to Wabul Street.</p> <p>Ultimately, and subject to further Development Application/Approval, the estate will extend through to Andreassen Road and connect with the Captain Cook Highway.</p>
<p><b>PO2</b> Transport infrastructure is provided in an integrated and timely manner.</p> <p>Note - A Traffic impact assessment report prepared in accordance with Planning scheme policy SC6.10 - Parking and access is one way to demonstrate achievement of the Performance Outcomes.</p>	<p><b>AO2</b> Development provides infrastructure (including improvements to existing infrastructure) in accordance with:</p> <ul style="list-style-type: none"> <li>(a) the Transport network overlay maps contained in Schedule 2;</li> <li>(b) any relevant Local Plan.</li> </ul> <p>Note – The Translink Public Transport Infrastructure Manual provides guidance on the design of public transport facilities.</p>	<p><b>R2 Complies</b> The proposed development will facilitate the construction of infrastructure identified in the Local Government Infrastructure Plan including extension of Wabul Street and Rising Sewer Main and Pump Station.</p>
<p><b>PO3</b> 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.</p>	<p><b>AO3</b> No acceptable outcomes are prescribed.</p> <p>Note – Part 4.4 of the Queensland Development Code provides requirements for residential building design in a designated transport noise corridor.</p>	<p><b>R3 Alternative Outcome (No Acceptable Outcome Provided)</b> The western boundary of the site is affected by a Major Transport Corridor Buffer Area. The development includes a 6 metre setback from the Captain Cook Highway and an additional 4 metre covenant to restrict the siting of future development. The application is required to be referred to the Department of Transport and Main Roads, and further relevant noise mitigation conditions are anticipated.</p>

Performance outcomes	Acceptable outcomes	Response
<p><b>PO4</b> Development does not compromise the intended role and function or safety and efficiency of major transport corridors.</p> <p>Note - A Traffic impact assessment report prepared in accordance with Planning scheme policy SC6.10 - Parking and access is one way to demonstrate achievement of the Performance Outcomes.</p>	<p><b>AO4.1</b> Development is compatible with the role and function (including the future role and function) of major transport corridors.</p> <p><b>AO4.2</b> Direct access is not provided to a major transport corridor where legal and practical access from another road is available.</p> <p><b>AO4.3</b> 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.</p> <p><b>AO4.4</b> 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.</p>	<p><b>R4.1 – R4.4 Complies</b> The proposed development has been designed to maintain the role and function of the Captain Cook Highway. No direct access to the highway is proposed at this stage, although when application is made to extended the development to Andreassen Road, it is expected that, the Andreassen Road and Captain Cook Highway intersection will be upgraded to facilitate safe traffic movements. In the interim, all access to the proposed initial stage of the development is via Wabul Street.</p>
<p><b>PO5</b> 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.</p>	<p><b>AO5</b> No acceptable outcomes are prescribed.</p>	<p><b>R5 Able to Comply</b> Vegetation within the Captain Cook Highway road corridor will be retained, however may be disturbed in areas to facilitate construction of the development. It is expected that vegetation along this corridor will be established and enhanced subject to Department of Transport and Main Roads assessment and conditions.</p>
<b>Pedestrian and cycle network</b>		
<p><b>PO6</b> Lot reconfiguration assists in the implementation of the pedestrian and cycle movement network to achieve safe, attractive and efficient pedestrian and cycle networks.</p>	<p><b>AO6.1</b> 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.</p> <p><b>AO6.2</b> 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</p>	<p><b>R6.1 – R6.2 Will Comply</b> Existing pedestrian and cycle infrastructure is located within Wabul Street. It is expected that this will be extended to service the proposed development site. It is anticipated that Council's requirements in this regard will be conditioned.</p>

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Performance outcomes	Acceptable outcomes	Response
	policy SC6.5 – FNQROC Regional Development Manual.	

## 9. Filling and Excavation Code

Performance outcomes	Acceptable outcomes	Response
<b>For self-assessable and assessable development</b>		
<b>Filling and excavation - General</b>		
<b>PO1</b> 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.	<b>AO1.1</b> 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.  <b>AO1.2</b> Cuts are supported by batters, retaining or rock walls and associated benches/terraces are capable of supporting mature vegetation.  <b>AO1.3</b> Cuts are screened from view by the siting of the building/structure, wherever possible.  <b>AO1.4</b> Topsoil from the site is retained from cuttings and reused on benches/terraces.  <b>AO1.5</b> 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.  <b>AO1.6</b> 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.	<b>R1 Will Comply</b> The final design of the required earthworks will be confirmed at the Operational Works stage of the development. However, given the topography of the site, extensive earthworks are not expected to be required.
<b>Visual Impact and Site Stability</b>		
<b>PO2</b>	<b>AO2.1</b>	<b>R2.1 Not Applicable</b>

Performance outcomes	Acceptable outcomes	Response
Filling and excavation are carried out in such a manner that the visual/scenic amenity of the area and the privacy and stability of adjoining properties is not compromised.	<p>The extent of filling and excavation does not exceed 40% of the site area, or 500m<sup>2</sup> whichever is the lesser, except that AO2.1 does not apply to reconfiguration of 5 lots or more.</p> <p><b>AO2.2</b> Filling and excavation does not occur within 2 metres of the site boundary.</p>	<p>The proposed development seeks to facilitate the establishment of 34 lots.</p> <p><b>R2.2 Alternative Outcome</b> Earthworks will be required within 2 metres of the northern boundary, possibly to reform the drain and specially to support construction of the culvert crossing. In addition, works may be required subject to Department Transport and Main Roads assessment and conditions to facilitate construction of noise mitigation structures.</p>
<b>Flooding and drainage</b>		
<p><b>PO3</b> 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.</p>	<p><b>AO3.1</b> Filling and excavation does not result in the ponding of water on a site or adjacent land or road reserves.</p> <p><b>AO3.2</b> Filling and excavation does not result in an increase in the flow of water across a site or any other land or road reserves.</p> <p><b>AO3.3</b> 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.</p> <p><b>AO3.4</b> Filling and excavation complies with the specifications set out in Planning Scheme Policy No SC5 – FNQROC Development Manual.</p>	<p><b>R3.1 – R3.4 Complies</b> Cardno has undertaken flood modelling of the site to ensure the development does not generate an impact on surrounding land.</p> <p>The Flood Study results will be provided under separate cover.</p>
<b>Water quality</b>		
<p><b>PO4</b> Filling and excavation does not result in a reduction of the water quality of receiving waters.</p>	<p><b>AO4</b> Water quality is maintained to comply with the specifications set out in Planning Scheme Policy No SC5 – FNQROC Development Manual.</p>	<p><b>R4 Able to Comply</b> Appropriate control measures will be implemented at the Operational Works stage of the development.</p>
<b>Infrastructure</b>		
<b>PO5</b>	<b>AO5</b>	<b>R5 Not Applicable</b>

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Performance outcomes	Acceptable outcomes	Response
Excavation and filling does not impact on Public Utilities.	Excavation and filling is clear of the zone of influence of public utilities.	

## 10. Infrastructure Works Code

Performance outcomes	Acceptable outcomes	Response
<b>For self-assessable and assessable development</b>		
<b>Works on a local government road</b>		
<p><b>PO1</b> 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.</p>	<p><b>AO1.1</b> 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.</p> <p><b>AO1.2</b> Kerb ramp crossovers are constructed in accordance with Planning scheme policy SC 5 – FNQROC Regional Development Manual.</p> <p><b>AO1.3</b> 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.</p> <p><b>AO1.4</b> Where existing footpaths are damaged as a result of development, footpaths are reinstated ensuring: (a) similar surface finishes are used; (b) there is no change in level at joins of new and existing sections; (c) new sections are matched to existing in terms of dimension and reinforcement.</p>	<p><b>R1.1 – R1.4 Will Comply</b> The final design of the required earthworks will be confirmed at the Operational Works stage of the development.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>Note – Figure Error! No text of specified style in document..a provides guidance on meeting the outcomes.</p> <p><b>A01.5</b> Decks, verandahs, stairs, posts and other structures located in the road reserve do not restrict or impede pedestrian movement on footpaths or change the level of the road verges.</p>	<p><b>R1.5 Not Applicable</b> Decks, verandahs, stairs, posts and other structures are not proposed.</p>
<b>Accessibility structures</b>		
<p><b>PO2</b> 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.</p> <p>Note – Accessibility features are those features required to ensure access to premises is provided for people of all abilities and include ramps and lifts.</p>	<p><b>A02.1</b> Accessibility structures are not located within the road reserve.</p> <p><b>A02.2</b> Accessibility structures are designed in accordance with AS1428.3.</p> <p><b>A02.3</b> 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.</p>	<p><b>R2 Will Comply</b> The design of the road and accessibility structures will be confirmed at the Operational Works phase.</p>
<b>Water supply</b>		
<p><b>PO3</b> An adequate, safe and reliable supply of potable, fire fighting and general use water is provided.</p>	<p><b>A03.1</b> 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;</p> <p>or</p> <p><b>A03.2</b> 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</p>	<p><b>R3.1 Will Comply</b> It is proposed that the development will connect into existing water infrastructure in Wabul Street. Details will be confirmed at the Operational Work stage.</p> <p><b>R3.2 Not Applicable</b></p>



Performance outcomes	Acceptable outcomes	Response
	stored water, with a minimum 7,500 litre tank, with the balance from other sources (e.g. accessible swimming pool, dam etc.) and access to the tank/s for fire trucks is provided for each new house or other development. Tank/s are to be fitted with a 50mm ball valve with a camlock fitting and installed and connected prior to occupation of the house and sited to be visually unobtrusive.	
<b>Treatment and disposal of effluent</b>		
<b>PO4</b> 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.	<b>AO4.1</b> The site is connected to Council's sewerage system and the extension of or connection to the sewerage system is designed and constructed in accordance with the Design Guidelines set out in Section D7 of the Planning scheme policy SC5 – FNQROC Regional Development Manual;  or  <b>AO4.2</b> 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> .	<b>R4.1 Will Comply</b> The development will be serviced by a new sewerage pump station, located and designed to serve the ultimate development. Details will be confirmed at the Operational Work stage.  <b>R4.2 Not Applicable</b>
<b>Stormwater quality</b>		
<b>PO5</b> Development is planned, designed, constructed and operated to avoid or minimise adverse impacts on stormwater quality in natural and developed catchments by: (c) achieving stormwater quality objectives; (d) protecting water environmental values; (e) maintaining waterway hydrology.	<b>AO5.1</b> A connection is provided from the premises to Council's drainage system;  or  <b>AO5.2</b>	<b>R5.1 Will Comply</b> The stormwater drainage design will be further confirmed at the Operational Work stage. Stormwater generated by the development will be discharged to a lawful point of discharge.  <b>R5.2 Not Applicable</b>

