



Ordinary Meeting

Council Chambers

Date: 15 June 2016

Time: 10:00am

AGENDA

THE ORDINARY MEETING OF THE MAREEBA SHIRE COUNCIL WILL BE HELD AT COUNCIL CHAMBERS, ON **WEDNESDAY, 15 JUNE 2016** AND THE ATTENDANCE OF EACH COUNCILLOR IS REQUESTED.

PETER FRANKS
CHIEF EXECUTIVE OFFICER

ORDER OF BUSINESS

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CORPORATE AND COMMUNITY SERVICES

REGIONAL LAND USE PLANNING

ITEM-1 **MAREEBA SHIRE COUNCIL PLANNING SCHEME - ADOPTION AND COMMENCEMENT**

MEETING: Ordinary

MEETING DATE: 15 June 2016

**REPORT OFFICER'S
TITLE:** Senior Planner

DEPARTMENT: Corporate and Community Services

EXECUTIVE SUMMARY

On 25 September 2015 Council requested the Minister's approval to adopt the Mareeba Shire Council Planning Scheme (Planning Scheme) in accordance with the requirements of the Statutory Guideline 04/14 Making and Amending Local Planning Instruments (MALPI).

Since that time, Council's planning scheme consultants (Cardno HRP) and Council officers have worked closely with officers of the Department of Infrastructure, Local Government and Planning to address a number of matters of State Interest following ongoing consultation and advice from the Department of Infrastructure, Local Government and Planning. An updated version of the planning scheme was resubmitted to the Department of Infrastructure, Local Government and Planning on 29 January 2016.

On 3 June 2016, the Hon Jackie Trad MP, Deputy Premier, Minister for Infrastructure, Local Government and Planning and Minister for Trade and Investment, wrote to Council (**Attachment 1**) advising that Council may, unconditionally, adopt the planning scheme.

The purpose of this report is for Council to resolve to adopt and commence the planning scheme in accordance with Stage 4 (Step 9) of *Statutory Guideline 04/14 Making and Amending Local Planning Instruments* ('Guideline'). Council must also resolve to adopt the associated Planning Scheme Policies.

A commencement date of **1 July 2016** is proposed to allow for alignment with the commencement of the 2016/2017 financial year fees and charges and to allow sufficient time for the public notification of the planning scheme's adoption.

Following the adoption of the planning scheme, Council officers will progress work on the following planning scheme amendment projects:

1. *Review of the Environmental Significance Overlay to include matters of local environmental significance which did not transition from the 2013 version of the draft planning scheme in accordance with Council's resolution of 3 February 2016 Ordinary*

Meeting. A budget allocation for this project has been included in the proposed 2016/2017 budget.

2. *Preparation of a Local Government Infrastructure Plan (LGIP) to replace the Priority Infrastructure Plan in the Mareeba Shire Council Planning Scheme. This project will be undertaken in accordance with the LGIP project plan submitted to the 4 May 2016 Ordinary Meeting and must be completed before 1 July 2018. A budget allocation for this project has been included in the proposed 2016/2017 budget.*

In addition to the above two planning scheme amendment projects, Council officers intend to progress an investigation into a potential rural precinct area centred around Koah Road and to encompass all land within Preferred Area No 3 - Clohesy River Area (Attachment 2) of the Mareeba Shire Planning Scheme 2004. The investigation will review the settlement pattern and environmental values and report back to Council with a recommendation on the preferred minimum lot size for the rural zone in this area. Upon commencement of the Mareeba Shire Council Planning Scheme, a 60-hectare minimum rural lot size will apply across the Shire.

OFFICER'S RECOMMENDATION

"That this Report be received and that:

1. Council:

- (a) Adopt the Mareeba Shire Council Planning Scheme as shown in the tabled document (and available on the website) pursuant to Step 9.1(a) of Part 2 of Statutory Guideline 04/14 Making and amending local planning instruments.
- (b) Adopt the following Planning Scheme Policies as shown in the tabled document (and available on the website) pursuant to Step 5.1 in Part 3 of the Statutory Guideline 04/14 Making and Amending Local Planning Instruments:

Planning Scheme Policy 1 – Character Area Design Guideline;
Planning Scheme Policy 2 – Ecological Assessment Reports;
Planning Scheme Policy 3 – Extractive Industry;
Planning Scheme Policy 4 – FNQROC Regional Development Manual;
Planning Scheme Policy 5 – Geotechnical Reports;
Planning Scheme Policy 6 – Landscaping and Preferred Plant Species;
Planning Scheme Policy 7 – Local Heritage Places;
Planning Scheme Policy 8 – Structure Planning; and
Planning Scheme Policy 9 – Footpath Paving.
- (c) Commence the Mareeba Shire Council Planning Scheme and Planning Scheme Policies on Friday 1 July 2016.
- (d) Place a notice in the Queensland Government Gazette, local newspapers and on the Council's website advising the adoption and commencement of the Mareeba Shire Council Planning Scheme and associated Planning Scheme Policies.

- (e) Delegate authority to the Chief Executive Officer in accordance with the Local Government Act 2009 to finalise all matters in relation to the adoption and commencement of the Mareeba Shire Council Planning Scheme and associated Planning Scheme Policies.
- 2. Council request that Council officers progress an investigation into a potential rural precinct area centred around Koah Road and to encompass all land within Preferred Area No 3 - Clohesy River Area of the Mareeba Shire Planning Scheme 2004, and report back to Council with a recommendation on the preferred minimum lot size for the rural zone in this area."

BACKGROUND

The Mareeba Shire Council Planning Scheme is a statutory document that will guide the use and development of land and buildings within the shire.

The draft planning scheme was submitted to the State Government on 25 September 2015 requesting approval for Council to adopt the planning scheme. Council received confirmation on 3 June 2016 that the planning scheme has been approved without conditions by the Hon Jackie Trad MP, Deputy Premier, Minister for Infrastructure, Local Government and Planning and Minister for Trade and Investment and that Council may progress to the adoption stage.

MALPI requires that after receiving advice from the Minister that it may adopt the proposed planning scheme, the Council must decide to:

- (a) Adopt the proposed planning scheme; OR
- (b) Not proceed with the proposed planning scheme.

If the Council decides to adopt the proposed planning scheme it must:

- 1 Comply with any conditions imposed by the Minister, which must be undertaken prior to adoption. It is noted that the Minister has not applied any conditions.
 - (a) Note in the planning scheme any relevant regional plan or State Planning Policy, which are appropriately integrated in to the proposed planning scheme. It is noted that the planning scheme has been updated accordingly.
 - (b) Place a notice in the gazette, a newspaper circulating in the local government area and on the local government's website, stating:
 - (i) The local government name;
 - (ii) The date the planning scheme was adopted;
 - (iii) The date the planning scheme commences (if different to the adoption date).

If Council seeks to proceed with the planning scheme to adoption Council must resolve to:

- a. Adopt the Mareeba Shire Council Planning Scheme on Wednesday 15 June 2016.

- b. Commence the Mareeba Shire Council Planning Scheme on Friday 1 July 2016.
- c. Place a notice in the Queensland Government Gazette on Friday 24 June 2016.
- d. Place a notice in local newspapers.

In addition, Council must also resolve to adopt the following Planning Scheme Policies (PSP):

Planning Scheme Policy 1 – Character Area Design Guideline
Planning Scheme Policy 2 – Ecological Assessment Reports
Planning Scheme Policy 3 – Extractive Industry
Planning Scheme Policy 4 – FNQROC Regional Development Manual
Planning Scheme Policy 5 – Geotechnical Reports
Planning Scheme Policy 6 – Landscaping and Preferred Plant Species
Planning Scheme Policy 7 – Local Heritage Places
Planning Scheme Policy 8 – Structure Planning
Planning Scheme Policy 9 – Footpath Paving

The PSPs underwent public consultation concurrently with the Planning Scheme. The Minister's approval to adopt the PSPs is not required. The adoption of the PSPs was delayed to coincide with the adoption of the Planning Scheme, given that the PSPs are intended to support the operation of the Planning Scheme.

LINK TO CORPORATE PLAN

Nil

CONSULTATION

Internal

Senior Planning Officer
Council's planning scheme consultant Cardno HRP.

External

Public consultation of the draft TRC Planning Scheme was conducted between 21 January and 28 March 2013. Submissions were accepted up until 12 April 2013. Many Sector and local reference group workshops have also been conducted throughout the process of developing the Planning Scheme.

Submissions are held by the Senior Planner and are accessible through SharePoint online at:

<http://sharepoint.msc.local/pd/URP/psp/Lists/Submissions%20Spreadsheet/Allitemsg.aspx>.

Following Council's approval of the draft planning scheme on 16 September 2015, the following consultation actions were undertaken:

- **21 September 2015 to 6 October 2015** - Response letters sent to all submitters
- **2 November 2015** - Draft planning scheme public information session held in Kuranda. Attended by Council's planning staff, Councillors and CEO.
- **9 November 2015** - Draft planning scheme public information session held in Mareeba. Attended by Council's planning staff, Councillors and CEO.
- **10 November 2015** - Council's planning staff, Councillors and CEO attended the Kuranda Friends of the Earth public meeting. Planning staff and Councillors responded to questions raised by FOE members.
- **12 November 2015** - Draft planning scheme public information session held in Julatten. Attended by Council's planning staff, Councillors and CEO.

