LOT RECONFIGURATION (STAGE 1 - 1 LOT INTO 46 LOTS, DRAINAGE RESERVE AND PARK) – ANDREASSEN ROAD, CRAIGLIE – DIVISION 10

Lauren Payler: 8/13/1547: #3034952

PROPOSAL: RECONFIGURING A LOT (STAGE 1 - 1 LOT INTO 46 LOTS, DRAINAGE RESERVE AND PARK)

APPLICANT: CORAL GARDENS VENTURES
C/- VDM CONSULTING
PO BOX 3766
AUSTRALIA FAIR, SOUTHPORT, QLD 4215

LOCATION OF SITE: ANDREASSEN ROAD, CRAIGLIE 4877

PROPERTY: LOT 2 ON SR431

PLANNING DISTRICT: PORT DOUGLAS AND ENVIRONS

PLANNING AREA: RESIDENTIAL 1

PLANNING SCHEME: DOUGLAS SHIRE PLANNING SCHEME 2008

REFERRAL AGENCIES: DEPARTMENT OF ENVIRONMENT & RESOURCE MANAGEMENT
DEPARTMENT OF TRANSPORT & MAIN ROADS

NUMBER OF SUBMITTERS: N/A

STATUTORY ASSESSMENT DEADLINE: 21/02/2011

APPLICATION DATE: 11/05/2010

DIVISION: 10

APPENDIX:
1. APPROVED PLAN(S) & DOCUMENT(S)
2. CONCURRENCE AGENCY CONDITIONS & REQUIREMENTS
3. DEVELOPER CONTRIBUTION CALCULATIONS
4. SUPPLEMENTARY INFORMATION
LOCALITY PLAN

RECOMMENDATION:

That Council recommend to the Douglas Shire Iconic Places Panel that a Development Permit be issued for Reconfiguring a Lot (Stage 1 - 1 lot into 46 lots, drainage reserve and park) over land described as Lot 2 on SR431, located at Andreassen Road, Craiglie, subject to the following:

APPROVED DRAWING(S) AND / OR DOCUMENT(S)

The term ‘approved drawing(s) and / or document(s)’ or other similar expressions means:

<table>
<thead>
<tr>
<th>Drawing or Document</th>
<th>Reference</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>Proposed Layout Stage 1</td>
<td>QC002863-02 SK07 Rev A</td>
<td>15/09/2010</td>
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<td>prepared by VDM Consulting</td>
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<td>Proposed Layout</td>
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<td>13/09/2010</td>
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<tr>
<td></td>
<td>prepared by VDM Consulting</td>
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</tbody>
</table>
Assessment Manager Conditions

1. Carry out the approved development generally in accordance with the approved drawing(s) and/or document(s), and in accordance with:-

   a. The specifications, facts and circumstances as set out in the application submitted to Council;

   b. The following conditions of approval and the requirements of Council’s Planning Scheme and the FNQROC Development Manual.

   Except where modified by these conditions of approval.

Timing of Effect

2. The conditions of the Development Permit must be effected prior to the issue of a Compliance Certificate for the Plan of Survey, except where specified otherwise in these conditions of approval.

Extent of Approval

3. This Development Permit approves the Reconfiguration of Stage 1 only. Any further reconfiguration of the balance lot will require the lodgement of a Development Application for Reconfiguring a Lot.

Park Contributions

4. An area of land equivalent to ten (10) per cent of the gross developable area of the site must be transferred to the Crown for Public Use Land – Park in accordance with the Planning Scheme Policy. This area of land must be to the requirements and satisfaction of the Chief Executive Officer. The land must be transferred to the Crown at the same time as registering the Plan of Survey with the Department of Environment & Resource Management.

Water Supply Contributions

5. Pay a monetary contribution to Council in accordance with the Planning Scheme Policy towards the provision of water supply infrastructure.

   Contributions must be paid at the rates applicable at time of payment. On the present method of calculation, the contributions are $309,053.00 (46.0 EDUs).

   Payment is required prior to the issue of a Compliance Certificate for the Plan of Survey.
Wastewater Contributions

6. Pay a monetary contribution to Council in accordance with the Planning Scheme Policy towards the provision of sewerage infrastructure.

Contributions must be paid at the rates applicable at time of payment. On the present method of calculation, the contributions are $154,034.01 (46.0 EDUs).

Payment is required prior to the issue of a Compliance Certificate for the Plan of Survey.

Acid Sulfate Soil Investigation

7. Undertake an Acid Sulfate Soil investigation in the area to be affected by this development. Soil sampling and analysis must be undertaken in accordance with procedures specified in ‘Guidelines for Sampling and Analysis of Lowland Acid Sulfate Soils in Queensland’ (1998) or updated version of document produced by Department of Environment and Resource Management, (Previously DNRW – QASSIT), and State Planning Policy 2/02 – ‘Planning and Managing Development involving Acid Sulfate Soils’. The results of this investigation must be submitted to Council for approval prior to any earthworks or clearing being commenced on the site.


Demolish Structures

8. All structures not associated with the approved development (including disused services and utilities) must be demolished and/or removed from the subject land prior to the issue of a Compliance Certificate for the Plan of Survey.

Temporary Vehicle Turnaround

9. A temporary vehicle turnaround at end of all partially constructed roads where the length of road exceeds sixty (60) metres (i.e. maximum acceptable reversing distance for garbage truck) must be provided. The turning facility must be of sufficient size to turn around a garbage truck, either in a continuous forward movement or by a three-point turn.
General External Works

10. Undertake the following external works:

a. Construct Andreassen Road to an Major Collector Standard in accordance with Council’s Development Manual (FNQROC) and Standard Drawing S1006 from the Captain Cook Highway to the Entrance to Stage 1, Lot 1 (the ‘roundabout’).

b. Dedicate the land and construct the roundabout at the entrance to Stage 1 in accordance with the requirements of Council’s Development Manual (FNQROC).

c. Construct the intersection of Andreassen Road and Captain Cook Highway to the requirements of the Department of Transport and Main Roads.

Three (3) copies of a plan of the works must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

All works must be carried out to the satisfaction of the Chief Executive Officer prior to the issue of a Compliance Certificate for the Plan of Survey.