Performance outcomes	Acceptable outcomes	Response
	<p>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.</p> <p><b>A05.3</b> A stormwater quality management plan is prepared, and provides for achievable stormwater quality treatment measures meeting design objectives listed in Table Error! <b>No text of specified style in document..a</b> and Table Error! <b>No text of specified style in document..b</b>, reflecting land use constraints, such as:</p> <ul style="list-style-type: none"> <li>(a) erosive, dispersive and/or saline soil types;</li> <li>(b) landscape features (including landform);</li> <li>(c) acid sulfate soil and management of nutrients of concern;</li> <li>(d) rainfall erosivity.</li> </ul> <p><b>A05.4</b> Erosion and sediment control practices are designed, installed, constructed, monitored, maintained, and carried out in accordance with an erosion and sediment control plan.</p> <p><b>A05.5</b> Development incorporates stormwater flow control measures to achieve the design objectives set out in Table Error! <b>No text of specified style in document..a</b> and Table Error! <b>No text of specified style in document..b</b>, including management of frequent flows, peak flows, and construction phase hydrological impacts.</p> <p>Note – Planning scheme policy SC5 – FNQROC Regional Development Manual provides guidance on soil and water control measures to meet the</p>	<p><b>R5.3 – R5.5 Will Comply</b> The stormwater drainage design will be further confirmed at the Operational Work stage.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>requirements of the <i>Environmental Protection Act 1994</i>.</p> <p>Note – During construction phases of development, contractors and builders are to have consideration in their work methods and site preparation for their environmental duty to protect stormwater quality.</p>	
<b>Non-tidal artificial waterways</b>		
<p><b>PO6</b> Development involving non-tidal artificial waterways is planned, designed, constructed and operated to:</p> <ul style="list-style-type: none"> <li>(a) protect water environmental values;</li> <li>(b) be compatible with the land use constraints for the site for protecting water environmental values;</li> <li>(c) be compatible with existing tidal and non-tidal waterways;</li> <li>(d) perform a function in addition to stormwater management;</li> <li>(e) achieve water quality objectives.</li> </ul>	<p><b>AO6.1</b> Development involving non-tidal artificial waterways ensures:</p> <ul style="list-style-type: none"> <li>(a) environmental values in downstream waterways are protected;</li> <li>(b) any ground water recharge areas are not affected;</li> <li>(c) the location of the waterway incorporates low lying areas of the catchment connected to an existing waterway;</li> <li>(d) existing areas of ponded water are included.</li> </ul> <p><b>AO6.2</b> Non-tidal artificial waterways are located:</p> <ul style="list-style-type: none"> <li>(e) outside natural wetlands and any associated buffer areas;</li> <li>(f) to minimise disturbing soils or sediments;</li> <li>(g) to avoid altering the natural hydrologic regime in acid sulfate soil and nutrient hazardous areas.</li> </ul> <p><b>AO6.3</b> Non-tidal artificial waterways located adjacent to, or connected to a tidal waterway by means of a weir, lock, pumping system or similar ensures:</p> <ul style="list-style-type: none"> <li>(a) there is sufficient flushing or a tidal range of &gt;0.3 m; or</li> <li>(b) any tidal flow alteration does not adversely impact on the tidal waterway; or</li> </ul>	<p><b>R6.1 – R6.7 Not Applicable</b> The proposed development does not involve a non-tidal artificial waterway.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>(c) there is no introduction of salt water into freshwater environments.</p> <p><b>AO6.4</b> Non-tidal artificial waterways are designed and managed for any of the following end-use purposes:</p> <p>(a) amenity (including aesthetics), landscaping or recreation; or</p> <p>(b) flood management, in accordance with a drainage catchment management plan; or</p> <p>(c) stormwater harvesting plan as part of an integrated water cycle management plan; or</p> <p>(d) aquatic habitat.</p> <p><b>AO6.5</b> The end-use purpose of the non-tidal artificial waterway is designed and operated in a way that protects water environmental values.</p> <p><b>AO6.6</b> Monitoring and maintenance programs adaptively manage water quality to achieve relevant water quality objectives downstream of the waterway.</p> <p><b>AO6.7</b> 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.</p>	
<b>Wastewater discharge</b>		
<p><b>PO7</b> Discharge of wastewater to waterways, or off site:</p> <p>(a) meets best practice environmental management;</p> <p>(b) is treated to:</p> <p>(i) meet water quality objectives for its receiving waters;</p>	<p><b>AO7.1</b> A wastewater management plan is prepared and addresses:</p> <p>(a) wastewater type;</p> <p>(b) climatic conditions;</p> <p>(c) water quality objectives;</p> <p>(d) best practice environmental management.</p>	<p><b>R7.1 – R7.4 Not Applicable</b> The development will be connected Council reticulated sewer infrastructure.</p>

Performance outcomes	Acceptable outcomes	Response
<ul style="list-style-type: none"> <li>(ii) avoid adverse impact on ecosystem health or waterway health;</li> <li>(iii) maintain ecological processes, riparian vegetation and waterway integrity;</li> <li>(iv) offset impacts on high ecological value waters.</li> </ul>	<p><b>A07.2</b> The waste water management plan is managed in accordance with a waste management hierarchy that:</p> <ul style="list-style-type: none"> <li>(a) avoids wastewater discharge to waterways; or</li> <li>(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.</li> </ul> <p><b>A07.3</b> 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><b>A07.4</b> Development in coastal catchments avoids or minimises and appropriately manages soil disturbance or altering natural hydrology and:</p> <ul style="list-style-type: none"> <li>(a) avoids lowering ground water levels where potential or actual acid sulfate soils are present;</li> <li>(b) manages wastewater so that: <ul style="list-style-type: none"> <li>(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;</li> <li>(ii) holding times of neutralised wastewater ensures the flocculation and removal of any dissolved iron prior to release;</li> <li>(iii) visible iron floc is not present in any discharge;</li> <li>(iv) precipitated iron floc is contained and disposed of;</li> <li>(v) wastewater and precipitates that cannot be contained and treated for discharge on site</li> </ul> </li> </ul>	

Performance outcomes	Acceptable outcomes	Response
	are removed and disposed of through trade waste or another lawful method.	
<b>Electricity supply</b>		
<b>PO8</b> Development is provided with a source of power that will meet its energy needs.	<b>AO8.1</b> A connection is provided from the premises to the electricity distribution network;  or  <b>AO8.2</b> The premises is connected to the electricity distribution network in accordance with the Design Guidelines set out in Section D8 of the Planning scheme policy SC5 – FNQROC Regional Development Manual.  Note - Areas north of the Daintree River have a different standard.	<b>R8 Will Comply</b> Underground electricity will be reticulated through the development and each residential lot will be provided with a connection.
<b>PO9</b> Development incorporating pad-mount electricity infrastructure does not cause an adverse impact on amenity.	<b>AO9.1</b> 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.  <b>AO9.2</b> Pad-mount electricity infrastructure within a building, in a Town Centre is designed and located to enable an active street frontage.  Note – Pad-mounts in buildings in activity centres should not be located on the street frontage.	<b>R9.1 Will Comply</b> The location of required padmount infrastructure will be selected upon electrical design. It is requested that any specific Council requirements are confirmed in development conditions.  <b>R9.2 Not Applicable</b>
<b>Telecommunications</b>		
<b>PO10</b>	<b>AO10</b>	<b>R10 Will Comply</b>

Performance outcomes	Acceptable outcomes	Response
Development is connected to a telecommunications service approved by the relevant telecommunication regulatory authority.	The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.	Telecommunication infrastructure will be provided throughout the development in accordance with the relevant standards. It is requested that any specific Council requirements are confirmed in development conditions.
<b>PO11</b> Provision is made for future telecommunications services (e.g. fibre optic cable).	<b>AO11</b> Conduits are provided in accordance with Planning scheme policy SC5 – FNQROC Regional Development Manual.	<b>R10 Will Comply</b> Telecommunication infrastructure will be provided throughout the development. It is requested that any specific Council requirements are confirmed in development conditions.
<b>Road construction</b>		
<b>PO12</b> The road to the frontage of the premises is constructed to provide for the safe and efficient movement of: (d) pedestrians and cyclists to and from the site; (e) pedestrians and cyclists adjacent to the site; (f) vehicles on the road adjacent to the site; (g) vehicles to and from the site; (h) emergency vehicles.	<b>AO12.1</b> 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.  <b>AO12.2</b> There is existing road, kerb and channel for the full road frontage of the site.  <b>AO12.3</b> Road access minimum clearances of 3.5 metres wide and 4.8 metres high are provided for the safe passage of emergency vehicles.	<b>R12 Will Comply</b> The internal road design will be further confirmed at the Operational Works stage of the development. The road design and layout will be designed and constructed to satisfy the FNQROC standards and the requirements of the Local Government Infrastructure Plan future infrastructure.
<b>Alterations and repairs to public utility services</b>		
<b>PO13</b> Infrastructure is integrated with, and efficiently extends, existing networks.	<b>AO13</b> Development is designed to allow for efficient connection to existing infrastructure networks.	<b>R13 Will Comply</b> The development will result in the extension of Wabul Street and associated infrastructure. Further, extension of waste water infrastructure is required service the initial development. The detailed design and integration with existing

Performance outcomes	Acceptable outcomes	Response
		infrastructure networks will be confirmed at the Operational Works stage of the development.
<b>PO14</b> Development and works do not affect the efficient functioning of public utility mains, services or installations.	<b>AO14.1</b> Public utility mains, services and installations are not required to be altered or repaired as a result of the development;  or  <b>AO14.2</b> 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.	<b>R14.1 – R14.2 Will Comply</b> The development will result in the extension of Wabul Street and associated infrastructure. Further, extension of waste water infrastructure is required service the initial development. The detailed design and integration with existing infrastructure networks will be confirmed at the Operational Works stage of the development.
<b>Construction management</b>		
<b>PO15</b> Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	<b>AO15</b> Works include, at a minimum: (a) installation of protective fencing around retained vegetation during construction; (b) erection of advisory signage; (c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation; (d) removal from the site of all declared noxious weeds.	<b>R15 Will Comply</b> Construction management details will be provided at the Operational Works stage of the development.
<b>PO16</b> Existing infrastructure is not damaged by construction activities.	<b>AO16</b> Construction, alterations and any repairs to infrastructure is undertaken in accordance with the Planning scheme policy SC5 – FNQROC Regional Development Manual.	<b>R16 Will Comply</b>



Performance outcomes	Acceptable outcomes	Response
	Note - Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the Transport Infrastructure Act 1994.	
<b>For assessable development</b>		
<b>High speed telecommunication infrastructure</b>		
<b>PO17</b> Development provides infrastructure to facilitate the roll out of high speed telecommunications infrastructure.	<b>AO17</b> No acceptable outcomes are prescribed.	<b>R17 Alternative Outcome (No Acceptable Outcome is Provided)</b> A connection to telecommunications infrastructure will be provided to proposed lots as part of future works associated with the proposed development.
<b>Trade waste</b>		
<b>PO18</b> Where relevant, the development is capable of providing for the storage, collection treatment and disposal of trade waste such that: (e) off-site releases of contaminants do not occur; (f) the health and safety of people and the environment are protected; (g) the performance of the wastewater system is not put at risk.	<b>AO18</b> No acceptable outcomes are prescribed.	<b>R18 Not Applicable</b>
<b>Fire services in developments accessed by common private title</b>		
<b>PO19</b> Hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.	<b>AO19.1</b> Residential streets and common access ways within a common private title places hydrants at intervals of no more than 120 metres and at each intersection. Hydrants may have a single outlet and be situated above or below ground.  <b>AO19.2</b> 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	<b>R19 Not Applicable</b> The proposed development does not involve development that is accessed by common private title.