LEGAL AND RISK IMPLICATIONS (STATUTORY BASIS, LEGAL AND RISKS)

The adoption and commencement of the Mareeba Shire Council Planning Scheme will ensure the improved planning framework and positive outcomes contained within the planning scheme will be realised.

POLICY IMPLICATIONS

The preparation of the new planning scheme is aligned with the strategic goals of the Corporate Plan and Operational Plan.

The Mareeba Shire Council Planning Scheme has been prepared in accordance with the requirements of the *Sustainable Planning Act 2009* utilising the Queensland Planning Provisions framework.

The process for preparing the planning scheme is set out in the *Statutory Guideline 02/14 – Making and amending local planning instruments* (MALPI).

The planning scheme integrates all the relevant State interests with the exception of the State interest for coastal environment, natural hazard (coastal hazards) and strategic ports which are not applicable to Mareeba Shire.

The planning scheme contains new planning scheme policies which will come into effect upon commencement of the new scheme. Council must also resolve to adopt the following Planning Scheme Policies:

Planning Scheme Policy 1 – Character Area Design Guideline
Planning Scheme Policy 2 – Ecological Assessment Reports
Planning Scheme Policy 3 – Extractive Industry
Planning Scheme Policy 4 – FNQROC Regional Development Manual
Planning Scheme Policy 5 – Geotechnical Reports
Planning Scheme Policy 6 – Landscaping and Preferred Plant Species
Planning Scheme Policy 7 – Local Heritage Places
Planning Scheme Policy 8 – Structure Planning
Planning Scheme Policy 9 – Footpath Paving

FINANCIAL & RESOURCE IMPLICATIONS

Capital
Nil

Operating

A budget allocation has been provided in the 2015/16 financial year to complete the planning scheme project, including implementation of the new planning scheme.

Is the expenditure noted above included in the 2015/2016 budget?

Yes

IMPLEMENTATION/COMMUNICATION

Council must notify the adoption of the new planning scheme by placing a notice in the Queensland Government Gazette and the Cairns Post and make the planning scheme available on the Council's website.

The commencement date for the Mareeba Shire Council Planning Scheme is 1 July 2016.

Following the adoption of the planning scheme, Council officers will progress work on the following planning scheme amendment projects:

1. *Review of the Environmental Significance Overlay to include matters of local environmental significance which did not transition from the 2013 version of the draft planning scheme in accordance with Council's resolution of 3 February 2016 Ordinary Meeting. A budget allocation for this project has been included in the proposed 2016/2017 budget.*
2. *Preparation of a Local Government Infrastructure Plan (LGIP) to replace the Priority Infrastructure Plan in the Mareeba Shire Council Planning Scheme. This project will be undertaken in accordance with the LGIP project plan submitted to the 4 May 2016 Ordinary Meeting and must be completed before 1 July 2018. A budget allocation for this project has been included in the proposed 2016/2017 budget.*

In addition to the above two planning scheme amendment projects, Council officers intend to progress an investigation into a potential rural precinct area centred around Koah Road and to encompass all land within Preferred Area No 3 - Clohesy River Area of the Mareeba Shire Planning Scheme 2004. The investigation will review the settlement pattern and environmental values and report back to Council with a recommendation on the preferred minimum lot size for the rural zone in this area. Upon commencement of the Mareeba Shire Council Planning Scheme, a 60-hectare minimum rural lot size will apply across the Shire.

ATTACHMENTS

1. Letter dated 3 June 2016 from the Deputy Premier, Minister for Infrastructure, Local Government and Planning and Minister for Trade and Investment
2. Preferred Area No 3 - Clohesy River Area

Note: The new Mareeba Shire Council Planning Scheme will be tabled at the meeting and is available on the Council website.

Date Prepared: 6 June 2016

ATTACHMENT 1

Deputy Premier
Minister for Infrastructure, Local Government and Planning
and Minister for Trade and Investment

Our ref: MC15/5233

Your ref: URP-SCH

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100 George Street
PO Box 15009 City East
Queensland 4002 Australia
Telephone +61 7 3719 7100
Email deputy.premier@ministerial.qld.gov.au

ABN 90 856 020 239

3 JUN 2016

Councillor Tom Gilmore
Mayor
Mareeba Shire Council
PO Box 154
MAREEBA QLD 4880

Dear Councillor Gilmore *Tom,*

I refer to the Mareeba Shire Council's (the Council) letters of 25 September 2015 and 29 January 2016 requesting approval to adopt the proposed Mareeba Shire Council Planning Scheme (the proposed planning scheme).

The proposed planning scheme has been assessed in terms of comments and changes made as a result of public consultation, the *Sustainable Planning Act 2009* and whether or not State interests would be adversely affected by the proposed planning scheme.

I am pleased to advise that in accordance with *Statutory guideline 04/14 Making and amending local planning instruments*, I am satisfied the relevant State interests have been integrated and that the Council may now adopt the version of the proposed planning scheme received by the Department of Infrastructure, Local Government and Planning (the Department) on 29 January 2016.

Please find enclosed my advice regarding the aspects of State Planning Instruments that are integrated in the planning scheme.

Since the proposed planning scheme was submitted for my approval, the Queensland Planning Provisions Version 4.0 (QPP) came into effect on 8 January 2016. I can advise that the proposed planning scheme appropriately reflects QPP version 4.0.

I commend the Council in its efforts to continually improve flood mapping for the Shire. I note that further localised natural hazard investigations should be prioritised for areas where the population and development pressures are greatest and where there are inconsistencies in current mapping. A program of mapping works should identify how the necessary level of mapping will be available to enable informed development decisions, for example, by way of scheduled local area planning or site based mapping as part of a development application.

In light of the latest version of the State's bushfire hazard area being included in the proposed planning scheme, I request the Council to inform every property owner affected by the new or amended mapping by way of a brochure in the next available rates notice. The Department will provide the brochure to the Council in the near future.

In relation to zoning and precinct changes made post public notification of the scheme, it is expected that Council write to individual landowners affected by the change, who have not already been notified in writing.

The Department has advised me that the Council will be preparing a Local Government Infrastructure Plan (LGIP). I commend the Council for undertaking this important work and look forward to the LGIP being submitted to me for review and approval to proceed to public consultation.

If you require further information, I encourage you to contact Ms Robin Clark, Director, Northern Region in the Department on 4037 3229 or by email at robin.clark@dilgp.qld.gov.au.

Yours sincerely



JACKIE TRAD MP
DEPUTY PREMIER

Minister for Infrastructure, Local Government and Planning
and Minister for Trade and Investment

Enc

cc: Mr Peter Franks
Chief Executive Officer
Mareeba Shire Council

ENCLOSURE – MINISTERIAL ADVICE REGARDING THE ASPECTS OF STATE PLANNING INSTRUMENTS INTEGRATED IN A PLANNING SCHEME

1. I have identified that the State Planning Policy (July 2014) is appropriately integrated in the proposed Mareeba Shire Council Planning Scheme in the following ways:

Aspects of the State Planning Policy appropriately reflected

- Liveable communities and housing
 - Liveable communities
 - Housing supply and diversity
- Economic growth
 - Agriculture
 - Development and construction
 - Mining and extractive resources
 - Tourism
- Environment and heritage
 - Biodiversity
 - Cultural heritage
 - Water quality
- Hazards and safety
 - Emissions and hazardous activities
 - Natural hazards (flood, bushfire and landslide)
- Infrastructure
 - Energy and water supply
 - State transport infrastructure
 - Strategic airports and aviation facilities.

Aspects of the State Planning Policy not reflected

- Nil.

Aspects of the State Planning Policy not relevant to Mareeba Shire Council

- Environment and heritage
 - Coastal environment
- Hazards and safety
 - Natural hazards (coastal hazards)
- Infrastructure
 - Strategic ports.

2. I have identified that the planning scheme, specifically the strategic framework, appropriately advances the *Far North Queensland Regional Plan 2009-2031*, as it applies in the planning scheme area.
3. I have identified that the Queensland Planning Provisions version 4.0 dated 8 January 2016 are appropriately reflected in the planning scheme.

This advice, where relevant, is to be reflected in the planning scheme pursuant to Part 2 of the Queensland Planning Provisions.