Street Layout and Design

11. The street layout and design must be revised to comply with Queensland Streets and the FNQROC Development Manual and the following requirements, to the satisfaction of the Chief Executive Officer. In particular:

a. A cul-de-sac head must be provided for access and turning adjacent to lots 29-32 in accordance with the requirements of the Council’s Development Manual (FNQROC).

b. A roundabout is to be designed at the entrance to Stage 1 on Andreassen Road in accordance with the requirements of Council’s Development Manual (FNQROC).

c. The road off Andreassen Road must be designed to a minimum Minor Collector Standard unless fulfilment of “d” below requires a higher standard of road.

d. The layout of roads within Stage 1 must be designed and constructed to a standard which provides vehicle connectivity between future lots within proposed management lots (Lot 1 and Lot 2 from DA 8/13/1512).

A revised layout must be submitted to and approved by Council prior to the issue of a Development Permit for Operational Works.
Drainage Study of Site

12. Undertake a local drainage study of the site to determine the drainage impacts on upstream and downstream properties and the mitigation measures required to minimise such impacts. In particular, the study must address the following:

a. The contributing catchment boundaries;

b. The extent of the 100 year ARI flood event in relation to the site both pre- and post-development;

c. Primary and secondary flow paths for the 5, 10 and 100 year ARI flood events;

d. Identify any requirement for drainage easements;

e. Identify the need and tenure for flood detention areas to ensure a no-worsening impact on downstream properties for the entire development;

f. Information on the proposed works and any impacts proposed at the drainage outlet from the proposed development; and

g. Lawful point of discharge.

The study must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

13. A Drainage Easement having a minimum width of 15.5 metres between the Stage 1 boundary and the management lot boundary (between lots 19-20 of proposed stage 1 (refer to VDM Consulting Plan – SK07-A; Proposed Layout, dated 15/09/2010) and the parcels of land downstream from the proposed discharge point to a Lawful point of discharge, to provide a secured overland flow path for the discharged stormwater.

The easement must be granted in favour of Council. A copy of the easement documents must be submitted to Council for the approval of Council's solicitors at no cost to Council. The approved easement documents must be submitted at the same time as seeking prior to the issue of a Compliance Certificate for the Plan of Survey and must be lodged and registered with the Department of Environment & Resource Management in conjunction with the Plan of Survey.
Drainage Reserve (Detention Basins)

14. A Drainage Reserve covering the area to be used as a detention basin (within Stage 1 only), as shown on the Approved Plans, must be transferred to the Crown for Drainage Purposes. The land (reserve) must be transferred in conjunction with registration of the Plan of Survey.

Existing Creek and Drainage Systems

15. All existing creek systems and drainage areas must be left in their current state, including no channel alterations and no removal of vegetation unless consented to in writing by the Chief Executive Officer.

The applicant / owner must obtain any necessary approvals from the Department of Environment & Resource Management for carrying out works in a watercourse.

Lawful Point of Discharge

16. All stormwater from the property must be directed to a lawful point of discharge such that it does not adversely affect surrounding properties or properties downstream from the development to the requirements and satisfaction of the Chief Executive Officer.

Plan of Drainage Works

17. The subject land must be drained to the satisfaction of the Chief Executive Officer. In particular:

a. Drainage infrastructure in accordance with the FNQROC Development Manual.

b. The drainage system from the development must incorporate a gross pollutant trap(s) or equivalent measure(s), meeting the following Council specifications for stormwater quality improvement devices (SQID), namely:

i. End-of-line stormwater quality improvement devices (SQID) shall be of a proprietary design and construction and shall carry manufacturer’s performance guarantees as to removal of foreign matter from stormwater and structural adequacy of the unit.

ii. SQIDs shall remove at least ninety-five per cent of all foreign matter with a minimum dimension of three (3) mm and shall be configured to prevent re-injection of captured contaminants. The SQID treat all first flush runoff, which shall be defined as that volume of water equivalent to the runoff from the three (3) month ARI storm event.
The location of SQIDs within the drainage system shall be planned to ensure that the first flush waters from all parts of the (developed) catchment are treated.

iii. The design of the SQID shall not compromise the hydraulic performance of the overall drainage system.

iv. SQIDs shall be positioned so as to provide appropriate access for maintenance equipment.

c. All new allotments shall have immunity from flooding associated with an ARI 100 year rainfall event.

d. Where practical, all new allotments must be drained to the road frontages, drainage easements or drainage reserves and discharged to the existing drainage system via storm water quality device(s).

Sediment and Erosion Control

18. A sediment and erosion control plan must be submitted prior the issue of a Development Permit for Operational Works. Such plans must be installed / implemented prior to discharge of water from the site, such that no external stormwater flow from the site adversely affects surrounding or downstream properties (in accordance with the requirements of the Environmental Protection Act 1994, and the FNQROC Development Manual).

Stockpiling and Transportation of Fill Material

19. Soil used for filling or spoil from the excavation is not to be stockpiled in locations that can be viewed from adjoining premises or a road frontage for any longer than one (1) month from the commencement of works.

Transportation of fill or spoil to and from the site must not occur within:

a. peak traffic times; or
b. before 7:00 am or after 6:00 pm Monday to Friday; or
c. before 7:00 am or after 1:00 pm Saturdays; or
d. on Sundays or Public Holidays.

20. Dust emissions or other air pollutants must not extend beyond the boundary of the site and cause a nuisance to surrounding properties.

Storage of Machinery and Plant

21. The storage of any machinery, material and vehicles must not cause a nuisance to surrounding properties, to the satisfaction of the Chief Executive Officer.
Parkland Protection

22. Any common boundaries with the Proposed Park which is immediately adjacent to Lots 15-19 and drainage reserves must be temporarily delineated and fenced off to restrict building access onto the lots for the duration of construction activity.

Weed Management

23. A Weed Management Plan for invasive pest species must be submitted to and endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

24. A vehicle wash down and inspection facility for all machinery entering and leaving the site during construction must be provided to reduce the spread of invasive weed species.

Electricity Supply

25. Written evidence from Ergon Energy advising if distribution substation/s are required within the development must be provided. If required, details regarding the location of these facilities must be submitted to the Chief Executive Officer accompanied by written confirmation from Ergon Energy. Details regarding electricity supply must be provided prior to the issue of a Development Permit for Operational Works.

Electricity and Telecommunications

26. Written evidence of negotiations with Ergon Energy and the telecommunication authority must be submitted to Council stating that both an underground electricity supply and telecommunications service will be provided to the development prior to the issue of a Compliance Certificate for the Plan of Survey.