Performance outcomes	Acceptable outcomes	Response
	than 90 metre intervals and at each intersection. Above ground fire hydrants have dual-valved outlets.	
<p><b>PO20</b> Hydrants are suitable identified so that fire services can locate them at all hours.</p> <p>Note – Hydrants are identified as specified in the Department of Transport and Main Roads Technical Note: ‘Identification of street hydrants for fire fighting purposes’ available under ‘Publications’.</p>	<p><b>AO20</b> No acceptable outcomes are prescribed.</p>	<p><b>R20 Alternative Outcome (No Acceptable Outcome is Provided)</b> The location of hydrants will be provided at the Operational Works stage of the development.</p>

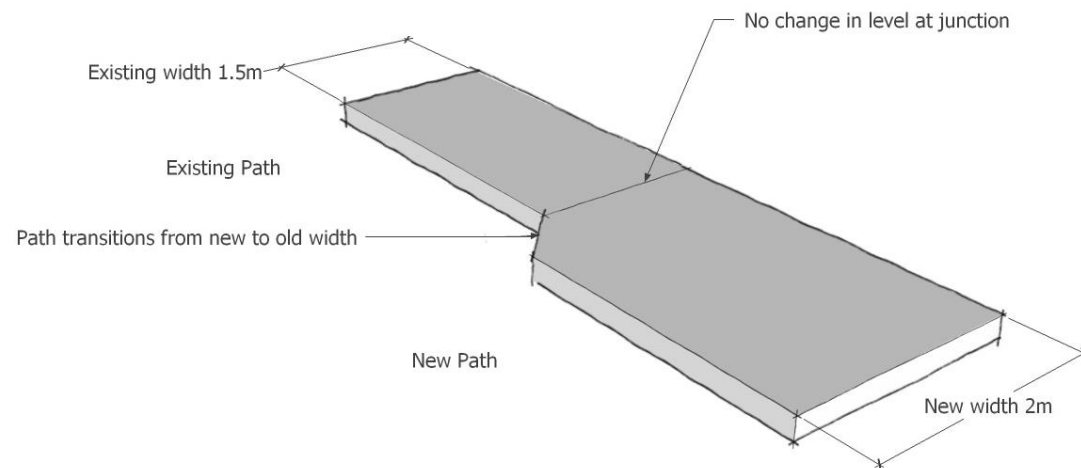
**Table Error! No text of specified style in document..a – Stormwater management design objectives (Construction phase).**

Issue	Design objectives
<b>Drainage control</b> (Temporary drainage works)	(a) Design life and design storm for temporary drainage works: (vi) Disturbed open area for <12 months – 1 in 2 year ARI event; (vii) Disturbed open area for 12-24 months – 1 in 5 year ARI event; (viii) Disturbed open area for >24 months – 1 in 10 year ARI event. (b) Design capacity excludes minimum 150mm freeboard. (c) Temporary culvert crossing – minimum of 1 in 1-year ARI hydraulic capacity.
<b>Erosion control</b> (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.
<b>Sediment control measures</b> (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.
<b>Water quality</b> (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.
<b>Waterway stability and flood flow management</b> (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 Error! No text of specified style in document..b – 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  Excludes development that is less than 25% pervious.  In lieu of modelling, the default bio-retention treatment area to comply with load reduction targets of 1.5% of contributing catchment area.
Water stability management (a) Limit peak 100% AEP event discharge within the receiving waterway to the pre-development peak 100% AEP event discharge.				Catchments contributing to un-lined receiving waterway. Degraded waterways may seek alternative discharge management objectives to achieve waterway stability.  For peak flow for the 100% AEP event, use co-located storages to attenuate site discharge rate of stormwater.

**Figure Error! No text of specified style in document..a – New footpath sections**



## 11. Landscaping Code

Performance outcomes	Acceptable outcomes	Response
<b>For self-assessable and assessable development</b>		
<b>Landscape design</b>		
<b>PO1</b> Development provides landscaping that contributes to and creates a high quality landscape character for the site, street and local areas of the Shire by: <ul style="list-style-type: none"> <li>(a) promoting the Shire's character as a tropical environment;</li> <li>(b) softening the built form of development;</li> <li>(c) enhancing the appearance of the development from within and outside the development and makes a positive contribution to the streetscape;</li> <li>(d) screening the view of buildings, structures, open storage areas, service equipment, machinery plant and the like from public places, residences and other sensitive development;</li> <li>(e) where necessary, ensuring the privacy of habitable rooms and private outdoor recreation areas;</li> <li>(f) contributing to a comfortable living environment and improved energy efficiency, by providing shade to reduce glare and heat absorption and re-radiation from buildings, parking areas and other hard surfaces;</li> <li>(g) ensuring private outdoor recreation space is useable;</li> <li>(h) providing long term soil erosion protection;</li> <li>(i) providing a safe environment;</li> <li>(j) integrating existing vegetation and other natural features of the premises into the development;</li> <li>(k) not adversely affecting vehicular and pedestrian sightlines and road safety.</li> </ul>	<b>AO1</b> Development provides landscaping: <ul style="list-style-type: none"> <li>(a) in accordance with the minimum area, dimensions and other requirements of applicable development codes;</li> <li>(b) that is designed and planned in a way that meets the guidelines for landscaping outlined in Planning Scheme Policy SC6.7 – Landscaping;</li> <li>(c) that is carried out and maintained in accordance with a landscaping plan that meets the guidelines for landscaping outlined in Planning Scheme Policy SC6.7 – Landscaping.</li> </ul> <p>Note - Planning scheme policy SC6.7 – Landscaping provides guidance on meeting the outcomes of this code. A landscape plan submitted for approval in accordance with the Planning policy is one way to achieve this outcome.</p>	<b>R1 Will Comply</b> Entering the estate from Wabul Street, the development proposes a local park on the western side of the new road. The park will comprise a total area of 3,933m <sup>2</sup> . <p>This will soften the entry to the estate as well as serve as a local park. Street trees will be incorporated in the construction of the new road. Further landscaping details will be confirmed at the Operational Works stage of the development.</p>
<b>For assessable development</b>		
<b>PO2</b> Landscaping contributes to a sense of place, is functional to the surroundings and enhances the streetscape and visual appearance of the development.	<b>AO2.1</b> No acceptable outcomes are specified. <p>Note - Landscaping is in accordance with the requirements specified in Planning scheme policy SC6.7 – Landscaping.</p>	<b>R2.1 Will Comply</b> Landscaping details will be confirmed at the Operational Works stage of the development.

Performance outcomes	Acceptable outcomes	Response
	<p><b>AO2.2</b> Tropical urbanism is incorporated into building design.</p> <p>Note – 'Tropical urbanism' includes many things such as green walls, green roofs, podium planting and vegetation incorporated into the design of a building.</p>	<p><b>R2.2 Not Applicable</b> Buildings are not proposed.</p>
<p><b>PO3</b> Development provides landscaping that is , as far as practical, consistent with the existing desirable landscape character of the area and protects trees, vegetation and other features of ecological, recreational, aesthetic and cultural value.</p>	<p><b>AO3.1</b> Existing vegetation on site is retained and incorporated into the site design, wherever possible, utilising the methodologies and principles outline in AS4970-2009 Protection of Trees on Development Sites.</p> <p><b>AO3.2</b> Mature vegetation on the site that is removed or damaged during development is replaced with advanced species.</p> <p><b>AO3.3</b> Where there is an existing landscape character in a street or locality which results from existing vegetation, similar species are incorporated into new development.</p> <p><b>AO3.4</b> Street trees are species which enhance the landscape character of the streetscape, with species chosen from the Planning scheme policy SC6.7 – Landscaping.</p>	<p><b>R3 Complies</b> The site, which is currently utilised for the cultivation of sugar cane, is largely cleared of existing mature vegetation. The development will be appropriately landscaped with details to be confirmed in at the Operational Works stage.</p>
<p><b>PO4</b> Plant species are selected with consideration to the scale and form of development, screening, buffering, streetscape, shading and the locality of the area.</p>	<p><b>AO4</b> Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.</p>	<p><b>R4 Will Comply</b> The development will be appropriately landscaped with details to be confirmed in at the Operational Works stage.</p>
<p><b>PO5</b> Shade planting is provided in car parking areas where uncovered or open, and adjacent to driveways and internal roadways.</p>	<p><b>AO5</b> Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.</p>	<p><b>R5 Will Comply</b> The development will be appropriately landscaped with details to be confirmed in at the Operational Works stage.</p>
<p><b>PO6</b> Landscaped areas are designed in order to allow for efficient maintenance.</p>	<p><b>AO6.1</b> A maintenance program is undertaken in accordance with Planning scheme policy SC6.7 – Landscaping.</p>	<p><b>R6 Will Comply</b> The development will be appropriately landscaped with details, including maintenance, to be confirmed in at the Operational Works stage.</p>

Performance outcomes	Acceptable outcomes	Response
	<p><b>AO6.2</b> Tree maintenance is to have regard to the 'Safe Useful Life Expectancy of Trees (SULE).</p> <p>Note – It may be more appropriate to replace trees with a SULE of less than 20 years (as an example), and replant with younger healthy species.</p>	
<p><b>PO7</b> Podium planting is provided with appropriate species for long term survival and ease of maintenance, with beds capable of proper drainage.</p>	<p><b>AO7.1</b> Podium planting beds are provided with irrigation and are connected to stormwater infrastructure to permit flush out.</p> <p><b>AO7.2</b> Species of plants are selected for long term performance designed to suit the degree of access to podiums and roof tops for maintenance.</p>	<p><b>R7.1 – R7.2 Not Applicable</b> Podium planting is not proposed.</p>
<p><b>PO8</b> Development provides for the removal of all weed and invasive species and implement on-going measures to ensure that weeds and invasive species do not reinfest the site and nearby premises.</p>	<p><b>AO8</b> Weed and invasive species detected on a development site are removed in accordance with a management plan prepared by an appropriately qualified person.</p>	<p><b>R4 Will Comply</b> Weeds will be appropriately treated at the time of Operational Works. It is anticipated that Council will condition any specific requirements.</p>
<p><b>PO9</b> The landscape design enhances personal safety and reduces the potential for crime and vandalism.</p>	<p><b>AO9</b> No acceptable outcomes are specified.</p> <p>Note - Planning scheme policy SC6.3 – Crime prevention through environmental design (CPTED) provides guidance on meeting this outcome.</p>	<p><b>R9 Will Comply</b> The development will be appropriately landscaped with details to be confirmed in at the Operational Works stage.</p>
<p><b>PO10</b> The location and type of plant species does not adversely affect the function and accessibility of services and facilities and service areas.</p>	<p><b>AO10</b> Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.</p>	<p><b>R10 Will Comply</b> The development will be appropriately landscaped with details to be confirmed in at the Operational Works stage.</p>

## 12. Reconfiguring a Lot Code


Performance outcomes	Acceptable outcomes	Response
<b>General lot design standards</b>		
<b>PO1</b> Lots comply with the lot reconfiguration outcomes of the applicable Zone code in Part 5.	<b>AO1</b> No acceptable outcomes are prescribed.	<b>R1 Alternative Outcome (no Acceptable Outcome Provided)</b> The proposed development provides for lots ranging from 600m <sup>2</sup> to 841m <sup>2</sup> .  The proposed lot layout includes lots of appropriate size and dimension to allow a prospective purchaser locate a Dwelling House on the lot within the limits of the Queensland Development Code.  The proposed layout responsibly recognises and compliments the prevailing residential character, particularly with regard to that established within Port Pacific Estate.
<b>PO2</b> New lots are generally rectangular in shape with functional areas for land uses intended by the zone.	<b>AO2</b> Boundary angles are not less than 45 degrees.	<b>R2 Complies</b> The proposed lots are all regular shaped and exceed the minimum 45 degrees.
<b>PO3</b> Lots have legal and practical access to a public road.	<b>AO3</b> Each lot is provided with: (a) direct access to a gazetted road reserve; or (b) access to a gazetted road via a formal access arrangement registered on the title.	<b>R3 Complies</b> Direct gazetted road access is afforded to each lot.
<b>PO4</b> Development responds appropriately to its local context, natural systems and site features.	<b>AO4</b> Existing site features such as: (a) significant vegetation and trees; (b) waterways and drainage paths; (c) vistas and vantage points are retained and/or are incorporated into open space, road reserves, near to lot boundaries or as common property.	<b>R4 Complies</b> The proposed development does not result in the disturbance of existing natural systems or features.  The mapped, and currently disturbed, waterway traversing the site on a north south alignment will be incorporated and rehabilitated in later stages of the development.
<b>PO5</b> New lots which have the capability of being further reconfigured into smaller lots at a later date are designed to not compromise ultimate development outcomes permitted in the relevant zone.	<b>AO5</b> The ability to further reconfigure land at a later date is demonstrated by submitting a concept plan that meets the planning scheme requirements for the applicable Zone.	<b>R5 Complies</b> The proposed development includes a balance parcel, which is intended for development at a later stage, subject to Council approval.
<b>PO6</b>	<b>AO6</b>	<b>R6 Not Applicable</b>