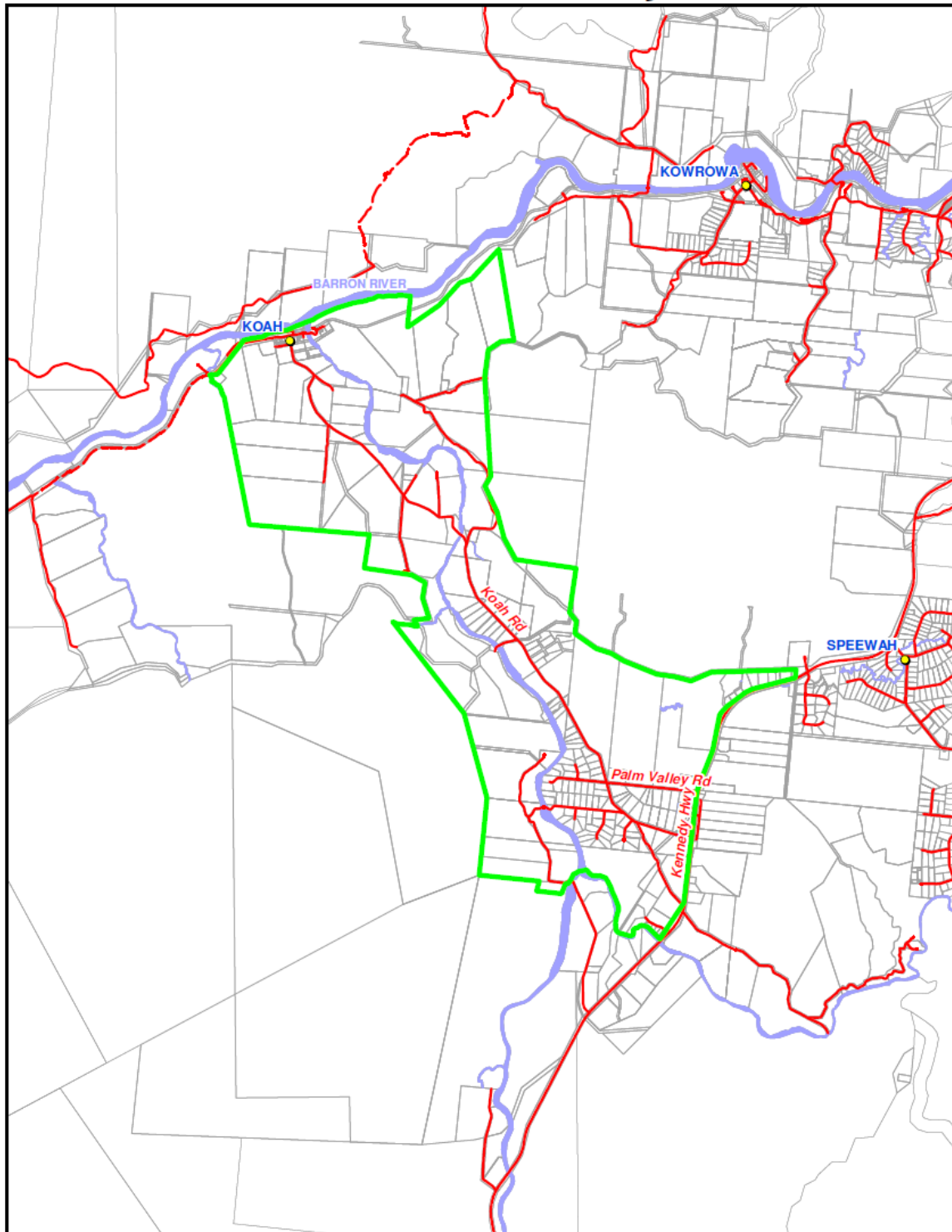
Dated this 3rd day of June 2016



JACKIE TRAD MP
DEPUTY PREMIER
Minister for Infrastructure, Local Government and Planning
and Minister for Trade and Investment

ATTACHMENT 2

Preferred Area No 3 - Clohesy River Area



**ITEM-2 RODEO ACRES PTY LTD - RECONFIGURING A LOT -
SUBDIVISION (1 INTO 8 LOTS) - LOT 12 SP146292 -
MAREEBA-DIMBULAH ROAD, MAREEBA - DA/16/0019****MEETING:** Ordinary**MEETING DATE:** 15 June 2016**REPORT OFFICER'S
TITLE:** Planning Officer**DEPARTMENT:** Corporate and Community Services

APPLICATION DETAILS

APPLICATION		PREMISES	
APPLICANT	Rodeo Acres Pty Ltd	ADDRESS	Mareeba - Dimbulah Road, Mareeba
DATE LODGED	13 April 2016	RPD	Lot 12 on SP146292
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Reconfiguring a Lot - Subdivision (1 into 8 Lots)		
FILE NO	DA/16/0019	AREA	17.83 hectares
LODGED BY	Planz Town Planning Pty Ltd	OWNER	Rodeo Acres Pty Ltd
PLANNING SCHEME	Mareeba Shire Planning Scheme 2004 (Amendment No. 01/11)		
ZONE	Rural zone		
LEVEL OF ASSESSMENT	Code Assessment		
SUBMISSIONS	n/a		

ATTACHMENTS: 1. Proposal Plan/s
 2. Department of Infrastructure, Local Government and Planning Referral Agency Response dated 27 May 2016

EXECUTIVE SUMMARY

Council is in receipt of a code assessable development application described in the above application details.

The application is code assessable, therefore the application does not require public notification.

The application proposes the subdivision of the 17.83 hectare site into eight (8) x two (2) hectare rural lifestyle allotments. With the current shortfall in horse agistment facilities within the Shire and the site's immediate proximity to the Mareeba Rodeo grounds, the applicants

propose to market the lots primarily to horse enthusiasts seeking rural lifestyle amenity with the added ability to keep their own horses. The applicants have also identified the lots as being suitable for small scale agricultural uses or hobby farms.

The application and supporting material has been assessed against the relevant statutory planning instruments including the FNQ Regional Plan, the State Planning Policy, and the Mareeba Shire Planning Scheme (including codes and policies) and is in conflict with provisions contained within the Mareeba Shire Planning Scheme Part 4 Division 14 - Rural Zone Code.

The proposed allotments are significantly smaller than the desired minimum reconfigured lot size of 60 hectares for land within the Rural zone (where containing GQAL).

Although the intention of the proposed development is to accommodate an apparent shortfall in rural lifestyle allotments within the Shire, the development is still considered to be out of sequence with the strategic intent of the current and draft Planning Schemes and will result in the further fragmentation of GQAL and an ultimate increase in dwelling densities within the rural zone, establishing the prospect of future land use conflict.

It is therefore recommended that the application be refused.

OFFICER'S RECOMMENDATION

"1. That in relation to the following development application:

APPLICATION		PREMISES	
APPLICANT	Rodeo Acres Pty Ltd	ADDRESS	Mareeba - Dimbulah Road, Mareeba
DATE LODGED	13 April 2016	RPD	Lot 12 on SP146292
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Reconfiguring a Lot - Subdivision (1 into 8 Lots)		

and in accordance with the Sustainable Planning Act 2009, the applicant be notified that the application for a development permit for the development specified in (A) is:

Refused by Council for reasons set out in (B).

(A) **REFUSED DEVELOPMENT:** Development Permit for Reconfiguring a Lot - Subdivision (1 into 8 Lots)

(B) **ASSESSMENT MANAGER'S REASONS FOR REFUSAL:**

1. The proposed development is in conflict with Part 4, Division 14, 4.77 Overall Outcomes for Rural Zone Code:
 - (b) where agricultural production and the raising of animals are protected from incompatible land uses;
 - (c) where good quality agricultural land is protected from fragmentation and alienation, not developed for purposes other than agricultural and support

uses, and is protected from incompatible land uses in accordance with SPP1/92;

2. The proposed development is in conflict with Part 4, Division 14, Rural Zone Code:

4.78 Building Siting, Scale and Amenity

S2 Agricultural activities are protected from incompatible land uses.

PS2.2 Non-agriculture or agriculture - intensive uses which adjoin any agriculture or agriculture - intensive uses are protected from spray drifts by the maintenance of a separation distance of 300 metres between the agriculture or agriculture - intensive uses and the non-agriculture or agriculture - intensive uses.

4.80 Reconfiguring a Lot

S1 The viability of the farming industry throughout the Shire and including Good Quality Agricultural Land, and future opportunities for farming pursuits are not compromised.

PS1.1 Allotments to have a minimum area of 60 hectares and road frontage of 300 metres within the area identified on Agricultural Land Quality Maps S2, S3, S4, S5; or

3. The proposed development is in conflict with land use policies 2.4.1, 2.4.2, 2.6.1, 5.4.2 and 5.4.3 of the Far North Queensland Regional Plan 2009-2031.
4. That there are not sufficient grounds to justify approval, despite the identified conflicts.