Street Lighting

27. The following arrangements for the installation of street lighting within the proposed subdivision must be provided prior to the issue of a Compliance Certificate for the Plan of Survey:

   a. A Rate 2 lighting scheme is to be prepared by Ergon Energy or its approved consultant and submitted to the Chief Executive Officer for approval. The Rate 2 lighting scheme is to be designed in accordance with the relevant Road Lighting Standard AS/NZS 1158 and the FNQROC Development Manual. The applicable lighting category is to be determined from the Road Hierarchy Table D1.1 and the corresponding applicable Lighting Categories Table D8.1 as identified in the FNQROC Development Manual.
The design must provide the applicable illumination level specified in the Road Lighting Standard AS/NZS 1158 at the following road elements:

- Intersections
- Pedestrian Refuges
- Cul-de-sacs
- LATM Devices (Including Roundabouts)

LATM Devices are to be shown on the civil layout design, the electrical services and street lighting design must be submitted in accordance with Ergon Energy’s latest Distribution Design Drafting Standard.

b. Written confirmation that the relevant capital contribution required by Ergon Energy has been paid must be submitted, to ensure that the street lighting will be constructed.

c. Where a new intersection is formed on an existing roadway for the purpose of accessing a new subdivision development, the intersection and existing road approaches must be provided with street lighting for a distance equivalent to at least two (2) spans either side of the intersection to the relevant Lighting Category.

d. Where an existing intersection is required to be upgraded as part of a development approval, the intersection and existing road approaches must be provided with street lighting for a distance equivalent to at least two (2) spans either side of the intersection to the relevant Lighting Category.

Water Supply & Sewerage Infrastructure Plan

28. An updated water supply and sewerage infrastructure plan and supporting information including hydraulic network analysis must be submitted demonstrating how the development will be serviced by Council’s Infrastructure. In particular the plan must:-

a. Identify external catchments that will be connected to the internal sewer or water networks; and

b. Show how the site will be connected to Council’s infrastructure taking into account other development/s likely to be connected to the proposed infrastructure at the time of application for Operational Works; and

c. Identify any trunk infrastructure external to the subdivision that may require upgrading to accommodate the development; and
d. Take into consideration the recommendations of any Water or Sewerage Planning Report issued for the area the site is located.

The water supply and sewerage infrastructure plan must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

Water Supply and Sewerage Works External

29. Undertake the following water supply and sewerage works external to the site to connect the site to existing water supply and sewerage infrastructure:-

a. Construct water and sewer infrastructure to connect the site to Council’s existing water and sewer infrastructure at a point that has sufficient capacity to service the development in accordance with the approved infrastructure plan.

Three (3) copies of a plan of the works must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer, prior to the issue of a Compliance Certificate for the Plan of Survey.

Water Supply and Sewerage Works Internal

30. Undertake the following water supply and sewerage works internal to the subject land:-

a. Provide a single internal sewer connection to each lot in accordance with the FNQROC Development Manual;

b. Extend water mains such that each allotment can be provided with a water service connection to the lot frontage;

c. Any sewerage pump station must be optimally located within the development such that sewer depths comply with Council’s requirements;

d. Precast units for manhole and pump stations are not permitted for use on this development;

e. Provide easements having a nominal width of 3m over sewers which are on a non-standard alignment.
All the above works must be designed and constructed in accordance with the *FNQROC Development Manual*.

Any upgrade to or construction of a sewerage pump station will require full design drawings and a commissioning plan in accordance with FNQROC Development Manual submitted with the plan of works.

Three (3) copies of a plan of the works must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer prior to the issue of a Compliance Certificate for the Plan of Survey.

**Developer Credits for the Construction of Trunk Infrastructure**

31. The cost of constructing Trunk Infrastructure must be agreed to by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works to construct the infrastructure. All trunk infrastructure, headworks or otherwise is subject to the applicant/owner entering into an infrastructure agreement with Council prior to commencement of detailed design.

Design and construction of trunk water and/or sewer infrastructure can be claimed against applicable water and sewerage contributions in accordance with Council’s Headworks Policy.

The agreement shall document the terms and conditions under which the infrastructure is to be built and how and when the applicant/owner is financially reimbursed.

**Inspection of Sewers**

32. CCTV inspections of all constructed sewers (including property sewers) must be undertaken. An assessment of the CCTV records must be undertaken by the developer's consultant and a report along with the footage submitted to Council for approval. Identified defects are to be rectified to the satisfaction of the Chief Executive Officer at no cost to Council prior to the issue of a Compliance Certificate for the Plan of Survey.

**Damage to Infrastructure**

33. In the event that any part of Council’s existing sewer/water infrastructure is damaged as a result of construction activities occurring on the site, including but not limited to, mobilisation of heavy earthmoving equipment, stripping and grubbing, the applicant/owner must notify Water & Waste immediately of the affected infrastructure and have it repaired or replaced by Water & Waste, at the developer’s cost, prior to the Commencement of Use.
Sewer Easement/s

34. Create an easement in favour of Council over any sewers on non-standard alignments to the requirements and satisfaction of the Chief Executive Officer. A copy of the easement document must be submitted to Council for the approval by Council’s solicitors at no cost to Council. The approved easement document must be submitted at the same time as seeking the issue of a Compliance Certificate for the Plan of Survey and must be lodged and registered with the Department of Environment and Resource Management in conjunction with the Plan of Survey.

Landscape Plan

35. Undertake landscaping of the site and street frontages of new roads in accordance with FNQROC Development Manual, Planning Scheme Policy No 7 – Landscaping and in accordance with a landscape plan. The landscape plan must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Work. In particular, the plan must show:

a. Planting of the footpath with trees, using appropriate species with regard to any overhead power line constraints;

b. The provision of shade trees, especially in parks;

c. Inclusion of all requirements as detailed in other relevant conditions included in this Approval, with a copy of this Development Approval to be given to the applicant’s Landscape Architect / Designer.

Two (2) A1 copies and one (1) A3 copy of the landscape plan must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works. Areas to be landscaped must be established prior to the issue of a Compliance Certificate for the Plan of Survey and must be maintained for the duration of the on-maintenance period to the satisfaction of the Chief Executive Officer.