Performance outcomes	Acceptable outcomes	Response
<p>Where existing buildings or structures are to be retained, development results in:</p> <ul style="list-style-type: none"> <li>(a) boundaries that offer regular lot shapes and usable spaces;</li> <li>(b) existing improvements complying with current building and amenity standards in relation to boundary setbacks.</li> </ul> <p>Note - This may require buildings or structures to be modified, relocated or demolished to meet setback standards, resolve encroachments and the like.</p>	<p>Development ensures setbacks between existing buildings or structures and proposed boundaries satisfy relevant building standards or zone code requirements, whichever is the greater.</p>	
<p><b>PO7</b></p> <p>Where rear lots are proposed, development:</p> <ul style="list-style-type: none"> <li>(a) provides a high standard of amenity for residents and other users of the site and adjoining properties;</li> <li>(b) positively contributes to the character of adjoining properties and the area;</li> <li>(c) does not adversely affect the safety and efficiency of the road from which access is gained.</li> </ul>	<p><b>AO7.1</b></p> <p>Where rear lots are to be established:</p> <ul style="list-style-type: none"> <li>(a) the rear lot is generally rectangular in shape, avoiding contrived sharp boundary angles;</li> <li>(b) no more than 6 lots directly adjoin the rear lot;</li> <li>(c) no more than one rear lot occurs behind the road frontage lot;</li> <li>(d) no more than two access strips to rear lots directly adjoin each other;</li> <li>(e) access strips are located only on one side of the road frontage lot.</li> </ul> <p><b>AO7.2</b></p> <p>Access strips to the rear lot have a minimum width dimension of:</p> <ul style="list-style-type: none"> <li>(a) 4.0 metres in Residential Zones.</li> <li>(b) 8.0 metres in Industrial Zones category.</li> <li>(c) 5.0 metres in all other Zones.</li> </ul> <p>Note - Rear lots are generally not appropriate in non-Residential or non-Rural zones.</p> <p><b>AO7.3</b></p> <p>Access strips are provided with a sealed pavement of sufficient width to cater for the intended traffic, but no less than:</p> <ul style="list-style-type: none"> <li>(a) 3.0 metres in Residential Zone.</li> <li>(b) 6.0 metres in an Industrial Zone.</li> <li>(c) 3.5 metres in any other Zone.</li> </ul>	<p><b>R7.1 – 7.3 Not Applicable</b></p> <p>Rear lots are not proposed.</p>

Performance outcomes	Acceptable outcomes	Response
<b>Structure plans</b>		
<p>Additional requirements for:</p> <p>(d) a site which is more than 5,000m<sup>2</sup> in any of the Residential zones; or</p> <p>within these zones, and</p> <p>(e) creates 10 or more lots; or</p> <p>(f) involves the creation of new roads and/or public use land.</p> <p>or</p> <p>(g) For a material change of use involving:</p> <p>(iv) preliminary approval to vary the effect of the planning scheme;</p> <p>(v) establishing alternative Zones to the planning scheme.</p> <p>Note - This part is to be read in conjunction with the other parts of the code</p>		
<p><b>PO8</b></p> <p>A structure plan is prepared to ensure that neighbourhood design, block and lot layout, street network and the location and provision on any open space recognises previous planning for the area and its surroundings, and integrates appropriately into its surroundings.</p>	<p><b>AO8.1</b></p> <p>Neighbourhood design, lot and street layout, and open space provides for, and integrates with, any:</p> <p>(a) approved structure plan;</p> <p>(b) the surrounding pattern of existing or approved subdivision.</p> <p>Note - Planning scheme policy SC14– Structure planning provides guidance on meeting the performance outcomes.</p> <p><b>AO8.2</b></p> <p>Neighbourhood design, lot and street layouts enable future connection and integration with adjoining undeveloped land.</p>	<p><b>R8.1 – R8.2 Complies</b></p> <p>Whilst the current Development Application seeks approval for Stage 2 only, the balance of the estate has been designed at a high level to demonstrate the intended progression of the development. The overall layout demonstrates the development is appropriately integrated with the surrounding area and will provide for a high level of vehicular and pedestrian connectivity.</p>
<p><b>PO9</b></p> <p>Neighbourhood design results in a connected network of walkable streets providing an easy choice of routes within and surrounding the neighbourhood.</p>	<p><b>AO9.1</b></p> <p>Development does not establish cul-de-sac streets unless:</p> <p>(a) cul-de-sacs are a feature of the existing pattern of development in the area;</p> <p>(b) there is a physical feature or incompatible zone change that dictates the need to use a cul-de-sac streets.</p> <p><b>AO9.2</b></p> <p>Where a cul-de-sac street is used, it:</p>	<p><b>R9.1 – R9.3 Complies</b></p> <p>No cul-de-sac streets are proposed as part of Stage 2.</p>

Performance outcomes	Acceptable outcomes	Response
	(a) is designed to be no longer than 150 metres in length; (b) is designed so that the end of the cul-de-sac is visible from its entrance; (c) provides connections from the top of the cul-de-sac to other streets for pedestrians and cyclists, where appropriate.  <b>AO9.3</b> No more than 6 lots have access to the turning circle or turning-tee at the end of a cul-de-sac street.	
<b>PO10</b> Neighbourhood design supports diverse housing choices through block sizes and lot design. In developing areas, significant changes in lot size and frontage occur at the rear of lots rather than on opposite sides of a street.	<b>PO10</b> No acceptable outcomes are prescribed.	<b>R10 Complies</b> The range of lot sizes between 600m <sup>2</sup> - 841m <sup>2</sup> support diverse housing choices.  The proposed layout responsibly recognises and compliments the prevailing residential character, particularly with regard to that established within Port Pacific Estate.
<b>PO11</b> Provision of physical and social infrastructure in developing residential neighbourhoods is facilitated through the orderly and sequential development of land.  Note - Part 4 – Local government infrastructure plan may identify specific levels of infrastructure to be provided within development sites.	<b>AO11.1</b> New development adjoins adjacent existing or approved urban development.  <b>AO11.2</b> New development is not established beyond the identified Local government infrastructure plan area.	<b>R11.1 – R11.2 Complies</b> The proposed development will include the construction of infrastructure identified in the Local Government Infrastructure Plan. Refer to discussion in the Planning Report for further detail.
<b>Urban parkland and environmental open space</b>		
<b>PO12</b> Where appropriate development maintains and enhances public access and use of natural areas, rivers, dams, creeks and the foreshore.	<b>AO12</b> No acceptable outcomes are prescribed.	<b>R12 Not Applicable</b> The site does not include urban parkland or publicly accessible natural areas.
<b>PO13</b> Development provides land to: (a) meet the recreation needs of the community; (b) provide an amenity commensurate with the structure of neighbourhoods and land uses in the vicinity; and adjacent to open space areas; (c) provide for green corridors and linkages.	<b>AO13</b> No acceptable outcomes are prescribed.  Note - Part 4 – Priority infrastructure plan and Planning scheme policy SC14 – Structure Plans provides guidance in providing open space and recreation land.	<b>R13 Complies</b> The proposed Stage 1A and 1B development includes a local park, which is intended to soften the entry to the estate and enhance residential amenity and pedestrian connectivity within the estate.

Performance outcomes	Acceptable outcomes	Response
		The mapped and currently disturbed waterway traversing the site on a north south alignment will be incorporated and rehabilitated in later stages of the development.
<b>AO14</b> Lot size, dimensions, frontage and orientation permits buildings to be established that will facilitate casual surveillance to urban parkland and environmental open space.	<b>AO14.1</b> Urban parkland is regular in shape.  <b>AO14.2</b> At least 75% of the urban parkland's frontage is provided as road.  <b>AO14.3</b> Urban parkland and environmental open space areas are positioned to be capable of being overlooked by surrounding development.  <b>AO14.4</b> Surrounding lots are orientated so that facades will front and overlook the urban parkland and environmental open space.  <b>AO14.5</b> The number of lots that back onto, or are side-orientated to the urban parkland and environmental open space is minimised.   Inconsistent design solution - low total number of lots complying with the acceptable outcomes.	<b>R14.1 – R14.5 Complies</b> The design and positioning of the proposed park in Stage 1B is appropriate to facilitate casual vehicle, pedestrian and residential surveillance. No parkland is proposed as part of Stage 2.

Performance outcomes	Acceptable outcomes	Response
	 <p>  Lots orientated to front and overlook park to provide casual surveillance.  Consistent design solution - high total number of lots complying with the acceptable outcomes. </p>	
<b>Private subdivisions (gated communities)</b>		
<b>PO15</b> Private subdivisions (gated communities) do not compromise the establishment of connected and integrated infrastructure and open space networks.	<b>PO15</b> No acceptable outcomes are prescribed.	<b>R15 Not Applicable</b> A gated community is not proposed.
<b>Additional requirements for reconfiguration involving the creation of public streets or roads</b>		
<b>PO16</b> The function of new roads is clearly identified and legible and provides integration, safety and convenience for all users.	<b>AO16</b> No acceptable outcomes are prescribed.  Note - The design and construction standards are set out in Planning scheme policy SC5 – FNQROC Regional Development Manual, with reference to the specifications set out in Sections D1 and D3.	<b>R16 Alternative outcome (No Acceptable Outcome Provided)</b> The proposal plan details the layout and function of the road network for Stage 2, as well as for adjoining areas of the overall estate.
<b>PO17</b> Street design supports an urban form that creates walkable neighbourhoods. Street design: (d) is appropriate to the function(s) of the street; (e) meets the needs of users and gives priority to the needs of vulnerable users.	<b>AO17</b> No acceptable outcomes are prescribed.	<b>R17 Alternative outcome (No Acceptable Outcome Provided)</b> The proposal plan details the layout and function of the street design for Stage 2, as well as for adjoining areas of the overall estate.
<b>Public transport network</b>		

Performance outcomes	Acceptable outcomes	Response
<b>PO18</b> Development provides a street pattern that caters for the extension of public transport routes and infrastructure including safe pedestrian pick-up and set-down up facilities.	<b>AO18</b> No acceptable outcomes are prescribed.	<b>R18 Alternative outcome (No Acceptable Outcome Provided)</b> The extension to Wabul Street is designed to be to a Major Collector standard which is able to accommodate public transport. Stage 2 of the development is not expected to generate the demand for public transport infrastructure.
<b>Pest plants</b>		
<b>PO19</b> Development activities and sites provide for the removal of all pest plants and implement ongoing measures to ensure that pest plants do not reinfest the site or nearby sites.  Editor's note - This does not remove or replace all land owner's obligations or responsibilities under the Land Protection (Pest and Stock Route Management) Act 2002.	<b>AO19</b> Pest plants detected on a development site are removed in accordance with a management plan prepared by an appropriately qualified person prior to earthworks commencing.  Note - A declaration from an appropriately qualified person validates the land being free from pest plants. Declared pest plants include locally declared and State declared pest plants.	<b>R19 Will Comply</b> Any present pest species may be confirmed at the Operational Works stage of the development and are expected to be removed from site.