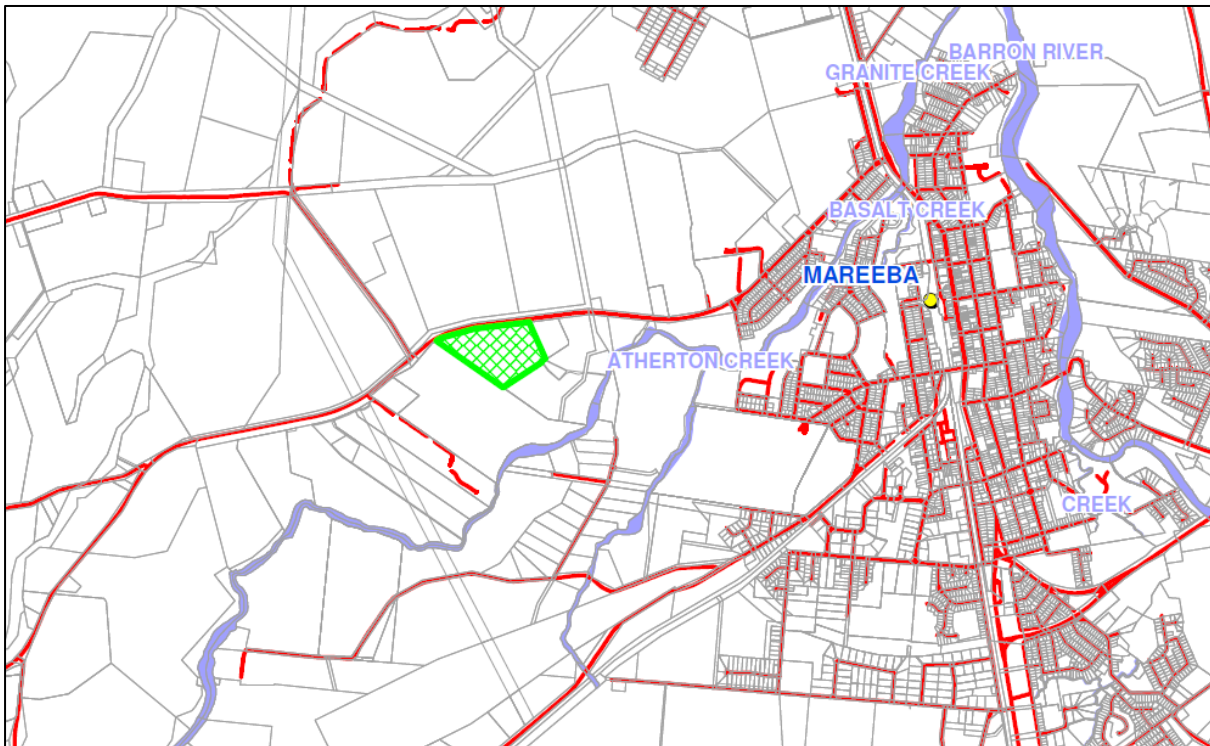
THE SITE

The subject site is situated opposite Kerribee Park (Mareeba Rodeo grounds) on the Mareeba - Dimbulah Road and is described as Lot 12 on SP146292. The site is irregular in shape with a total area of 17.83 hectares and is zoned *Rural* under the Mareeba Shire Planning Scheme 2004. The Planning Scheme's Land Quality Maps map the entire site as Good Quality Agricultural Land (GQAL).

The site contains 632 metres of frontage to the State controlled Mareeba - Dimbulah Road, which is constructed to two-lane bitumen sealed standard. Access is gained from a single gravel and grassed access crossover situated towards the centre of the sites frontage.

The site remains unimproved and is cleared and grassed for the most part with some scattered regrowth vegetation present towards the rear of the allotment. The site drains via overland flow to the south of the lot.

All surrounding allotments are zoned Rural and used for rural lifestyle purposes and low-intensity fruit tree cropping.



Map Disclaimer:

Based on or contains data provided by the State of Queensland (Department of Environment and Resource Management) (2009). In consideration of the State permitting use of this data you acknowledge and agree that the State gives no warranty in relation to the data (including accuracy, reliability, completeness, currency or suitability) and accepts no liability (including without limitation, liability in negligence) for any loss, damage or costs (including consequential damage) relating to any use of the data. Data must not be used for direct marketing or be used in breach of the privacy laws.



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BACKGROUND AND CONTEXT

On 29 January 2008, Council resolved under Schedule 1, part 1 of the *Integrated Planning Act 1997* to begin the process to amend the Mareeba Shire Planning Scheme 2004 to include amongst other matters, the land on the southern side of the Mareeba-Dimbulah Road from Lot 5 on SP151297 to Lot 528 on NR6915, Parish of Tinaroo within the Rural Residential zone.

The process to amend the Mareeba Shire Planning Scheme 2004 was interrupted by amalgamation in March 2008, and ultimately the decision was made not to continue with the proposed amendment in favour of developing a new Planning Scheme for the entire Tablelands Regional Council area.

The draft Planning Scheme does not include the subject land in the Rural Residential zone; instead, it includes the subject land within the Rural zone. The draft Planning Scheme's Overlay Map Agricultural Land - Southedge identifies the site as Class A (good quality) agricultural land for its entirety. The draft reconfiguring a lot provisions for the rural zone also nominates a 60 hectare minimum lot size.

Council's 2008 decision to rezone the subject land to rural residential did not progress far enough along the Statutory amendment process to be given significant weight in the assessment of the current reconfiguration application.

PREVIOUS APPLICATIONS & APPROVALS

Nil

DESCRIPTION OF PROPOSED DEVELOPMENT

The development application seeks a Development Permit for Reconfiguring a Lot - Subdivision (1 into 8 lots) in accordance with the plans shown in **Attachment 1**.

The application proposes the subdivision of the 17.83 hectare site into eight (8) x two (2) hectare rural lifestyle allotments. With the current shortfall in horse agistment facilities within the Shire and the sites immediate proximity to the Mareeba Rodeo grounds (Kerribee Park), the applicants propose to market the lots to horse enthusiasts seeking rural lifestyle amenity with the ability to keep their own horses.

All eight (8) proposed lots will be accessed from a new internal road intersecting with the Mareeba - Dimbulah Road. The proposed lots are as follows:

- Proposed Lot 1 - area of 2.0682 ha, frontages of 160m to Mareeba - Dimbulah Road and 200m to proposed new access road;
- Proposed Lot 2 - area of 2.0288 ha, frontages of 181m to Mareeba - Dimbulah Road and 7.5m to proposed new access road (rear access lot);
- Proposed Lot 3 - area of 2.1761 ha, frontage of 95.5m to proposed new access road;
- Proposed Lot 4 - area of 2.1839 ha, frontage of 55m to proposed new access road;
- Proposed Lot 5 - area of 2.126 ha, frontage of 61m to proposed new access road;
- Proposed Lot 6 - area of 2.0603 ha, frontage of 117m to proposed new access road;

- Proposed Lot 7 - area of 2.3591 ha, frontage of 117m to proposed new access road; and
- Proposed Lot 8 - area of 2.2085 ha, frontages of 268m to Mareeba Dimbulah Road and 77m to proposed new access road.

All lots will be provided with electricity and telecommunications connections, access via a sealed crossover and a bore for potable water supply. Given the size of the lots, on-site wastewater disposal is achievable at the time of dwelling construction.

REGIONAL PLAN DESIGNATION

The subject site is included within the Regional Landscape and Rural Production Area land use category in the Far North Queensland Regional Plan 2009-2031. Mareeba is identified as a Major Regional Activity Centre in the Regional Plan. The Regional Plan Map 3- 'Areas of Ecological Significance' does not identify the site as being of any significance.

PLANNING SCHEME DESIGNATIONS

Strategic Framework:	Mareeba Dimbulah Irrigation Area
Zone:	Rural zone
	Natural and Cultural Heritage
	Features Overlay
Overlays:	Airport and Aviation Facilities Overlay
	Natural Disaster Bushfire Overlay

RELEVANT PLANNING INSTRUMENTS

Assessment of the proposed development against the relevant planning instruments is summarised as follows:-

(a) Far North Queensland Regional Plan 2009-2031

Assessment against the Regional Plan is required because the plan is not reflected in the planning scheme.

The following Desired Regional Outcome Land Use Policies are relevant to the assessment of the application:

DRO 2.4 Primary Production & Fisheries			
Land Use Policy		Complies	Comments
2.4.1	<i>Good quality agricultural land is protected from urban development outside the urban footprint.</i>	×	<p>The subject site is mapped in its entirety as Good Quality Agricultural Land, as are surrounding allotments. The development proposes the subdivision of the subject site into 8 x 2 hectare rural lifestyle allotments.</p> <p>The proposed development will result in the further fragmentation and ultimate loss of GQAL.</p> <p>The fact that the subject site is currently smaller than the Planning Scheme's desired 60 ha minimum lot size for GQAL is not sufficient planning grounds to justify further fragmentation.</p>
2.4.2	<i>Appropriate buffer distances between incompatible uses and agricultural operations on good quality agricultural land are provided through sensitive land use planning in accordance with State Planning Policy 1/92.</i>	×	<p>Although SPP1/92 lapsed in December 2012, its principles are still reflected in the Regional Plan and remain relevant to development assessment.</p> <p>Although the land is immediately adjoining the subject site has not been actively farmed for some time, this land is mapped as GQAL and could support agricultural activity in future which is the overriding intent of this land.</p> <p>The proposed development will create 8 rural lifestyle allotments within a rural (GQAL) area. Considering the size of each proposed allotment, any future dwellings will not achieve the desired 300 metre separation distance set out in SPP1/92.</p>

DRO 2.6 Rural Subdivision			
Land Use Policy		Complies	Comments
2.6.1	<i>Further fragmentation of agricultural land in the regional landscape and rural production area is avoided to maintain economically viable farm lot sizes.</i>	×	<p>The subject site is mapped as GQAL for its entirety by the Planning Scheme's Land Quality Maps.</p> <p>The fact that the subject site is currently smaller than the Planning Scheme's desired 60 ha minimum lot size for GQAL is not sufficient planning grounds to justify further fragmentation of GQAL.</p>

DRO 5.4 Primary Industries		
Land Use Policy	Complies	Comments
5.4.2 <i>Threats to primary production from incompatible development are identified and managed through land use planning and where appropriate, by developer established buffers.</i>	×	<p>The proposed reconfiguration will create 8 x 2 hectare rural lifestyle allotments within the rural zone. Considering the size and shape of the proposed lots, any future dwelling on any proposed lot could not achieve the desired 300 metre separation distance from adjoining rural uses.</p> <p>Although the land is immediately adjoining the subject site has not been actively farmed for some time, this land is mapped as GQAL and could support agricultural activity in future which is the overriding intent of this land.</p> <p>Increasing dwelling densities within the rural zone increases the likelihood of land use conflict occurring, especially when appropriate separation distances cannot be achieved. Increasing dwelling densities also increase the difficulty associated with establishing new intensive rural activities or expanding existing intensive rural activities such as poultry farms, feedlots, and kennels.</p>
5.4.3 <i>Potential conflict between primary industries and urban activities is managed through land use planning and, where appropriate, developer-established buffers.</i>	×	<p>The proposed reconfiguration will create 8 x 2 hectare rural lifestyle allotments within the rural zone. Considering the size and shape of the proposed lots, any future dwelling on any proposed lot could not achieve the desired 300 metre separation distance from adjoining rural uses.</p> <p>Although the land is immediately adjoining the subject site has not been actively farmed for some time, this land is mapped as GQAL and could support agricultural activity in future which is the overriding intent of this land.</p> <p>Increasing dwelling densities within the rural zone increases the likelihood of land use conflict occurring, especially when appropriate separation distances cannot be achieved. Increasing dwelling densities also increase the difficulty associated with establishing new intensive rural activities or expanding existing intensive rural activities such as poultry farms, feedlots, and kennels.</p>

(b) State Planning Policy

The Department of State Development, Infrastructure and Planning has introduced a single State Planning Policy (SPP) to replace the various SPP's previously in place. As such, this State Planning Policy is not reflected in the Planning Scheme and is, therefore, applicable to the assessment of the application.