Vegetation Clearing

36. Existing vegetation on the subject land must be retained in all areas except those affected by the construction of access driveways, the installation of services as detailed on the approved plans. Any further clearing requires a Permit to Damage Protected Vegetation under Amendment 1 of 2006 of Local Law No 56 Vegetation Management.

Vegetation to be retained is to be identified and adequately fenced off for protection purposes prior to construction work commencing on the site.
Removal of Protected Vegetation

37. An Ecoaccess approval must be obtained from the Department of Environment and Resource Management prior to the clearing of vegetation and/or tree removal as plant species protected under the provisions of the Nature Conservation Act 1992 are known to occur within the area covered by this development approval.

Existing Services

38. Written confirmation of the location of existing services for the land must be provided. In any instance where existing services are contained within another lot, the following applies, either:

   a. Relocate the services to comply with this requirement; or

   b. Arrange registration of necessary easements over services located within another lot prior to, or in conjunction with, the lodgement of a Compliance Certificate for the Plan of Survey creating the lot.

CONCURRENCE AGENCY CONDITIONS & REQUIREMENTS

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<th>Concurrency Agency</th>
<th>Concurrency Agency Reference</th>
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<td>Department of Main Roads</td>
<td>214/20A/102 (2090.05)</td>
<td>13 August 2010</td>
<td>#2691007</td>
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Refer to Appendix 2: Concurrence Agency Requirements. (Please note that these conditions / requirements may be superseded by subsequent negotiations with the relevant referral agencies).

ADVICE

1. This approval, granted under the provisions of the Sustainable Planning Act 2009, shall lapse four (4) from the day the approval takes effect in accordance with the provisions of 339 and Section 341 of the Sustainable Planning Act 2009.

2. All building site managers must take all action necessary to ensure building materials and/or machinery on construction sites are secured immediately following the first potential cyclone warning and that relevant emergency telephone contacts are provided to Council officers, prior to commencement of works.

3. This approval does not negate the requirement for compliance with all relevant Local Laws and statutory requirements.

5. Headwork contribution calculations are attached as Appendix 3. Please note that the contributions must be paid at the rates applicable at the time of payment. Updated calculations must be requested prior to payment.

EXECUTIVE SUMMARY:

Council is in receipt of a development application for Reconfiguring one lot into forty-five lots, balance lot, drainage reserve and park.

The proposal represents Stage 1 of 271 lot residential development.

The Iconic Places Panel has resolved to determine the application. It is recommended that Council advise the Panel to approve the application, subject to conditions.

TOWN PLANNING CONSIDERATIONS:

Background

Council issued a Development Permit for the reconfiguration of the site into three lots on the 27 January 2011 (Reference 8/13/1512). The plan of survey for the development has yet to be submitted. Those proposed lots are shown on the plan from Development Approval 8/13/1512 attached as Appendix 4 as “LOT 1”, “LOT 2” and “LOT 3”. These lots are proposed as management lots to facilitate the financing and staging of the site into approximately 271 lots. The subject proposal represents the further development of management lot labelled “Lot 1”.

Site and Surrounds

The land is located within a Residential 1 Planning Area of the Douglas Shire Planning Scheme.

The site encompasses 34.4ha of former cane land which is presently vacant. The site is located on the eastern side of the Captain Cook Highway and the northern side off Andreassen Road, Craiglie. The site is cleared and slopes gently from the Captain Cook Highway to the east and north east. The site drains to the east and north east.

Adjacent land to the North and South is within a Residential 1 Planning Area and is at various stages of development. Land to the East contains a large area of natural vegetation in the form of a mangrove forest and swamp. The Mowbray River and associated tidal areas are located further to the South and industrial area in Craiglie is located further to the North.
Proposal

The application seeks approval for Stage 1 of the residential development currently referred to as “Coral Gardens”. The proposal incorporates 45 residential lots (with minimum area of 600m²), a balance lot, drainage reserve and park. It is noted that while the plans of development show potential layout for all 271 lots, the subject application does not seek approval for all those lots.

All lots will be connected to municipal sewerage disposal and water supply.

Douglas Shire Planning Scheme Assessment

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<td>Locality</td>
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<td>Planning Area</td>
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<td>Defined Use</td>
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Port Douglas and Enviroms Locality

The proposed development is located within a Special Management Area (SMA) (Residential Growth Area) and an Investigation Zone (flooding and vegetation) under this code. The performance criteria with respect to the SMA require that the area is developed taking into account the opportunities, constraints, topography and man made features of the site as well as vegetation and flooding.

Most of the site is clear of vegetation as the site was historically farmed for sugar cane. Flooding information was submitted by the applicant and is assessed in greater detail in the following section.

Acceptable Measure 26.1 requires that vehicular access to the Captain Cook Highway is limited to one Access point via Andreassen Road with internal vehicular connectivity provided throughout the Residential Growth Area, if development occurs in stages. A condition of approval requires that the applicant demonstrate the street layout in Stage 1 is adequate to provide future vehicle connectivity between the Management Lots 1 and 2. At present the master plan does not provide for vehicle connectivity between future stages on the two lots.
Flooding

The site is located within an area subject to flooding. The eastern side of the site, more particularly proposed management Lot 3, would be partly inundated in a Q100 flood event. Flood modelling has identified that the area of land incorporated within Stage 1 would not be impacted by a Q100 flood event.

Traffic

The applicant submits that access to the lots shall be via Andreassen Road. The applicant will be required to construct Andreassen Road to an Major Collector Standard from the Captain Cook highway to the Entrance to Stage 1, Lot 1 (the ‘roundabout’).

It is noted that the subdivision to the South (8/30/119) will also be required to upgrade Andreassen Road to provide access to the development. The Department of Transport and Main Roads has conditioned that access is to be obtained off Andreassen Road (See Appendix 2).

Both applicants/owners may wish to reach an agreement over the sharing of costs to construct the roundabout and road upgrade. While Council and the Department of Transport and Main Roads can provide assistance in negotiations, the final form that any such agreement takes is a matter to be determined by the applicants/owners.

Reconfiguring a Lot Code

The Acceptable Measure A1.1 requires that lots created within the Residential 1 Planning Area are a minimum of 800m² and accommodate a square with a minimum side of 20 metres. Lots within the proposed development range from 600m² to 776m².

The related Performance Criteria States:

P1 Lots are of sufficient area and dimensions to meet the requirements of the users and accommodate the form of development likely to be constructed in the respective Planning Areas, together with the open space, Landscaping, Access and car parking associated with the particular form of development.