APPENDIX

F

SDAP CODE ASSESSMENT

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

**Table 1.2.1: Development in a state-controlled road environment**

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
<b>PO1</b> The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure.	<b>AO1.1</b> Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	<b>Complies</b> The proposed development is located wholly within the site and does not involve works within the state-controlled road.
	<b>AO1.2</b> Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	<b>Complies</b> Maintenance of proposed infrastructure can be undertaken without the need to access the state-controlled road.
<b>PO2</b> The design and construction of buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	<b>AO2.1</b> Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	<b>Not Applicable</b> Buildings and structures are not proposed.
	<b>AO2.2</b> Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	<b>Not Applicable</b> The proposed development complies with AO2.1.
	<b>AO2.3</b> External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	<b>Not Applicable</b> The proposed development complies with AO2.1.



Performance outcomes	Acceptable outcomes	Response
	<b>AO2.4</b> Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside Advertising Guide, 2 <sup>nd</sup> Edition, Department of Transport and Main Roads, 2017.	<b>Not Applicable</b> The proposed development complies with AO2.1.
<b>PO3</b> Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.	<b>AO3.1</b> Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2018.	<b>Not Applicable</b> No bridges over the state-controlled road are proposed.
Filling, excavation and retaining structures		
<b>PO4</b> Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road.  Note: Information on the location of services and public utility plants in a <b>state-controlled road</b> can be obtained from the Dial Before You Dig service.  Where development will impact on an existing or future service or public utility plant in a <b>state-controlled road</b> such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.  Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	<b>Not Applicable</b> Excavation and filling required to facilitate the proposed development will be detailed at future Operational Work / Building Work stages of development.
<b>PO5</b> Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.  Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design Manual 2 <sup>nd</sup> Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.	No acceptable outcome is prescribed.	<b>Not Applicable</b> Excavation and filling required to facilitate the proposed development will be detailed at future Operational Work / Building Work stages of development.

Performance outcomes	Acceptable outcomes	Response
Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.		
<p><b>PO6</b> Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design manual 2<sup>nd</sup> Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	No acceptable outcome is prescribed.	<p><b>Not Applicable</b></p> <p>Excavation and filling required to facilitate the proposed development will be detailed at future Operational Work / Building Work stages of development.</p>
<p><b>PO7</b> Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Road Planning and Design Manual 2<sup>nd</sup> Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	No acceptable outcome is prescribed.	<p><b>Not Applicable</b></p> <p>Excavation and filling required to facilitate the proposed development will be detailed at future Operational Work / Building Work stages of development.</p>
<p><b>PO8</b> Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p>	<p><b>AO8.1</b> Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.</p>	<p><b>Can Comply</b></p> <p>Appropriate haulage routes will be determined during the construction phase of the project.</p>

## State Development Assessment Provisions – version 2.6

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

Performance outcomes	Acceptable outcomes	Response
<p>Note: It is recommended a pavement impact assessment is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, and the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a pavement impact assessment.</p>		
<p><b>PO9</b> Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	<p><b>Not Applicable</b></p> <p>Excavation and filling required to facilitate the proposed development will be detailed at future Operational Work / Building Work stages of development.</p>
<p><b>PO10</b> Fill material used on a development site does not result in contamination of a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO10.1</b> Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p>	<p><b>Not Applicable</b></p> <p>Excavation and filling required to facilitate the proposed development will be detailed at future Operational Work / Building Work stages of development.</p>
	<p><b>AO10.2</b> Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.</p>	<p><b>Not Applicable</b></p> <p>Excavation and filling required to facilitate the proposed development will be detailed at future Operational Work / Building Work stages of development.</p>
<p><b>PO11</b> Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for</p>	<p><b>AO11.1</b> Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.</p> <p>AND</p>	<p><b>Not Applicable</b></p> <p>Excavation and filling required to facilitate the proposed development will be detailed at future Operational Work / Building Work stages of development.</p>

## State Development Assessment Provisions – version 2.6

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

Performance outcomes	Acceptable outcomes	Response
further guidance on how to comply with this performance outcome.	<b>AO11.2</b> Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	<b>Not Applicable</b> Excavation and filling required to facilitate the proposed development will be detailed at future Operational Work / Building Work stages of development.
Stormwater and drainage		
<b>PO12</b> Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.  Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	<b>Will Comply</b> Stormwater infrastructure will be designed as part of the future Operational Work stages of development. A drainage easement and drain runs along the northern property boundary. Stormwater generated by the development will discharge to a lawful point of discharge.
<b>PO13</b> Run-off from the development site is not unlawfully discharged to a state-controlled road.  Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	<b>AO13.1</b> Development does not create any new points of discharge to a state-controlled road. AND	<b>Will Comply</b> Stormwater is expected to continue to be discharged via existing lawful points of discharge.
	<b>AO13.2</b> Stormwater run-off is discharged to a lawful point of discharge.  Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on lawful points of discharge. AND	<b>Will Comply</b> Stormwater is expected to continue to be discharged via existing lawful points of discharge.
	<b>AO13.3</b> Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	<b>Will Comply</b> Stormwater generated by the development is not expected to worsen the condition of an existing lawful point of discharge to the state-controlled road. Stormwater drainage infrastructure will be designed and constructed at the future Operational Work stage of development.

Performance outcomes	Acceptable outcomes	Response
<p><b>PO14</b> Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO14.1</b> Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.</p>	<p><b>Can Comply</b></p> <p>Stormwater drainage infrastructure will be designed and constructed at the future Operational Work stage of development.</p>
<b>Vehicular access to a state-controlled road</b>		
<p><b>PO15</b> Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO15.1</b> Development does not require new or changed access to a limited access road.</p> <p>Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system.</p> <p>OR</p>	<p><b>Not Applicable</b></p> <p>The Captain Cook Highway is not understood to be a limited access road.</p> <p>The proposed development does not involve access to the state-controlled road.</p>
	<p><b>AO15.2</b> A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road.</p> <p>Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	<p><b>Not Applicable</b></p> <p>The Captain Cook Highway is not understood to be a limited access road.</p> <p>The proposed development does not involve access to the state-controlled road.</p>
	<p><b>AO15.3</b> Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road.</p> <p>Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not involve access to the state-controlled road.</p>

Performance outcomes	Acceptable outcomes	Response
	accessed by contacting the relevant Department of Transport and Main Roads regional office.	
<p><b>PO16</b> The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p> <p>Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO16.1</b> Vehicular access is provided from a local road.</p>	<p><b>Complies</b></p> <p>Vehicle access to the site is via Wabul Street, which is a local government road.</p>
	<p>OR all of the following acceptable outcomes apply:</p> <p><b>AO16.2</b> Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p>	<p><b>Not Applicable</b></p> <p>The proposed development complies with AO16.1.</p>
	<p><b>AO16.3</b> Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a <b>state-controlled road</b>. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	<p><b>Not Applicable</b></p> <p>The proposed development complies with AO16.1.</p>
	<p><b>AO16.4</b> Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p> <p>Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application.</p> <p>AND</p>	<p><b>Not Applicable</b></p> <p>The proposed development complies with AO16.1.</p>
	<p><b>AO16.5</b> On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.</p>	<p><b>Not Applicable</b></p> <p>Vehicular access to the site is via a local road and is not expected to result in vehicular queuing on the state-controlled road.</p>

Performance outcomes	Acceptable outcomes	Response
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
<b>PO17</b> The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.  Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	<b>AO17.1</b> Vehicular access is located as far as possible from the state-controlled road intersection. AND	<b>Complies</b> Vehicular access to the site is via Wabul Street, an existing local road.
	<b>AO17.2</b> Vehicular access is in accordance with parts, 3, 4 and 4A of the Road Planning and Design Manual, 2 <sup>nd</sup> Edition: Volume 3, Department of Transport and Main Roads, 2016. AND	<b>Not Applicable</b> Vehicular access to the site is via Wabul Street, an existing local road.
	<b>AO17.3</b> On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.	<b>Complies</b> Vehicular access to the site is via Wabul Street, an existing local road. The proposed Stage 2 development does not include new roads accessed directly to/from the state-controlled road.
Public passenger transport infrastructure on state-controlled roads		
<b>PO18</b> Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.  Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	<b>AO18.1</b> Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure. AND	<b>Complies</b> Vehicular access to the site is via Wabul Street, which is approximately 175 metres from the state-controlled road. Vehicular access is therefore not within the vicinity of existing public passenger transport infrastructure.
	<b>AO18.2</b> Development does not necessitate the relocation of existing public passenger transport infrastructure. AND	<b>Complies</b> The proposed development does not necessitate the relocation of existing public passenger transport infrastructure.
	<b>AO18.3</b> On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle	<b>Will Comply</b> The complete network of internal site roads will be designed and constructed at future stages of development. Notwithstanding, traffic generated by the proposed development will be directed to the

Performance outcomes	Acceptable outcomes	Response
	access to public passenger transport infrastructure and public passenger services. AND	local road network, and is not expected to obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services.
	<b>AO18.4</b> The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	<b>Complies</b> The location of the works for the proposed development will not interrupt any public passenger transport infrastructure or public passenger services during construction of the development.
Planned upgrades		
<b>PO19</b> Development does not impede delivery of planned upgrades of state-controlled roads.	<b>AO19.1</b> Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.  Note: Land required for the planned upgrade of a state-controlled road is identified in the <a href="#">DA mapping system</a> . OR	<b>Not Applicable</b> The site is not in the location of a known planned upgrade.
	<b>AO19.2</b> Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.	<b>Not Applicable</b> The site is not in the location of a known planned upgrade.
	OR all of the following acceptable outcomes apply:  <b>AO19.3</b> Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	<b>Not Applicable</b> The site is not in the location of a known planned upgrade.



Performance outcomes	Acceptable outcomes	Response
	<b>AO19.4</b> Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road. AND	<b>Not Applicable</b> The site is not in the location of a known planned upgrade.
	<b>AO19.5</b> Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road. AND	<b>Not Applicable</b> The site is not in the location of a known planned upgrade.
	<b>AO19.6</b> Land is able to be reinstated to the pre-development condition at the completion of the use.	<b>Not Applicable</b> The site is not in the location of a known planned upgrade.
Network impacts		
<b>PO20</b> Development does not result in a worsening of operating conditions on the state-controlled road network.  Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided. Please refer to the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	<b>Performance Outcome</b> Traffic generated by the proposed development will be directed to the local road network and is not expected to result in the worsening of operating conditions on the state controlled road network.
<b>PO21</b> Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	<b>AO21.1</b> The layout and design of the development directs traffic generated by the development to the <b>local road</b> network.	<b>Complies</b>
<b>PO22</b> Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	<b>AO22.1</b> Upgrade works required as a result of the development are designed and constructed in accordance with the <i>Road Planning and Design Manual</i> , 2 <sup>nd</sup> edition, Department of Transport and Main Roads, 2016.  Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.	<b>Not Applicable</b> No upgrade works are proposed or required as part of this application.

Table 1.2.2: Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with table 2.2.2: Environmental emissions in State code 2: Development in a railway environment.

Refer to the SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcomes in Table 1.2.2.