An officer assessment of the proposed development against the provisions contained within the SPP has been undertaken and it is not considered to be in conflict with any relevant aspect of the SPP.

Queensland State Planning Policy - July 2014		
State Interest	Complies	Assessment Requirements & Comments
Mining and extractive resources <u>For extractive resources</u> (1) a development application for: (a) reconfiguring a lot within a KRA, or (b) a material change of use within the resource/ processing area of a KRA or the separation area for the resource/processing area of a KRA, or (c) a material change of use within the transport route separation area of a KRA that will result in an increase in the number of people living in the transport route separation area, and (2) requirements of (1) above do not apply to the assessment of a material change of use for a: (a) dwelling house on an existing lot, or (b) home-based business (where not employing more than two non-resident people on a full-time equivalent basis), or (c) caretaker's accommodation (associated with an extractive industry), or (d) animal husbandry, or (e) cropping.	✓	(1) the development ensures that: (a) for development within a resource/processing area for a KRA – the undertaking of an existing or future extractive industry development is not significantly impeded, and (b) sensitive land uses are avoided within the separation area for a resource/processing area of a KRA, and (c) for development within the transport route separation area of a KRA – the number of residents adversely affected by noise, dust and vibration generated by the haulage of extractive materials along the route does not increase, and (d) for development adjacent to the transport route – the safe and efficient use of the transport route by vehicles transporting extractive resources is not adversely affected. Comment The Mareeba-Dimbulah Road is a transport route for KRA 151 (Arriga sand extraction area). The transport route separation area for the Mareeba-Dimbulah Road extends approximately 60 metres into the subject land. At present, there is the potential for one dwelling house to be constructed on the subject land within the transport route separation area. Following the reconfiguration, the proposed lot layout would still allow for only one dwelling house to be constructed within the transport route separation area (proposed Lot 8) which is unavoidable given the proposed lot layout. A large section of proposed Lots 1 and 2 are covered by the transport route separation area. However, there is ample space within each of these lots outside the separation area for the siting of a dwelling (can be controlled by condition). Access to all 8 proposed lots will be via a new access road intersecting with the Mareeba - Dimbulah Road. This intersection will be constructed to Main Roads standards. The proposed development complies.

<p>Water quality</p> <p><u>Receiving waters</u> - a development application for any of the following:</p> <ol style="list-style-type: none"> (1) a material change of use for urban purposes that involves a land area greater than 2500 square metres that: <ol style="list-style-type: none"> (a) will result in an impervious area greater than 25 per cent of the net developable area, or (b) will result in six or more dwellings, or (2) reconfiguring a lot for urban purposes that involves a land area greater than 2500 square metres and will result in six or more lots, or (3) operational works for urban purposes that involve disturbing more than 2500 square metres of land. 	✓	<p><u>Receiving waters</u></p> <p>Development:</p> <ol style="list-style-type: none"> (1) avoids or otherwise minimises adverse impacts on the environmental values of receiving waters, arising from: <ol style="list-style-type: none"> (a) altered stormwater quality or flow, and (b) wastewater (other than contaminated stormwater and sewage), and (c) the creation or expansion of non-tidal artificial waterways, and (2) complies with the SPP code: Water quality (Appendix 2). <p>Comment</p> <p>The proposed development which will create 8 x 2 hectare rural lifestyle allotments is not likely to have an impact on downstream water quality.</p> <p>If approved, the risk of sediment contamination at the operational works stage will be adequately managed through conditions of approval and construction monitoring.</p>
<p>Natural hazards</p> <p>A development application for a material change of use, reconfiguring a lot or operational works on land within:</p> <ol style="list-style-type: none"> (1) a flood hazard area, or (2) a bushfire hazard area, or (3) a landslide hazard area, or (4) a coastal hazard area. 	✓	<p>For all natural hazards:</p> <p>Development:</p> <ol style="list-style-type: none"> (1) avoids natural hazard areas or mitigates the risks of the natural hazard, and (2) supports, and does not unduly burden, disaster management response or recovery capacity and capabilities, and (3) directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties, and (4) avoids risks to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard, and (5) maintains or enhances natural processes and the protective function of landforms and vegetation that can mitigate risks associated with the natural hazard, and <p>Comment</p> <p>The subject site is not situated within a natural hazard area of flood or landslide.</p> <p>The subject site is mapped as being within a medium bushfire hazard area. The development can be reasonably conditioned to minimise the risk from bushfire.</p>

(c) Mareeba Shire Planning Scheme 2004 (amendment no. 01/11)

Relevant Desired Environmental Outcomes

Relevant Development Codes

The following Development Codes are considered to be applicable to the assessment of the application:

Part 4, Division 14	Rural Zone Code
Part 5, Division 8	Natural Disaster - Bushfire Overlay Code
Part 6, Division 12	Reconfiguring a Lot Code

The application included a planning report and assessment against the planning scheme. An officer assessment has found that the application would conflict with the identified sections of the Rural Zone Code.

Relevant Codes	Comments
Rural Zone Code	<p>The application can be conditioned to comply with the relevant acceptable/probable solutions contained within the code apart from the following:</p> <ul style="list-style-type: none"> 4.78 Building Siting, Scale and Amenity - Probable Solution PS2.2; and 4.80 Reconfiguring a Lot - Probable Solution PS1.1 <p>Refer to planning discussion section of the report.</p>
Natural Disaster - Bushfire Overlay Code	<p>The application can be conditioned to comply with the relevant acceptable/probable solutions contained within the code.</p>
Reconfiguring a Lot Code	<p>The application can be conditioned to comply with the relevant acceptable/probable solutions contained within the code.</p>

(e) Planning Scheme Policies/Infrastructure Charges Plan

The following planning scheme policies are relevant to the application:

No. 1 - Water Supply (Outside Reticulated Water Supply Area)

Should the application be approved, despite the officer recommendation, a condition should be attached to any approval requiring an on-site potable water supply via a bore (no riparian rights) to each of the proposed 8 allotments.

No. 4 - Development Manual

Should the application be approved, despite the officer recommendation, a condition should be attached to any approval requiring all development works be designed and constructed in accordance with FNQROC Development Manual standards.

(f) Additional Trunk Infrastructure Condition (Section 650 of SPA)

Access to each of the 8 proposed allotments will be proposed via a new bitumen sealed access road constructed to FNQROC Development Manual standards. This access road will link directly with the State controlled Mareeba - Dimbulah Road.

Should the application be approved, despite the officer's recommendation, the new access road will be constructed at the applicants expense.

Considering the new access road links directly with a State controlled road and does not direct traffic to any other Council controlled road, an augmentation of the road network contribution is not considered necessary in this instance.

REFERRALS

Concurrence

The application triggered a referral to the Department of Infrastructure, Local Government and Planning as a Concurrence Agency (DTMR - State controlled roads).

That Department advised in a letter dated 27 May 2016 that they require their conditions to be attached to any approval (**Attachment 2**).

Advice

This application did not trigger a referral to an Advice Agency.

Third Party Advice

Although Council officers did not formally request third party advice from the Department of Infrastructure, Local Government and Planning, the Department advised in their Concurrence Agency response dated 27 May 2016 (**Attachment 2**) that they would provide Council with third party advice regarding the application.

At the time of preparation of this report, the Departments voluntary third party advice had not been received by Council.

Internal Consultation

Development Engineering - Access/road construction standard

PLANNING DISCUSSION

Noncompliance with the overall outcomes and relevant acceptable solutions or probable solutions/performance criteria of the following Codes are summarised as follows:

The overall outcomes sought for the Rural Zone code are to achieve an area:

- (b) *where agricultural production and the raising of animals are protected from incompatible land uses;*

Comment

The rural zone is intended for agricultural and primary production purposes. The proposed development will substantially increase dwelling densities within the rural zone, increasing the probability of land use conflict with current or future bona fide rural uses.

In particular, the increased dwelling densities associated with the creation of smaller rural allotments makes it more difficult to establish new intensive agricultural activities, including cropping. This is due to the separation distances that must be maintained between rural uses and any nearby dwelling house/s. The recent expansion of the poultry industry has highlighted the potential for land use conflict between intensive rural activities and nearby dwelling houses.