The proposed lots are all considered to be of adequate area and dimensions to meet user requirements and accommodate a single residential dwelling (the most likely future use of the lots).

It is also noted that the approved subdivisions to the North and South of the site, which are also within the Residential 1 Planning Area, also feature extensive lots which are below 800m².

Stage 1 incorporates a 0.62 hectare park which satisfies the requirement to provide an area of 10% of the land to be reconfigured.
Public Notification / Submissions

The application is Code assessable and was not required to be publicly notified.

Iconic Panel

The Iconic Panel has resolved to determine this application. Council must refer its recommendation to the Panel for their determination.

Referral Agencies

The application was referred to the Department of Main Roads and Transport (DMRT) as the site abuts the Captain Cook Highway. The DMRT response is attached as Appendix 2.

The application was referred to the Department of Environment and Resource Management (DERM) as Advice Agency because the site contains a Wetland Management Area. The Department responded advising that Stage 1 poses no threat to the Wetland Management Area.

Regional Plan

The site is located within the urban footprint of the Regional Plan which enables subdivision of land subject to approval from Council. The proposal is consistent with the Regional Land Use Policies.

HEADWORKS / CONTRIBUTIONS:

The proposed development triggers Developer’s Headwork’s Contributions. Refer to Appendix 3 to view calculations.

Lauren Payler
Planning Officer

Action Officer

Kelly Reaston
Manager Development Assessment
APPENDIX 1 APPROVED PLAN(S) & DOCUMENT(S)
APPENDIX 2 CONCURRENCE AGENCY CONDITIONS & REQUIREMENTS

Council Ref: 8/13/1547

13 August 2010

Chief Executive Officer
Cairns Regional Council
PO Box 359
Cairns Qld 4870

Attention: Ms Lauren Payler

Dear Ms Payler

Referral Agency Response — s. 287 of the Sustainable Planning Act 2009 (Qld)

Applicant: Coral Gardens Ventures

Application: Reconfiguration of a Lot (1 Lot into 46 Lots, 2 Parks and Balance Lot)

Location: Lot 2 on SR431, Parish of Salisbury
Captain Cook Highway, Craigie

I refer to the above application received at the Department of Transport & Main Roads (TMR) on 14 July 2010 requesting consideration of the above development.

Pursuant to section **287 of the Sustainable Planning Act 2009 (Qld)**, the Department, as a Concurrence Agency, has assessed the impact of the proposed development on land use and transport coordination and the state-controlled road network and requires that Council include the attached conditions of development for the subject application.

Should you have any queries regarding the response please contact Byron Jones on 4040 6363.

Council is requested to reflect the conditions on its Rates Record, to ensure that the planning intentions of the conditions are secured.

The Department would appreciate a copy of Council’s decision notice regarding the application.

A copy of this letter has been sent to the applicant.

Yours sincerely

Byron Jones
A/Senior Planner (Assets & Operations) Far North

Department of Transport and Main Roads
Assets and Operations
Far North Region / Cairns Office
Floor 5 Cairns Corporate Tower
15 Lake Street Cairns Queensland 4870
PO Box 8185 CAIRNS-Queensland 4870
ABN 39 407 890 291

Enquiries: Byron Jones
Our Ref #: 214/02A/162 (2080.05)
Telephone: 4040 6363
Facsimile: 4050 5429
Website: www.tmr.qld.gov.au
Email: byron.jones@tmr.qld.gov.au
# Conditions of Development and Statement of Reasons

## Concurrence Agency Response – Development impacting on a state-controlled road, land use and transport coordination

- **Council Ref:** 8/13/1547  
  **Date:** 13 August 2010
- **State-controlled road:** Captain Cook Highway  
- **Proposal:** Reconfiguration of a Lot (1 Lot into 46 Lots, 2 Parks and Balance Lot)  
- **Real property description:** Lot 2 on SR431  
- **Site locality:** Captain Cook Highway, Craiglie  
- **Applicant:** Coral Gardens Ventures

**Comment:**

VDM Consulting plan numbered QC002863-02 SK01 "Volante Residential Development", revision D, dated 25/03/2010 identifies proposed Lot 44 is to be part of a future Material Change of Use Application. The Department is not supportive of Commercial Development of any type or scale over proposed Lot 44 due to the impact on the safety and efficiency of the State Controlled Road Network (Captain Cook Highway).