Performance outcomes		Acceptable outcomes
Noise		
Accommodation activities		
<p><b>PO23</b> Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.</p>	<p><b>AO23.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> <li>≤60 dB(A) L<sub>10</sub> (18 hour) façade corrected (measured L<sub>90</sub> (8 hour) free field between 10pm and 6am ≤40 dB(A))</li> <li>≤63 dB(A) L<sub>10</sub> (18 hour) façade corrected (measured L<sub>90</sub> (8 hour) free field between 10pm and 6am &gt;40 dB(A))</li> </ol> </li> <li>in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013.</li> </ol> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>In some instances, the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the</p>	<p><b>Will Comply</b></p> <p>A noise barrier will be designed and constructed at future Operational Work / Building Work stages of development, in accordance with the relevant codes.</p>

Performance outcomes	Acceptable outcomes	
	criteria is at the discretion of the Department of Transport and Main Roads.	
	<p>OR all of the following acceptable outcomes apply:</p> <p><b>AO23.2</b> Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. AND</p>	<p><b>Not Applicable</b> The proposed development will comply with AO23.1.</p>
	<p><b>AO23.3</b> Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor. AND</p>	<p><b>Not Applicable</b> The proposed development will comply with AO23.1.</p>

Performance outcomes	Acceptable outcomes	
	<p><b>AO23.4</b> Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 35</math> dB(A) <math>L_{eq}</math> (1 hour) (maximum hour over 24 hours).</li> </ol> <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p><b>Habitable rooms of relevant residential buildings</b> located within a <b>transport noise corridor</b> must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. <b>Transport noise corridors</b> are mapped on the State Planning Policy interactive mapping system.</p>	<p><b>Not Applicable</b></p> <p>The proposed development will comply with AO23.1.</p>
<p><b>PO24</b> Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.</p>	<p><b>AO24.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to meet the following external noise criteria in <b>outdoor spaces for passive recreation</b>: <ol style="list-style-type: none"> <li>a. <math>\leq 57</math> dB(A) <math>L_{10}</math> (18 hour) free field (measured <math>L_{90}</math> (18 hour) free field between 6am and 12 midnight <math>\leq 45</math> dB(A))</li> <li>b. <math>\leq 60</math> dB(A) <math>L_{10}</math> (18 hour) free field (measured <math>L_{90}</math> (18 hour) free field between 6am and 12 midnight <math>&gt; 45</math> dB(A))</li> </ol> </li> <li>2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013.</li> </ol>	<p><b>Will Comply</b></p> <p>A noise barrier will be designed and constructed at future Operational Work / Building Work stages of development, in accordance with the relevant codes.</p>

Performance outcomes		Acceptable outcomes
		Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017 OR
		<b>AO24.2</b> Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure. AND
		<b>AO24.3</b> Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).
Childcare centres and educational establishments		
<b>PO25</b> Development involving a: 1. childcare centre; or 2. educational establishment minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.		<b>AO25.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed: 1. to meet the following external noise criteria at all facades of the building envelope: a. $\leq 58$ dB(A) $L_{10}$ (1 hour) façade corrected (maximum hour during normal opening hours) 2. in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013.
		<b>Not Applicable</b> The proposed development is not for a Child Care Centre or Educational Establishment.

Performance outcomes	Acceptable outcomes	
	<p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p>	
	<p>OR all of the following acceptable outcomes apply:</p> <p><b>AO25.2</b> Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	<p><b>Not Applicable</b></p> <p>Refer to response to 25.1 above.</p>
	<p><b>AO25.3</b> Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	<p><b>Not Applicable</b></p> <p>Refer to response to 25.1 above.</p>
	<p><b>AO25.4</b> Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <p>1. <math>\leq 35</math> dB(A) <math>L_{eq}</math> (1 hour) (maximum hour during opening hours).</p> <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p>	<p><b>Not Applicable</b></p> <p>Refer to response to 25.1 above.</p>

Performance outcomes	Acceptable outcomes	
<p><b>PO26</b> Development involving a:</p> <ol style="list-style-type: none"> <li>1. childcare centre; or</li> <li>2. educational establishment</li> </ol> <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.</p>	<p><b>AO26.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to meet the following external noise criteria in each outdoor education area or outdoor play area:               <ol style="list-style-type: none"> <li>a. <math>\leq 63</math> dB(A) <math>L_{10}</math> (12 hour) free field (between 6am and 6pm)</li> </ol> </li> <li>2. in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013.</li> </ol> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p>OR</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not for a Child Care Centre or Educational Establishment.</p>
	<p><b>AO26.2</b> Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p>	<p><b>Not Applicable</b></p> <p>Refer to response to 25.1 above.</p>
Hospitals		
<p><b>PO27</b> Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.</p>	<p><b>AO27.1</b> Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 35</math> dB(A) <math>L_{eq}</math> (1 hour) (maximum hour during opening hours).</li> </ol> <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p>	<p><b>Not Applicable</b></p> <p>The proposed development is not for a Hospital.</p>

Performance outcomes		Acceptable outcomes
		To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.
Vibration		
Hospitals		
<b>PO28</b> Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.	<b>AO28.1</b> Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of 0.1m/s <sup>1.75</sup> . AND	<b>Not Applicable</b> Refer to response to 27.1 above.
	<b>AO28.2</b> Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of 0.4m/s <sup>1.75</sup> .  Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.	<b>Not Applicable</b> Refer to response to 27.1 above.
Air and light		
<b>PO29</b> Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	<b>AO29.1</b> Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	<b>Not Applicable</b> Dwellings are not proposed. Dwellings proposed as part of future development over the site can comply with AO29.1.
<b>PO30</b> Development involving a: <ol style="list-style-type: none"> <li>1. childcare centre; or</li> <li>2. educational establishment</li> </ol> minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	<b>AO30.1</b> Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	<b>Not Applicable</b> The proposed development is not for a Child Care Centre or Educational Establishment.



Performance outcomes	Acceptable outcomes	
<b>PO31</b> Development involving an accommodation activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	<b>AO31.1</b> Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor. OR	<b>Not Applicable</b> Buildings for an accommodation activity or hospital are not proposed. Buildings proposed as part of future development over the site can comply with AO31.1.
	<b>AO31.2</b> Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor.	<b>Not Applicable</b> Refer to response to 31.1 above.

Table 1.2.3: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	
<b>PO32</b> Development does not impede delivery of a future state-controlled road.	<b>AO32.1</b> Development is not located in a future state-controlled road. OR	<b>Not Applicable</b> The site is not in the location of a known future state-controlled road.
	<b>AO32.2</b> Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	<b>Not Applicable</b> The site is not in the location of a known future state-controlled road.
	OR all of the following acceptable outcomes apply:  <b>AO32.3</b> Structures and infrastructure located in a future state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	<b>Not Applicable</b> The site is not in the location of a known future state-controlled road. Infrastructure will be designed and located as part of the future Operational Work stage of the development.
	<b>AO32.4</b> Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	<b>Not Applicable</b> The site is not in the location of a known future state-controlled road. Infrastructure will be designed and located as part of the future Operational Work stage of the development.
	<b>AO32.5</b> Land is able to be reinstated to the pre-development condition at the completion of the use.	<b>Not Applicable</b>

## State Development Assessment Provisions – version 2.6

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

Performance outcomes	Acceptable outcomes	
<p><b>PO33</b> Vehicular access to a future state-controlled road is located and designed to not create a safety hazard for users of a future state-controlled road or result in a worsening of operating conditions on a future state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a future state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p>	<p><b>AO33.1</b> Development does not require new or changed access between the premises and a future state-controlled road.</p> <p>AND</p>	<p><b>Not Applicable</b></p> <p>The proposed development does not include new or changed access between the premises and known future state-controlled road.</p>
	<p><b>AO33.2</b> Vehicular access for the development is consistent with the function and design of the future state-controlled road.</p>	<p><b>Not Applicable</b></p> <p>The site is not in the location of a known future state-controlled road.</p>
<p><b>PO34</b> Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a future state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with the Road Planning and Design Manual, 2<sup>nd</sup> edition: Volume 3, Department of Transport and Main Roads, 2016.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Not Applicable</b></p> <p>The site is not in the location of a known future state-controlled road.</p>
<p><b>PO35</b> Fill material from a development site does not result in contamination of land for a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO35.1</b> Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p>	<p><b>Can Comply</b></p> <p>Earthworks will be undertaken as part of the future Operational Work stage of the development.</p>
	<p><b>AO35.2</b> Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.</p>	<p><b>Can Comply</b></p> <p>Earthworks will be undertaken as part of the future Operational Work stage of the development.</p>

## State Development Assessment Provisions – version 2.6

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

Performance outcomes	Acceptable outcomes	
<p><b>PO36</b> Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	
<p><b>PO37</b> Run-off from the development site is not unlawfully discharged to a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO37.1</b> Development does not create any new points of discharge to a future state-controlled road.</p> <p>AND</p>	<p><b>Can Comply</b></p> <p>Run-off will be designed and undertaken as part of the future Operational Work stage of the development.</p>
	<p><b>AO37.2</b> Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division), Fourth Edition, 2016, provides further information on lawful points of discharge.</p> <p>AND</p>	<p><b>Can Comply</b></p> <p>Run-off will be designed and undertaken as part of the future Operational Work stage of the development.</p>
	<p><b>AO37.3</b> Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.</p>	<p><b>Can Comply</b></p> <p>Stormwater discharge will be designed and undertaken as part of the future Operational Work stage of the development.</p>

# State code 6: Protection of state transport networks

Table 6.2.2: All development

Performance outcomes	Acceptable outcomes	Response
<b>Network impacts</b>		
<p>PO1 Development does not result in a worsening of the safety of a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified road safety audit or road safety assessment (as applicable) is provided.</p> <p>Further information on determining whether a road safety audit or road safety assessment is required is provided in section 9 of the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.	Traffic generated by the proposed development will be directed to the local road network, and is not expected to worsen the safety of the state-controlled road.
<p>PO2 Development does not result in a worsening of the infrastructure condition of a state-controlled road or road transport infrastructure.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that a RPEQ certified traffic impact assessment and pavement impact assessment are provided.</p> <p>Further information on how to prepare a traffic impact assessment and pavement impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.	Traffic generated by the proposed development will be directed to the local road network, and is not expected to worsen the condition of the state-controlled road or road transport infrastructure.
<p>PO3 Development does not result in a worsening of operating conditions on a state-controlled road or the surrounding road network.</p> <p>Note: To demonstrate compliance with this performance outcome,</p>	No acceptable outcome is prescribed.	Traffic generated by the proposed development will be directed to the local road network, and is not expected to result in the worsening of operating conditions on the state-controlled road or surrounding road network.

Performance outcomes	Acceptable outcomes	Response
<p>it is recommended that an RPEQ certified traffic impact assessment is provided.</p> <p>Further information on how to prepare a traffic impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>		
PO4 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO4.1 The layout and design of the development directs traffic generated by the development to the local road network.	Complies Traffic generated by the proposed development will be directed to the local road network.
PO5 Upgrade works on, or associated with, a state-controlled road are built in accordance with relevant design standards.	AO5.1 Upgrade works on a state-controlled road are designed and constructed in accordance with the Road Planning and Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.	Not Applicable Upgrade works on a state-controlled road are not proposed.
<p>PO6 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended that a transport infrastructure impact assessment and pavement impact assessment are provided.</p> <p>Further information on how to prepare a traffic impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	AO6.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	Can Comply Appropriate haulage routes will be determined during the Operational Work stage of the development.
<p>PO7 Development does not adversely impact on the safety of a railway crossing.</p> <p>Note: It is recommended that a traffic impact assessment be prepared to demonstrate compliance with this performance outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and</p>	<b>AO7.1 Development does not require a new railway crossing.</b>	Not Applicable The proposed development is not within proximity to a railway line or railway crossing.
	<b>OR</b>	
	<b>AO7.2 A new railway crossing is grade separated.</b>	Not Applicable Refer to response to AO7.1 above.
	<b>OR all of the following acceptable outcomes apply:</b>	Not Applicable Refer to response to AO7.1 above.

Performance outcomes	Acceptable outcomes	Response
Main Roads, 2015, provides guidance on how to comply with this performance outcome.	<p><b>AO7.3 Upgrades to a level crossing are designed and constructed in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings and applicable rail manager standard drawings.</b></p> <p><b>Note:</b> It is recommended a traffic impact assessment be prepared to demonstrate compliance with this acceptable outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome</p> <p><b>AND</b></p>	
	<p><b>AO7.4 Access points achieve sufficient clearance from a level crossing in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings by providing a minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site.</b></p> <p><b>Note:</b> Section 2.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.</p> <p><b>AND</b></p>	Not Applicable Refer to response to AO7.1 above.
	<p><b>AO7.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times.</b></p>	Not Applicable Refer to response to AO7.1 above.