Although the land is immediately adjoining the subject site has not been actively farmed for some time, this land is mapped as GQAL and could support agricultural activity in future which is the overriding intent of this land.

The proposed development conflicts with Overall Outcome (b).

- (c) *where good quality agricultural land is protected from fragmentation and alienation, not developed for purposes other than agricultural and support uses, and is protected from incompatible land uses in accordance with SPP1/92;*

Comment

The entire site is mapped as Good Quality Agricultural Land (GQAL). The proposed reconfiguration will create 8 x 2 hectare allotments and a new access road.

The proposed reconfiguration would further fragment GQAL and therefore directly conflicts with Overall Outcome (c).

The applicants acknowledge the sites GQAL status and argue that the subject site is already substantially smaller than what is considered a viable lot size for traditional large scale primary production farming. The applicants intend to market the proposed rural lifestyle lots to horse enthusiasts and hobby farmers with the intention that the lots be used for animal keeping (horses, poultry, goats, and sheep), small orchard farming, herb growing, aquaponics, bee keeping, and other smaller scale agricultural uses.

Although it is acknowledged that small rural lifestyle lots can exist within the rural zone with minimal land use conflict, as is evident with the amount of rural lifestyle lots currently scattered throughout the rural zone, there is no guarantee that this will occur in this instance, particularly if adjoining properties are actively farmed in future. Furthermore the fact that the subject site is already smaller than the Planning Scheme's desired 60 Ha minimum lot size for GQAL is not considered sufficient planning grounds to support further fragmentation.

Although the intention of the proposed development is to accommodate an apparent shortfall in rural lifestyle allotments within the Shire, the development is still considered to be out of sequence and will result in the further unplanned fragmentation of GQAL and an ultimate increase in dwelling densities within the rural zone, establishing the real prospect of future land use conflict.

The proposed development conflicts with Overall Outcome (c).

Conflicts with the specific outcomes and probable solutions for the Rural Zone:**4.78 Building Siting, Scale and Amenity**

S2 *Agricultural activities are protected from incompatible land uses.*

PS2.2 *Non agriculture or agriculture – intensive uses which adjoin any agriculture or agriculture – intensive uses are protected from spray drifts by the maintenance of a separation distance of 300 metres between the agriculture or agriculture – intensive uses and the non-agriculture or agriculture – intensive uses.*

Comment

The proposed reconfiguration will create eight (8) x two (2) hectare rural lifestyle allotments within the rural zone. Considering the size and shape of the proposed lots, any future dwelling on any proposed lot could not achieve the desired 300 metre separation distance from any adjoining agriculture or agriculture-intensive uses.

Although the land is immediately adjoining the subject site has not been actively farmed for some time, this land is mapped as GQAL and could support agricultural activity in future which is the overriding intent of this land.

Increasing dwelling densities within the rural zone increases the likelihood of land use conflict occurring, especially when appropriate separation distances cannot be achieved. Increasing dwelling densities also increase the difficulty associated with establishing new intensive rural activities or expanding existing intensive rural activities such as poultry farms, feedlots, and kennels.

The proposed development will increase the likelihood of agricultural activities being compromised through higher dwelling densities and is therefore considered to be in conflict with S2.

4.80 Reconfiguring a Lot

S1 *The viability of the farming industry throughout the Shire and including Good Quality Agricultural Land, and future opportunities for farming pursuits are not compromised.*

PS1.1 *Allotments to have a minimum area of 60 hectares and road frontage of 300 metres within the area identified on Agricultural Land Quality Maps S2, S3, S4 and S5.*

Comment

The subject site is mapped as GQAL in its entirety by the Planning Scheme's Land Quality Maps. The proposed reconfiguration would further fragment the subject land into eight (8) x two (2) hectare rural lifestyle allotments.

The applicants acknowledge the sites GQAL status and argue that the subject site is already substantially smaller than what is considered a viable lot size for traditional large scale primary production farming. The applicants intend to market the proposed rural lifestyle lots to horse enthusiasts and hobby farmers with the intention that the lots be used for animal keeping (horses, poultry, goats,

and sheep), small orchard farming, herb growing, aquaponics, bee keeping, and other smaller scale agricultural uses.

Although it is acknowledged that small rural lifestyle lots can exist within the rural zone with minimal land use conflict, as is evident with the amount of rural lifestyle lots currently scattered throughout the rural zone, there is no guarantee that this will occur in this instance, particularly if adjoining properties are actively farmed in future. Furthermore the fact that the subject site is already smaller than the Planning Scheme's desired 60 Ha minimum lot size for GQAL is not considered sufficient planning grounds to support further fragmentation.

Although the intention of the proposed development is to accommodate an apparent shortfall in rural lifestyle allotments within the Shire, the development is still considered to be out of sequence development and will result in the further fragmentation of GQAL and an ultimate increase in dwelling densities within the rural zone, establishing the real prospect of future land use conflict.

The proposed development conflicts with PS1.1 and Specific Outcome S1.

Conclusion

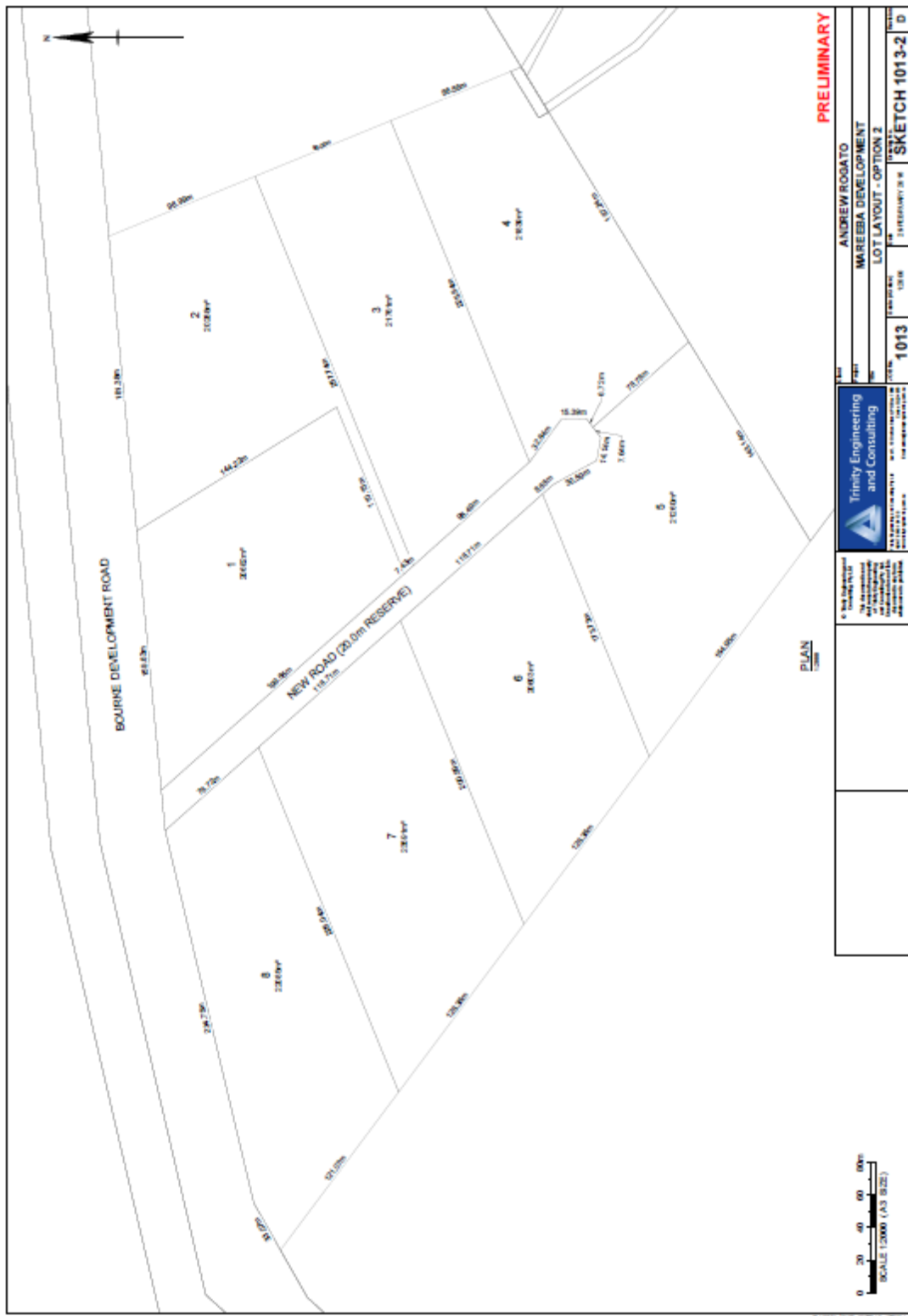
The intention of the Planning Scheme for the rural zone is to discourage the creation of additional small rural lots. The proposed development, which essentially proposes the creation of a small rural lifestyle estate, is in conflict with this intention. Furthermore, there are not sufficient grounds to justify approval despite the identified conflicts.