<table>
<thead>
<tr>
<th>Conditions of Development</th>
<th>Reasons</th>
<th>Condition Basis</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Layout</td>
<td>To ensure the development proceeds in accordance with the proposal</td>
<td>s. 25 Transport Planning and Coordination Act 1994 Qld</td>
</tr>
<tr>
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<tr>
<td>2. Land Requirement for Road Purposes</td>
<td>TMR has determined the land described in the condition as being within a proposed future land requirement area.</td>
<td>s. 25 Transport Planning and Coordination Act 1994 Qld</td>
</tr>
<tr>
<td>3. The applicant/landowner shall not construct any structure/s nor commence any development under, on or over the 'Exclusion Area' without the written approval of TMR.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conditions of Development</td>
<td>Reasons</td>
<td>Condition Basis</td>
</tr>
<tr>
<td>---------------------------</td>
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</tr>
<tr>
<td><strong>Permitted Road Access Location</strong></td>
<td>TMR must ensure that access between to the Subject Land does not adversely impact the safe and efficient operation of the state-controlled road</td>
<td>s. 62 Transport Infrastructure Act 1994 (Qld)</td>
</tr>
<tr>
<td>4. Vehicular access between the state-controlled road (Captain Cook Highway) and the Subject Land shall be via Andreassen Road only, to the satisfaction of Council and TMR from a point 40m north of the intersection with Andreassen Road to connect back to the current Andreassen Road centreline as soon as practicable.</td>
<td></td>
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</tr>
<tr>
<td>5. The applicant shall dedicate the relevant area to achieve Condition 4 as new road with no cost to Council or TMR.</td>
<td></td>
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</tr>
<tr>
<td>6. Any future access road into the development from Andreassen Road shall be located at least 120m from the Captain Cook Highway or as determined by TMR or Council.</td>
<td></td>
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</tr>
<tr>
<td>7. Unless otherwise approved in writing by TMR, no additional direct vehicular access between the state-controlled road (Captain Cook Highway) and the Subject Land is permitted.</td>
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<tr>
<td>Conditions of Development</td>
<td>Reasons</td>
<td>Condition Basis</td>
</tr>
<tr>
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</tr>
<tr>
<td><strong>Intersection Works</strong></td>
<td>Access works at the permitted access location are required to mitigate the impacts of development generated traffic onto the state-controlled road.</td>
<td>s. 33 Transport Infrastructure Act 1994 (Qld) TMR's Road Planning and Design Manual</td>
</tr>
<tr>
<td>8. Prior to Council signing and sealing the plan of survey for the proposed reconfiguration, the landowner/application shall upgrade the existing Andraussen Road/Captain Cook Highway intersection in accordance with TMR's Road Planning and Design Manual, in conjunction with TMR's Interim Guide to Road Planning &amp; Design Practice. A recent site inspection indicates the requirement for the provision of the following works:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• the centre of the proposed intersection of Captain Cook highway/Andraussen Road shall be 180 metres north of the centre of the Captain Cook Highway/Mowbray River Road intersection. This intersection relocation will be negotiated between the Department of Transport and Main Roads and the owner of Lot 1 on RP 725770, Lot 3 on RP 730572 &amp; Lot 24 on SR 423. The Department will require a minimum 6 months written notice from the landowner/application before the commencement of intersection works.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• a Channelised Right Turn (CHR) treatment on the Captain Cook Highway for vehicles turning right into Andraussen Road. Centre median islands on the highway shall be provided, they shall be painted not concrete and include retro reflective raised pavement markers;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• a Left Turn (Deceleration) Auxiliary Lane (AUL) treatment on the Captain Cook Highway for vehicles turning left into Andraussen Road incorporating a 2m wide on road bicycle lane between the left turn and through lanes and 1.5m wide sealed shoulder adjacent to the left turn lane;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Separate outbound left and right turn lanes in Andraussen Road at the intersection with the Captain Cook Highway;</td>
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</tr>
<tr>
<td>• The alignment, pavement width and design in Andraussen Road shall be to the satisfaction of the Director General of the Department of Transport and Main Roads and Chief Executive officer of Cairns Regional Council;</td>
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<td></td>
</tr>
<tr>
<td>• All traffic lanes shall be 3.5m minimum wide,</td>
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<tr>
<td>• 2.0m wide shoulders along both sides of the road within the extent of the intersection works (provision for bicycles) (with the exception of those adjacent to the left turn lane),</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• semi mountable turnout kerbs on both sides of the intersection on Andraussen Road, set back 2m from Highway edgelines and 1.5m from the Andraussen Road edgelines.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>To this end:</td>
<td>Any works within the state-controlled road reserve must have the written approval of the Chief Executive Officer</td>
<td>s. 50 Transport Infrastructure Act 1994 (Qld)</td>
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<tr>
<td>---------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------</td>
</tr>
<tr>
<td>(i) The applicant/landowner shall obtain TMR approval prior to commencing any works within the state-controlled road reserve.</td>
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<tr>
<td>(ii) The applicant/landowner shall submit to TMR for approval engineering drawings, certified by a Registered Professional Engineer of Queensland (RPEQ), of the proposed works.</td>
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<tr>
<td>(iii) Subject to TMR approval of the engineering designs the applicant/landowner shall construct the works.</td>
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<tr>
<td>(iv) All required access works must be completed prior to the applicant/landowner requesting Council or any private certifier to issue a Certificate of Currency for the proposed development.</td>
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</tbody>
</table>
## Conditions of Development

<table>
<thead>
<tr>
<th>Road Traffic Noise &amp; Visual Treatments</th>
<th>Reasons</th>
<th>Condition Basis</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>9. Creation of Buffer Strip</strong></td>
<td>The development is creating a noise-sensitive use requiring privacy within the vicinity of the state-controlled road.</td>
<td>TMR Road Landscape Manual</td>
</tr>
</tbody>
</table>

The applicant/landowner shall create a minimum 10m wide buffer strip located adjacent to the Captain Cook Highway boundary and within the subject land. The buffer strip shall extend along the full Captain Cook Highway frontage of the subject land. This buffer shall be provided at no cost to Council or the State of Queensland.

The buffer strip shall be created with:
- A six metre wide freehold strip adjacent to the ‘Exclusion Area’; and
- A four metre wide registered covenant located adjacent and generally e of the above freehold strip generally in accordance with TMR Plan PD 55C (dated 03/2004) attached.
### Conditions of Development

<table>
<thead>
<tr>
<th>Reasons</th>
<th>Condition Basis</th>
</tr>
</thead>
<tbody>
<tr>
<td>The registered covenant shall:</td>
<td></td>
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<tr>
<td>- Allow representatives of Council, TMR and public utility authorities to construct/maintain/upgrade/remove noise attenuation treatment, landscaping and public utilities within the registered covenant,</td>
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<tr>
<td>- Prevent (unless approved by Council and TMR) landowners from altering, damaging or destroying any noise ameliorative treatments, landscaping or public utilities located within the registered covenant, and</td>
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<tr>
<td>- Prohibit the construction of any structures within the registered covenant except where approved/required otherwise by Council and TMR.</td>
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</tbody>
</table>

The freehold section of the buffer strip shall be created and transferred to Council ownership. The registered covenant section of the buffer strip shall be created and the covenant agreement shall be registered in the Titles Office of the Department of Environment & Resource Management. All three aforementioned requirements shall be completed prior to the applicant/landowner:

- Seeking Council (or private certifier) approval for a development permit for carrying out building works on any part of the above lands within 100 metres of the Captain Cook Highway frontage, or
- Lodging a plan of the above lands to Council creating residential allotments within 100 metres of the Captain Cook Highway frontage, whichever occurs first.
<table>
<thead>
<tr>
<th>Conditions of Development</th>
<th>Reasons</th>
<th>Condition Basis</th>
</tr>
</thead>
<tbody>
<tr>
<td>10. Visual Amenity Works</td>
<td>To screen onsite vehicular circulation.</td>
<td>TMR Road Landscape Manual</td>
</tr>
</tbody>
</table>

The applicant/landowner shall provide landscaping within the buffer strip in condition 14, to screen the onsite vehicular circulation.

The landscaping shall be designed, installed and maintained such that existing and future State-controlled road infrastructure, noise ameliorative works and on-site buildings and vehicular circulation are screened as much as practicable from each other.