Performance outcomes	Acceptable outcomes	Response
PO8 Development does not result in a worsening of the infrastructure condition of a railway or rail transport infrastructure.	<b>No acceptable outcome is prescribed.</b>	Not Applicable Refer to response to AO7.1 above.
PO9 Development does not result in a worsening of operating conditions of a railway	<b>No acceptable outcome is prescribed.</b>	Not Applicable Refer to response to AO7.1 above.
Stormwater and drainage		
PO10 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state transport corridor or state transport infrastructure.	<b>No acceptable outcome is prescribed.</b>	A local flood study was undertaken as part of the Stage 1 development and provides a complete assessment of flooding, drainage and stormwater flow paths over the site and with respect to adjacent properties including the state-controlled road.
PO11 Run-off from the development site is not unlawfully discharged to a state transport corridor or state transport infrastructure.	<b>AO11.1 Development does not create any new points of discharge to a state transport corridor. AND</b>	Stormwater is expected to continue to be discharged via existing lawful points of discharge.
	AO11.2 Stormwater run-off is discharged to a lawful point of discharge.  Note: Section 3.49 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on lawful points of discharge. <b>AND</b>	Stormwater is expected to continue to be discharged via existing lawful points of discharge.
	<b>AO11.3 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor.</b>	Stormwater generated by Stage 2 of the development is not expected to worsen the condition of an existing lawful point of discharge to a state transport corridor. Stormwater drainage infrastructure will be designed and constructed as part of the future Operational Work stage.
PO12 Run-off from the development site does not cause siltation of stormwater infrastructure affecting a state transport corridor or state transport infrastructure.	<b>AO12.1 Run-off from the development site is not discharged to stormwater infrastructure for a state transport corridor.</b>	A local flood study was undertaken as part of the Stage 1 development and provides a complete assessment of flooding, drainage and stormwater flow paths over the site and with respect to adjacent properties including the state-controlled road.

Performance outcomes	Acceptable outcomes	Response
<b>Planned upgrades</b>		
PO13 Development does not impede delivery of planned upgrades of state transport infrastructure.	<b>AO13.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure.</b>  <b>Note: Land required for the planned upgrade of state transport infrastructure is identified in the DA mapping system.</b>  <b>OR</b>	The site is not in the location of a known planned upgrade.
	AO13.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure.	The proposed development complies with AO13.1.
	OR all of the following acceptable outcomes apply:  AO13.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development.  AND	The proposed development complies with AO13.1.
	AO13.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of state transport infrastructure.  AND	The proposed development complies with AO13.1.
	AO13.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state transport	The proposed development complies with AO13.1.



Performance outcomes	Acceptable outcomes	Response
	infrastructure.	The proposed development complies with AO13.1.
	AND	
	AO13.6 Land is able to be reinstated to the predevelopment condition at the completion of the use.	

Table 6.2.3: Public passenger transport infrastructure

Performance outcomes	Acceptable outcomes	Response
<b>Public passenger transport infrastructure</b>		
PO14 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	AO14.1 Vehicular access and associated road access works are not located within 5 metres of public passenger transport infrastructure.	Vehicular access to the site is via Wabul Street, which is approximately 175 metres from the state-controlled road. Vehicular access is therefore not within the vicinity of existing public passenger transport infrastructure.
	AND	The proposed development does not necessitate the relocation of existing public passenger transport infrastructure.
	AO14.2 Development does not necessitate the relocation of existing public passenger transport infrastructure.	
	AND	Traffic generated by the proposed development will be directed to the local road network, and is not expected to obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services.
	AO14.3 Development does not obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services.	
	AND	The construction of the proposed development will not impact on public passenger transport infrastructure or public passenger services.
	AO14.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	
PO15 Upgraded or new public passenger transport infrastructure is provided to accommodate the demand for public passenger transport generated by the development.	No acceptable outcome is prescribed.	Stage 2 of the proposed development is not expected to generate demand for public passenger transport infrastructure. Such infrastructure may be accommodated as part of future stages of the development, if required.

Performance outcomes	Acceptable outcomes	Response
<p>Note: To demonstrate compliance with this performance outcome, it is recommended a public transport impact assessment be prepared in accordance with appendix 1 of the State Development Assessment Provisions Supporting Information – Public Passenger Transport Infrastructure, Department of Transport and Main Roads, 2017.</p> <p>New or upgraded public passenger transport infrastructure provided should be in accordance with the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</p> <p>Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>		
<p>PO16 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services.</p> <p>Note: Chapters 2 and 5 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides</p>	No acceptable outcome is prescribed.	Public passenger transport infrastructure is not proposed.

Performance outcomes	Acceptable outcomes	Response
<p>guidance on how to comply with this performance outcome.</p> <p>Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>		
<p>PO17 Development enables the provision or extension of public passenger services to the development and avoids creating indirect or inefficient routes for public passenger services.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	No acceptable outcome is prescribed.	Wabul Street is identified as a future major urban collector road. The proposed extension to Wabul Street within the site will be designed to major urban collector road standards and will be able to accommodate public passenger services to service future stages of the development, if required.
<p>PO18 New or modified road networks are designed to enable development to be serviced by public passenger services.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	<p>AO18.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent.</p> <p>AND</p>	The proposed extension to Wabul Street will be designed to major urban collector road standards. Internal roads are not intended to accommodate buses.
	<p>AO18.2 Roads intended to accommodate buses are designed and constructed in accordance with parts 3, 4-4C and 6 of the Road Planning and Design Manual 2<sup>nd</sup> edition, Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016 and Part 13 of the Manual of Uniform Traffic Control Devices, Department of Transport and Main Roads, 2018.</p>	Roads will be designed and constructed in accordance with the relevant standards.

Performance outcomes	Acceptable outcomes	Response
	<p>Note: Parts 3, 4-4C and 6 of the Road Planning and Design Manual, Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016, must be read in conjunction with the following standards where specified in the Manual:</p> <ol style="list-style-type: none"> <li>1. Supplement to Austroads Guide to Road Design (Parts 3,4-4C and 6), Department of Transport and Main Roads, 2014, and</li> <li>2. Austroads Guide to Road Design (Parts 3,4-4C and 6).</li> </ol> <p>AND</p>	
	<p>AO18.3 Traffic calming devices are not installed on roads used for buses.</p> <p>Note: Chapter 2 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this acceptable outcome.</p>	Traffic calming devices are not proposed.
<p>PO19 Development provides safe, direct and convenient pedestrian access to existing and future public passenger transport infrastructure.</p> <p>Note: Chapter 3 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome. In particular, it is recommended that a pedestrian demand analysis</p>	No acceptable outcome is prescribed.	Existing and future public passenger transport infrastructure is not located within the vicinity of the site.

Performance outcomes	Acceptable outcomes	Response
<p>be provided to demonstrate compliance with the performance outcome.</p> <p>Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>		
<p>PO20 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	<p>AO20.1 The location of on-site pedestrian crossings ensures safe sight distances for pedestrians and public passenger services.</p>	<p>The complete network of internal site roads will be designed and constructed at future stages of development. Designated pedestrian crossing areas will be confirmed during this stage.</p>
	<p>AND</p> <p>AO20.2 On-site circulation is designed and constructed so that public passenger services can enter and leave in a forward gear at all times.</p>	<p>The complete network of internal site roads will be designed and constructed at future stages of development. The complete network can comply with AO20.2.</p>
	<p>AND</p> <p>AO20.3 Development does not result in public passenger services movements through car parking aisles.</p>	<p>The complete network of internal site roads will be designed and constructed at future stages of development. The complete network can comply with AO20.3.</p>
<p>PO21 Taxi facilities are provided to accommodate the demand generated by the development.</p> <p>Note: Guidance on how to meet the performance outcome are available in chapter 7 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Stage 2 of the proposed development is not expected to generate significant demand for taxi service. Taxi facilities are not proposed at this stage of the development.</p>

Performance outcomes	Acceptable outcomes	Response
Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.		
PO22 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	AO22.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance.	Refer to response to 21 above.
Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.	<p>AND</p> <p>AO22.2 Taxi facilities are designed in accordance with:</p> <ol style="list-style-type: none"> <li>1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work</li> <li>2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices</li> <li>3. AS/NZS 2890.6–2009 Parking facilities – offstreet parking for people with disabilities</li> <li>4. Disability standards for accessible public transport 2002 made under section 31(1) of the Disability Discrimination Act 1992</li> <li>5. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements.</li> </ol>	Refer to response to 21 above.

Performance outcomes	Acceptable outcomes	Response
<p>PO23 Educational establishments are designed to ensure the safe and efficient operation of public passenger services and pedestrian access.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	<p>AO23.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.</p>	<p>Educational establishments are not proposed.</p>

# State code 8: Coastal development and tidal works

Table 8.2.1: All development

Performance outcomes	Acceptable outcomes	Response
<b>Development in the erosion prone area</b>		
<p><b>PO1</b> Development does not occur in the erosion prone area unless the development:</p> <ol style="list-style-type: none"> <li>1. is one of the following types of development: <ol style="list-style-type: none"> <li>a. coastal-dependent development; or</li> <li>b. temporary, readily relocatable or able to be abandoned; or</li> <li>c. essential community infrastructure; or</li> <li>d. redevelopment of an existing permanent building or structure that cannot be relocated or abandoned; and</li> </ol> </li> <li>2. cannot feasibly be located elsewhere.</li> </ol>	No acceptable outcome is prescribed.	<p>The extent to which the proposed development is located in an erosion prone area is limited to the creation of a balance lot.</p> <p>Proposed residential lots and the internal road are sufficiently separated from the erosion prone area.</p>
<p><b>PO2</b> Development other than coastal protection work:</p> <ol style="list-style-type: none"> <li>1. avoids impacting on coastal processes; and</li> <li>2. ensures that the protective function of landforms and vegetation is maintained.</li> </ol> <p>Note: In considering reconfiguring a lot applications, the state may require land in the erosion prone area to be surrendered to the State for coastal management purposes under the <i>Coastal Protection and Management Act 1995</i>.</p> <p>Where the planning chief executive receives a copy of a land surrender requirement or proposed land surrender notice under the <i>Coastal Protection and Management Act 1995</i>, this must be considered in assessing the application.</p>	No acceptable outcome is prescribed.	<p>The proposed development is appropriately separated from coastal areas through the creation of the balance lot.</p>
<p><b>PO3</b> Development is located, designed and constructed to minimise the impacts from coastal erosion by:</p> <ol style="list-style-type: none"> <li>1. locating the development as far landward as practicable; or</li> </ol>	No acceptable outcome is prescribed.	<p>The proposed residential lots and internal road have been designed and located to be as far landward as possible, and are outside the identified erosion prone area.</p>



Performance outcomes	Acceptable outcomes	Response
2. where it is demonstrated that 1 is not feasible, mitigate or otherwise accommodate the risks posed by coastal erosion.		
<b>PO4</b> Development does not significantly increase the risk or impacts to people and property from coastal erosion.	No acceptable outcome is prescribed.	The proposed residential lots and internal road are located outside the identified erosion prone area.
<b>PO5</b> Development other than coastal protection work avoids directly or indirectly increasing the severity of coastal erosion either on or off the site.	No acceptable outcome is prescribed.	The proposed development is not considered to impact the existing potential for erosion.
<b>PO6</b> In areas where a coastal building line is present, building work is located landward of the coastal building line unless coastal protection work has been constructed to protect the development.	No acceptable outcome is prescribed.	Building work is not proposed as part of this application.
<b>Artificial waterways</b>		
<b>PO7</b> Development of artificial waterways, canals and dry-land marinas minimises impacts on coastal resources by: <ol style="list-style-type: none"> <li>maintaining the tidal prism volume of the natural waterway to which it is connected</li> <li>demonstrating a whole-of-life strategy for the disposal of dredged material.</li> </ol>	No acceptable outcome is prescribed.	The proposed development does not involve an artificial waterway.
<b>Coastal protection work</b>		
<b>PO8</b> Works for beach nourishment minimise adverse impacts on coastal processes and avoid any increase in the severity of erosion on adjacent land by: <ol style="list-style-type: none"> <li>sourcing sand from an area that does not adversely impact on the active beach system</li> <li>ensuring imported sand is compatible with natural beach sediments and coastal processes of the receiving beach.</li> </ol>	No acceptable outcome is prescribed.	The proposed development does not involve coastal protection works.
<b>PO9</b> Erosion control structures are only constructed where there is an imminent threat to buildings or infrastructure of value, and there is no feasible option for either: <ol style="list-style-type: none"> <li>beach nourishment; or</li> <li>relocation or abandonment of structures.</li> </ol>	No acceptable outcome is prescribed.	The proposed development does not involve coastal protection works.