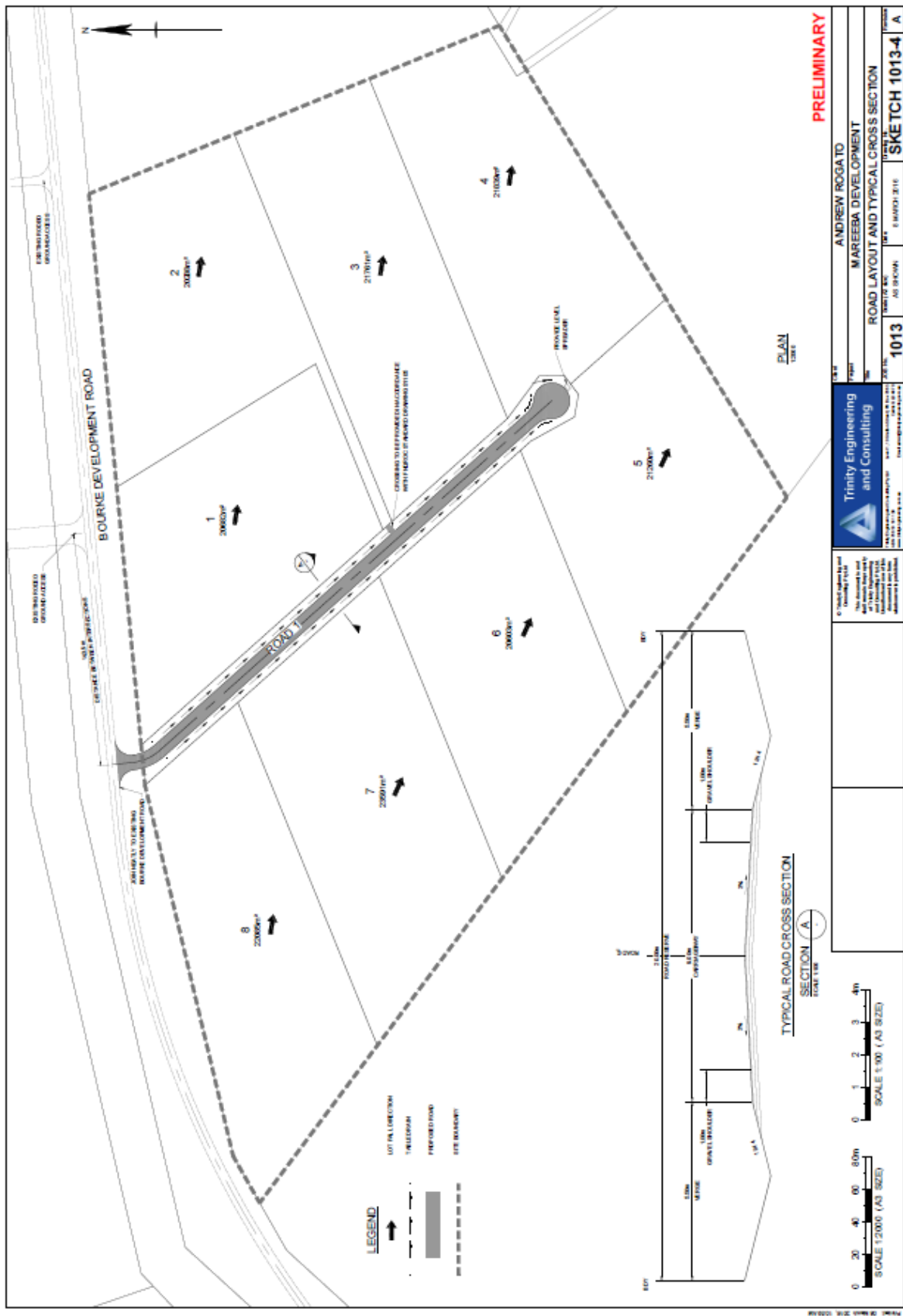
It is recommended the application be refused.

Date Prepared: 6 June 2016

ATTACHMENT 1

PROPOSAL PLAN (ECM VS# 3787079)





ATTACHMENT 2

Department of Infrastructure,
Local Government and Planning

Our reference: SDA-0416-029717
Your reference: DA/16/0019

27 May 2016

The Chief Executive Officer
Mareeba Shire Council
PO Box 154
MAREEBA QLD 4880

Attn: Carl Ewin

Dear Sir

Concurrence agency response—with conditions

Development permit for reconfiguring a lot (1 into 8 lots) at Mareeba-Dimbulah Road Mareeba,
more particularly known as Lot 12 on SP146292
(Given under section 285 of the *Sustainable Planning Act 2009*)

The referral agency material for the development application described below was received by the
Department of Infrastructure, Local Government and Planning under section 272 of the
Sustainable Planning Act 2009 on 19 April 2016.

Applicant details

Applicant name:	Rodeo Acres Pty Ltd
Applicant contact details:	C/- Planz Town Planning PO Box 181 Edge Hill QLD 4870 info@planztp.com

Site details

Street address:	Mareeba-Dimbulah Road Mareeba
Lot on plan:	Lot 12 on SP146292
Local government area:	Mareeba Shire Council

Application details

Proposed development:	Development permit for reconfiguring a lot (1 into 8 lots)
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SDA-0416-029717

Aspects of development and type of approval being sought

Nature of Development	Approval Type	Brief Proposal of Description	Level of Assessment
Reconfiguring a Lot	Development permit	Reconfiguration of a lot – 1 into 8	Code Assessment

Referral triggers

The development application was referred to the department under the following provisions of the *Sustainable Planning Regulation 2009*:

Referral trigger Schedule 7, Table 2, Item 2—state-controlled roads

Conditions

Under section 287(1)(a) of the *Sustainable Planning Act 2009*, the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

Under section 289(1) of the *Sustainable Planning Act 2009*, the department must set out the reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Further advice

Under section 287(6) of the *Sustainable Planning Act 2009*, the department offers advice about the application to the assessment manager—see Attachment 3.

Approved plans and specifications

The department requires that the following plans and specifications set out below and in Attachment 4 must be attached to any development approval.

Drawing/Report Title	Prepared by	Date	Reference no.	Version/Issue
Aspect of development: reconfiguring a lot				
Lot Layout – Option 2	Trinity Engineering and Consulting	29 February 2016	1013-2	D
Road Layout and Typical Cross Section	Trinity Engineering and Consulting	8 March 2016	1013-4	A
TMR Layout Plan (664 – 6.55km)	Queensland Transport and Main Roads	19 May 2016	275/664(500-993)	A
Basic right (BAR) turn treatment on a two-lane rural road	Austroads Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections	2010	Figure 7.5	-
Rural basic left-turn treatment (BAL)	Austroads Guide to Road Design, Part 4A: Unsignalised and Signalised	2010	Figure 8.2	-

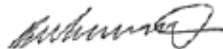
SDA-0416-029717

	Intersections			
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A copy of this response has been sent to the applicant for their information.

For further information, please contact Michele Creecy, Senior Planning Officer, SARA Far North QLD on 4037 3206, or email michele.creecy@dlgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Brett Nancarrow
Manager (Planning)

cc: Rodeo Acres Pty Ltd, info@planztp.com
enc: Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Attachment 3—Further advice
Attachment 4—Approved Plans and Specifications

SDA-0416-029717

Our reference: SDA-0416-029717

Your reference: DA/16/009

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Aspect of development – reconfiguring a lot		
Schedule 7, Table 2, Item 2—Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i> , the chief executive administering the Act nominates the Director-General Department of Transport and Main Roads to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
1.	<p>The development must be carried out generally in accordance with the following plans:</p> <ul style="list-style-type: none"> • Lot Layout – Option 2 prepared by Trinity Engineering and Consulting, dated 29 February 2016, Reference Sketch 1013-2 and Revision D. • Road Layout and Typical Cross Section prepared by Trinity Engineering and Consulting, dated 8 March 2016, Reference Sketch 1013-4 and Revision A. • TMR Layout Plan (664 – 6.55km) prepared by Queensland Transport and Main Roads, dated 19 May 2016, File Reference: 275/664 (500-993), Issue A. 	Prior to submitting the Plan of Survey to the local government for approval and to be maintained at all times.
2.	<p>The development must be generally in accordance with the Development Application Engineering Report prepared by Trinity Engineering and Consulting, dated 7/03/2016, Reference 16001 and Revision No 1; in particular:</p> <ul style="list-style-type: none"> • the access is to be relocated 350m from the eastern boundary; • the new access is to be designed as a BAL / BAR access; • a flag-light is to be constructed at the new BAL / BAR access; and • the proposed development must maintain existing stormwater flow patterns towards the south-east, away from the Mareeba-Dimbulah Road. 	Prior to submitting the Plan of Survey to the local government for approval and to be maintained at all times.
3.	<p>(a) The road access location is to be located at TMR road chainage 6.55km generally in accordance with TMR Layout Plan (664 – 6.55km) prepared by Queensland Transport and Main Roads, dated 19 May 2016, File Reference: 275/664(500-993), Issue A.</p> <p>(b) Road access works comprising of a sealed Basic right turn (BAR) and a Rural basic left turn (BAL) treatment must be provided at the road access location.</p> <p>(c) The road works must be designed and constructed generally in accordance with:</p> <ul style="list-style-type: none"> • Austroads Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, Figure 7.5 (Basic right (BAR) turn treatment on a two-lane rural road) and Figure 8.2 (Rural basic left-turn treatment (BAL)); and • The Department of Main Roads Road Planning and Design Manual (2nd edition), Volume 6: Lighting – Figure 7.1.4a (flag lighting at isolated intersections). 	<p>(a) At all times.</p> <p>(b) and (c): Prior to submitting the Plan of Survey to the local government for approval and to be maintained at all times.</p>

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No.	Conditions	Condition timing
4.	The existing vehicular property accesses located between Lot 12 on SP146292 and Mareeba-Dimbulah Road must be permanently closed and removed.	Prior to submitting the Plan of Survey to the local government for approval.