The species of plants used in the landscaping works shall be in accordance with Council’s standards. If Council does not have standards, then the only requirements are that the species are native, low maintenance species that are effective at providing the necessary screening specified above and do not create a safety risk (that is, no thorns, poisonous fruits or berries or large nuts). All works within the buffer strip are to comply with the requirements specified in TMR Plan No.FD 85C (dated 03/2004).

All landscaping works shall be completed prior to the applicant/landowner:
- seeking Council or private certifier approval for a development permit for carrying out building works on any part of the Subject Land within 100m of the Captain Cook Highway frontage, or
- lodging a plan of survey of the subject Land creating residential allotments within 100m of the Captain Cook Highway frontage, whichever occurs first.
### Conditions of Development

11. **Location of Road Traffic Noise Ameliorative Works**

   Road traffic noise ameliorative works shall be incorporated into the design of the development, including the buffer strip, and the applicant/landowner shall have regard to the design criteria specified within AS3671.

12. **Maximum Noise Levels and Time Horizons**

   The following maximum road traffic noise levels are not be exceeded before 10 years after the time of completion of the full development:
   - External noise levels must not exceed 60dB(A) $L_{10}$ (18 hour), where existing levels measured at the local government deemed-to-comply dwelling setback distances are greater than 40dB(A) $L_{50}$ (8 hour) between 10pm and 6am; or
   - External noise levels must not exceed 57dB(A) $L_{10}$ (18 hour), where existing levels measured at the local government deemed-to-comply dwelling setback distances are less than or equal to 40dB(A) $L_{50}$ (8 hour) between 10pm and 6am; and
   - Internal noise levels (that is, within buildings above ground floor level only) must not exceed the maximum noise levels specified in AS2017-2000.

   External noise shall be defined as being all open space including verandahs, balconies, pool areas and gardens.

<table>
<thead>
<tr>
<th>Reasons</th>
<th>Condition Basis</th>
</tr>
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<tbody>
<tr>
<td>The development is creating a noise sensitive use within the vicinity of the state-controlled road, a significant source of road traffic noise. Noise amelioration measures, such as architectural treatments, may reduce but not eliminate the impact of road traffic noise.</td>
<td>Department of Transport and Main Roads' Road Traffic Noise Management Code of Practice</td>
</tr>
<tr>
<td>Conditions of Development</td>
<td>Reasons</td>
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<tr>
<td>13. Noise Testing</td>
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<tr>
<td>The following parameters shall be used to determine the required noise amelioration works:</td>
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<tr>
<td>- External noise levels shall be those predicted to occur on the Subject Land in areas likely to be frequently occupied by people for significant periods.</td>
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<tr>
<td>- Internal noise levels shall be determined in accordance with AS2107-2000</td>
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<tr>
<td>- Noise monitoring shall be carried out in accordance with AS2702-1984</td>
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<tr>
<td>- Noise predictions shall be carried out in accordance with Calculation of Road Traffic Noise (CRTN88) United Kingdom Department of Transport.</td>
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<tr>
<td>14. Road Traffic Noise Report</td>
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<tr>
<td>The applicant/landowner shall prepare a road traffic noise report, which demonstrates how the development is to be designed to conform to the requirements, pursuant to conditions 11 - 13.</td>
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<tr>
<td>The report shall:</td>
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<tr>
<td>- Predict the road traffic noise levels</td>
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<tr>
<td>- Identify the ameliorative works required within the buffer strip, the rest of the Subject Land and the relevant buildings</td>
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<tr>
<td>- Contain all relevant information and calculations upon which the calculations are based.</td>
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<tr>
<td>The applicant/landowner shall submit the report to TMR and if necessary, shall amend the report until TMR considers that the report reflects the requirements of this condition. The report and any subsequent amendments shall be completed prior to the applicant/landowner seeking Council or private certifier approval for a development permit to commence building works on the Subject Land.</td>
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### Conditions of Development

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<tbody>
<tr>
<td>15.</td>
<td>Incorporation of Works into the Development</td>
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<tr>
<td></td>
<td>All noise ameliorative works required external to the building(s) on the Subject Land shall be completed prior to the commencement of the approved use. All ameliorative works required within the relevant building(s) shall be:</td>
</tr>
<tr>
<td></td>
<td>• Incorporated into the building design(s) prior to the applicant/landowner seeking Council or private certifier approval for a development permit to commence building works on the Subject Land, and</td>
</tr>
<tr>
<td></td>
<td>• Incorporated into the building(s) prior to the commencement of the approved use of the building.</td>
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</tbody>
</table>

### Stormwater & Drainage

<p>| | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>16.</td>
<td>Direct discharge of stormwater run-off into the state-controlled (Captain Cook Highway) road reserve is prohibited. Stormwater run-off shall be directed to Council’s existing stormwater management system.</td>
</tr>
</tbody>
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<tbody>
<tr>
<td>17.</td>
<td>To protect the existing flood immunity of the state-controlled road (Captain Cook Highway), the applicant/landowner shall seek the written approval of TMR prior to any works commencing on the Subject Land which may involve filling or reshaping the existing drainage gullies on the Subject Land.</td>
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<tbody>
<tr>
<td>18.</td>
<td>Any filling, paving, landscaping, construction or any other modification to the Subject Land must not:</td>
</tr>
<tr>
<td></td>
<td>(i) Create any new discharge points for stormwater runoff from the Subject Land onto the state-controlled road;</td>
</tr>
<tr>
<td></td>
<td>(ii) Create any new discharge points for stormwater runoff from the state-controlled road onto the Subject Land;</td>
</tr>
<tr>
<td></td>
<td>(iii) Lead to an increase in the volume, duration or frequency of stormwater discharges into the state-controlled road;</td>
</tr>
<tr>
<td></td>
<td>(iv) Interfere with the existing stormwater drainage on the state-controlled road;</td>
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<tr>
<td></td>
<td>(v) Surcharge any existing culvert or drain on the state-controlled road.</td>
</tr>
</tbody>
</table>

### Reasons

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<table>
<thead>
<tr>
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<tr>
<td></td>
<td>Changing the location, level or flow of water runoff to, across or along the state-controlled road can adversely impact the road in terms of safety, efficiency and planning.</td>
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</table>

### Condition Basis

<p>| | |</p>
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<tr>
<td></td>
<td>s. 33 of the Transport Infrastructure Act 1994 (Qld)</td>
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<td>s. 33 of the Transport Infrastructure Act 1994 (Qld)</td>
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<tr>
<td></td>
<td>s. 33 of the Transport Infrastructure Act 1994 (Qld)</td>
</tr>
</tbody>
</table>
### Advertising

19. No advertising device for the proposed development is permitted within the state-controlled road reserves (Captain Cook Highway).