Performance outcomes	Acceptable outcomes	Response
Statutory Note: The monetary value of buildings or infrastructure should be more than the cost of associated erosion control structures.		
<b>PO10</b> Erosion control structures minimise interference with coastal processes, or any increase to the severity of erosion on adjacent land by: <ol style="list-style-type: none"> <li>1. locating the erosion control structure as far landward as practicable and directly adjacent to the structure it is intended to protect</li> <li>2. where required and feasible, importing sand to the site to mitigate any increase in the severity of erosion</li> <li>3. the design of the structure.</li> </ol>	No acceptable outcome is prescribed.	The proposed development does not involve coastal protection works.
<b>Water quality</b>		
<b>PO11</b> Development: <ol style="list-style-type: none"> <li>1. maintains or enhances environmental values of receiving waters</li> <li>2. achieves the water quality objectives of Queensland waters</li> <li>3. avoids the release of prescribed water contaminants to tidal waters.</li> </ol> Note: See Environmental Protection (Water) Policy 2009 for the relevant water quality objectives.	No acceptable outcome is prescribed.	Stormwater infrastructure will be designed as part of the future Operational Work stage of development. Stormwater generated by the development will discharge to a lawful point of discharge. Stormwater drainage systems will be designed to achieve the relevant water quality objectives.
<b>Category C and R areas of vegetation</b>		
<b>PO12</b> Development: <ol style="list-style-type: none"> <li>1. avoids impacts on category C areas of vegetation and category R areas of vegetation; or</li> <li>2. minimises and mitigates impacts on category C areas of vegetation and category R areas of vegetation after demonstrating avoidance is not reasonably possible.</li> </ol>	No acceptable outcome is prescribed.	The development avoids impacts on Category C and Category R vegetation, as no vegetation clearing is proposed as part of Stage 2 development.
<b>Public use of and access to state coastal land</b>		

Performance outcomes	Acceptable outcomes	Response
<b>PO13</b> Development maintains or enhances public use of and access to and along state coastal land (except where this is contrary to the protection of coastal resources or public safety).	No acceptable outcome is prescribed.	Public access is currently not available. Access to state coastal land is not via the site.
<b>PO14</b> Private marine development ensures that works: <ol style="list-style-type: none"> <li>are used for marine access purposes only</li> <li>minimise the use of state coastal land</li> <li>do not interfere with access between navigable waterways and adjacent properties.</li> </ol>	No acceptable outcome is prescribed.	The proposed development does not involve private marine development.
<b>PO15</b> Development ensures erosion control structures are located within the premises they are intended to protect unless there is no feasible alternative.	No acceptable outcome is prescribed.	The proposed development does not involve erosion control structures.
<b>Matters of state environmental significance</b>		
<b>PO16</b> Development: <ol style="list-style-type: none"> <li>avoids impacts on matters of state environmental significance; or</li> <li>minimises and mitigates impacts on matters of state environmental significance after demonstrating avoidance is not reasonably possible; and</li> <li>provides an offset if, after demonstrating all reasonable avoidance, minimisation and mitigation measures are undertaken, the development results in an acceptable significant residual impact on a matter of state environmental significance.</li> </ol> <p>Statutory note: For Brisbane core port land, an offset may only be applied to development on land identified as E1 Conservation/Buffer, E2 Open Space or Buffer/Investigation in the Brisbane Port LUP precinct plan. For the Brisbane Port LUP, see <a href="http://www.portbris.com.au">www.portbris.com.au</a>.</p> <p>Note: Guidance for determining if the development will have a significant residual impact on the matter of state environmental significance is provided in the Significant Residual Impact Guideline, Department of State Development, Infrastructure and Planning, 2014. Where the</p>	No acceptable outcome is prescribed.	<p>Proposed Stage 2 is limited to an existing cleared area under sugar cane cultivation.</p> <p>The proposed development is not expected to impact on any environmental values.</p>

Performance outcomes	Acceptable outcomes	Response
significant residual impact is considered an acceptable impact on the matter of state environmental significance and an offset is considered appropriate, the offset should be delivered in accordance with the <i>Environmental Offsets Act 2004</i> .		

Table 8.2.2: All operational work

Performance outcomes	Acceptable outcomes	Response
<b>Private marine development</b>		
<b>PO17</b> Private marine development does not require the construction of coastal protection work, shoreline or riverbank hardening or dredging for marine access purposes.	No acceptable outcome is prescribed.	The proposed development involves Reconfiguring a Lot (Residential).
<b>Disposal of solid waste or dredged material from artificial waterways</b>		
<b>PO18</b> Solid waste from land and dredged material from artificial waterways is not disposed of in tidal water unless it is for beneficial reuse.	No acceptable outcome is prescribed.	The proposed development involves Reconfiguring a Lot (Residential).
<b>Disposal of dredged material other than from artificial waterways</b>		
<b>PO19</b> Dredged material is returned to tidal water where this is needed to maintain coastal processes and sediment volume.	No acceptable outcome is prescribed.	The proposed development involves Reconfiguring a Lot (Residential).
<b>PO20</b> Where it is not needed to maintain coastal processes and sediment volume, the quantity of dredged material disposed to tidal water is minimised through beneficial reuse or disposal on land.	No acceptable outcome is prescribed.	The proposed development involves Reconfiguring a Lot (Residential).
<b>All dredging and any disposal of dredged material in tidal water</b>		
<b>PO21</b> All dredging and any disposal of dredged material in tidal water is: <ul style="list-style-type: none"> <li>1. demonstrated to be safe with regard to protection of the marine environment and by meeting the National Assessment Guidelines for Dredging 2009, Department of</li> </ul>	No acceptable outcome is prescribed.	The proposed development involves Reconfiguring a Lot (Residential).

Performance outcomes	Acceptable outcomes	Response
<p>Environment and Energy, 2009, or later version; and</p> <p>2. supported by a monitoring and management plan that protects the marine environment and that complies with the National Assessment Guidelines for Dredging 2009, Department of Environment and Energy, 2009, or later version.</p>		
<b>Reclamation</b>		
<p><b>PO22</b> Development does not involve reclamation of land below tidal water, other than for the purposes of:</p> <ol style="list-style-type: none"> <li>1. coastal-dependent development, public marine development or community infrastructure; or</li> <li>2. strategic ports, priority ports, boat harbours or strategic airports and aviation facilities, in accordance with a statutory land use plan or master plan, where there is a demonstrated net benefit for the state or region and no feasible alternative exists; or</li> <li>3. coastal protection work or work necessary to protect coastal resources or coastal processes.</li> </ol>	No acceptable outcome is prescribed.	The proposed development involves Reconfiguring a Lot (Residential).

Table 8.2.3: Operational work which is not assessed by local government

Performance outcomes	Acceptable outcomes	Response
<p><b>PO23</b> Works are located and designed such that they continue to operate safely during and following a defined storm tide event.</p>	<p><b>AO23.1</b> Tidal work is designed and located in accordance with the Guideline: Building and engineering standards for</p>	The proposed development involves Reconfiguring a Lot (Residential).

Performance outcomes	Acceptable outcomes	Response
	tidal works, Department of Environment and Heritage Protection, 2017.	

22 March 2021

**Enquiries:** Jenny Elphinstone  
**Our Ref:** ROL 2021\_4012/1 (Doc ID 1003418)  
**Your Ref:** Q184103

Administration Office  
64 - 66 Front St Mossman  
P 07 4099 9444  
F 07 4098 2902

Port Douglas Land Developments Pty Ltd  
C/- Cardno  
PO Box 1619  
CAIRNS QLD 4870

**Email:** [billy.glover@cardno.com.au](mailto:billy.glover@cardno.com.au)

Attention Mr Bill Glover

Dear Sir

### CONFIRMATION NOTICE

Thank you for recently lodging a development application with the Douglas Shire Council. This notice confirms that the following development application was properly made on 5 March 2021 pursuant to section 51(5) of the *Planning Act 2016*.

#### Applicant Details

**Name:** Port Douglas Land Developments Pty Ltd  
**Postal Address:** C/- Cardno  
Attention Mr Bill Glover  
PO Box 1619  
CAIRNS QLD 4870  
**Email:** [billy.glover@cardno.com.au](mailto:billy.glover@cardno.com.au)

#### Property Details

**Street Address:** Captain Cook Highway Craiglie  
**Real Property Description:** Lot 2 on SR431  
**Local Government Area:** Douglas Shire Council

#### Application Details

**Application Number:** ROL2021\_4012/1  
**Approval Sought:** Development Permit  
**Nature of Development Proposed:** Development Permit for Reconfiguring a Lot  
**Description of the Development Proposed:** Reconfiguring a Lot for one lot into 34 residential lots, new road and balance land.

## Public Notification Details

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The application is not required to be publicly notified.

## Referral Details

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Part 2 of the Development Assessment Rules is applicable to the development application.

The development application must be referred to all relevant referral agency(s) within 10 business days starting the day after receiving this notice, or a further period agreed with the Assessment Manager; otherwise the application will lapse under section 31 of the Development Assessment Rules.

The development application must be referred to the following referral agency/s:

Referral Agency and Contact Details	Referral Trigger
Department of Infrastructure Local Government and Planning State Assessment and Referral Agency (SARA) E: <a href="mailto:CairnsSARA@dilgp.qld.gov.au">CairnsSARA@dilgp.qld.gov.au</a> P: PO Box 2358 Cairns Qld 4870	Infrastructure-related referrals: <ul style="list-style-type: none"><li>State transport corridor and future State transport corridor; and</li><li>near a state-controlled road intersection.</li></ul> Reconfiguring a lot in a coastal management district.  * It is noted the land is adjacent to the intersection of Captain Cook Highway and Andreassen Road and the development proposes to utilise the existing intersection of Captain Cook Highway / Davidson Street and Beor Street, Craiglie.

## Information Request

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The Douglas Shire Council may make an information request. Under section 12.2 of the Development Assessment Rules, an information request must be issued within 10 business days starting the day after receiving this notice, or a further period agreed with the Assessment Manager.

## Other

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Please quote Council's application number: ROL 2021\_4012 in all subsequent correspondence relating to this development application.

Should you require any clarification regarding this, please contact Jenny Elphinstone on telephone 07 4099 9444.

Yours faithfully



**For**  
**Paul Hoyer**  
**Manager Environment & Planning**