### Public Passenger Transport

20. A public transport/school bus route, including temporary turnaround facilities as required, must be identified on a road layout within the development area and constructed before commencement of the first use on the site.

The bus route must be able to accommodate buses which are a maximum 12.5 metres in length and buses must be able to enter and leave the site while always remaining in forward gear. The bus route must be designed to comply with the Transport Planning and Coordination Regulation 2005, Schedule 1.

The route must allow buses to safely and efficiently travel through the proposed development and cater for future transport connectivity beyond this development stage by ensuring that suitably constructed road stubs are provided to allow bus connectivity between this development and future proposed developments to the north.

21. Residential land uses must be designed to minimise walking distance from residences to a public transport/school bus route. In doing so 90 percent of residential dwellings must be located within a 400 metre radius of a future public transport/school bus route.

<table>
<thead>
<tr>
<th>Advertising devices may obscure signage and distract motorists.</th>
<th>To minimise reliance on private car based transport and provide alternative public transport options it is necessary to ensure that the development can be adequately serviced by public passenger transport once demand for the service is generated.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 8A of the Transport Planning and Coordination Act 1994</td>
<td>Section 8A of the Transport Planning and Coordination Act 1994</td>
</tr>
</tbody>
</table>
Pedestrian and Cycle Network

22. The pedestrian and bicycle network throughout the development shall be located, designed and constructed in accordance Austroads Guide to Road Design Part 6A.

In particular, access associated with the pedestrian and cycle paths should be designed and constructed in a way that:
- Complies with the Austroads requirements for internal paths;
- Discourages ad hoc active transport movements;
- Minimises potential conflicts with vehicular traffic by ensuring that paths do not cross large car parking areas, loading bays or truck/bus manoeuvring areas; and
- Ensures that landscaping treatments and structures do not impede visibility, sight lines and/or passive surveillance opportunities.

To increase opportunities for people to access public passenger transport through well connected and designed cycling and walking paths.

Section 8A
Transport Planning and Coordination Act 1994

Section 482 of the Sustainable Planning Act 2009 requires that an appellant give notice of an appeal to a referral agency in certain circumstances. Where notice of an appeal is required to be given to the Department of Transport and Main Roads that notice may be given by any of the methods mentioned below:

By prepaid mail:
Planning Legislation Unit
Integrated Transport Planning
The Department of Transport and Main Roads
GPO Box 213
Brisbane Qld 4001

By email:
P&AAppeals@tmr.qld.gov.au

In person:
Level 3
Terrica Place
140 Creek Street
Brisbane Qld 4000
Lot 2 on Sn. 431
Approx. area reqd. 3177m²

PRELIMINARY PLAN

Revision "B" shows amended requirements.
Revision "A" Original issue.

Note: There may be a further land requirement adjacent Andreassen Road to facilitate a future intersection upgrade.

Cairns Regional Council
Captain Cook Hwy.
(Cairns-Mossman)
DMR requirement from Lot 2 on Sn. 431
DMR Plan P.D. 1438

Approx. area required shown hatched.
All dimensions are in metres and are approx. only.

Scale in metres
Development
4 m. Covenant
Private property

Land

Buffer

Existing/future
Road reserve

4 m.

6 m. Freehold

V = Landscaping to the requirements
and satisfaction of the Chief Executive
Officer of the Council.

E = Embankment material constructed
to Department of Main Roads

M&S = A minimum 100 mm layer of fertile topsoil with
a minimum 200 mm layer of mulch on top.

B = Noise Barrier designed in accordance
with Main Roads Department Road Traffic

Note:

All work shall be designed and approved
in accordance with the above requirements
unless altered in writing by the Director
General, Department of Main Roads.

All work shall be installed and maintained
in accordance with the approved plan
to the satisfaction of the Director General,
Department of Main Roads. The installed
approved works shall be completed prior
to the commencement of the use onsite,
unless approved otherwise.
### APPENDIX 3 DEVELOPER CONTRIBUTION CALCULATIONS

#### DEVELOPERS HEADWORKS CONTRIBUTIONS

<table>
<thead>
<tr>
<th>Coral Gardens Ventures</th>
<th>Stage 1</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DEVELOPERS NAME</strong></td>
<td><strong>SITE NAME</strong></td>
<td><strong>STAGE</strong></td>
</tr>
<tr>
<td>Captain Cook Hwy</td>
<td>Craiglie</td>
<td>L2 SR431</td>
</tr>
<tr>
<td>STREET No. &amp; NAME</td>
<td>SUBURB</td>
<td>1 LOT &amp; RP No:s</td>
</tr>
<tr>
<td>ROL (1 into 46)</td>
<td>8/13/1547</td>
<td>30-Sep-10</td>
</tr>
<tr>
<td>DEVELOPMENT TYPE</td>
<td>COUNCIL FILE NO</td>
<td>QUARTER ENDING</td>
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<tr>
<td>3037814</td>
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<td>This logsheet is indexed appropriately only for payments made within the quarter noted above.</td>
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</tbody>
</table>

#### 2006 Douglas Shire Planning Scheme Applications

<table>
<thead>
<tr>
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<th>NET ERA</th>
<th>ADJUSTMENT</th>
<th>AMOUNT DUE</th>
<th>AMOUNT PAID</th>
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</thead>
<tbody>
<tr>
<td>WATER</td>
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<td>Water sub - total</td>
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**TOTAL** $463,067.01

Prepared by | Lauren Payler | on | 18-Jan-11 | Amount Paid | |
Checked by | Juli Giguere | on | 24-Jan-11 | Date Paid | |

1. The Developer should confirm these details with City Assessment prior to arranging payment.
2. City Assessment must update these details if the effective quarter is no longer current.
3. City Assessment must update these details in the event of policy change or variation to Development Approval.
4. These details must be presented at time of payment.
5. A photocopy of these details to be forwarded to City Assessment once payment is received.
6. The original details to be forwarded to Finance Department with receipt once payment is received.
7. Payment details to be entered into Developer Contributions Register by Finance Officer.