SDA-0416-029717

Our reference: SDA-0416-029717
Your reference: DA/16/0019

Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

- **Condition 1** – to ensure the development is carried out generally in accordance with the plans of development submitted with the application.
- **Condition 2** – to ensure the development complies with the proposed location of the entry to the subject site and is designed to comply with the Austroads Guide to Road Design.
- **Condition 3** – to ensure the road access location to the state-controlled road from the site does not compromise the safety and efficiency of the state-controlled road and to ensure the design of any road access maintains the safety and efficiency of the state-controlled road.
- **Condition 4** – to maintain the safety and efficiency of the state-controlled road by reducing the number of road access.

SDA-0416-029717

Our reference: SDA-0416-029717

Your reference: DA/16/0019

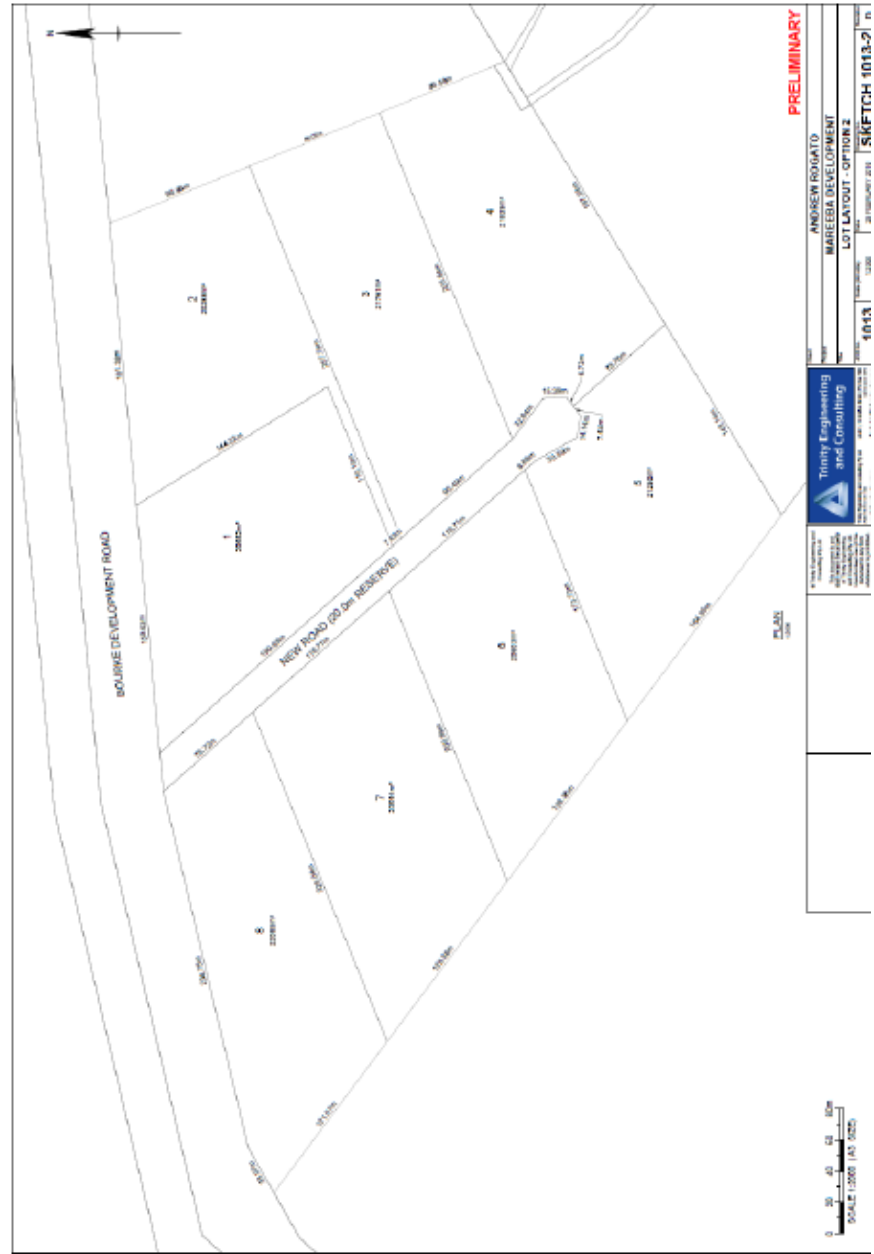
Attachment 3—Further advice

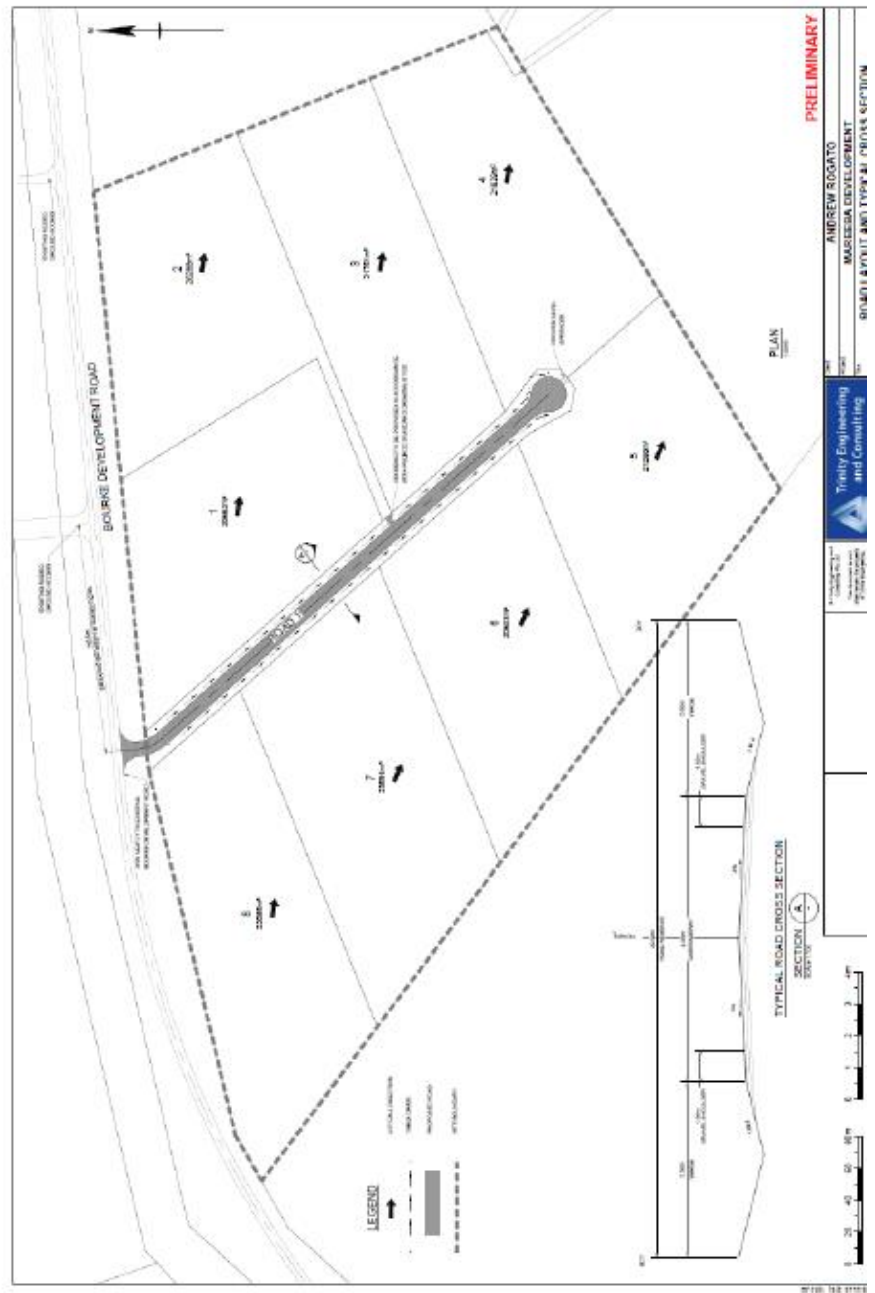
General advice	
Ref.	Advertising device
1.	<p>A local government should obtain advice from the Department of Transport and Main Roads (DTMR) if it intends to approve the erection, alteration or operation of an advertising sign or another advertising device that would be visible from a state-controlled road, and beyond the boundaries of the state-controlled road, and reasonably likely to create a traffic hazard for the state-controlled road.</p> <p>Note: DTMR has powers under section 111 of the <i>Transport Operations (Roads Use Management – Accreditation and Other Provisions) Regulations 2005</i> to require removal or modification of an advertising sign and / or a device which is deemed that it creates a danger to traffic.</p>
Ref.	Transport noise corridor
2.	<p>Mandatory Part (MP) 4.4 of the Queensland Development Code (QDC) commenced on 1 September 2010 and applies to building work for the construction or renovation of a residential building in a designated transport noise corridor. MP4.4 seeks to ensure that the habitable rooms of Class 1, 2, 3 and 4 buildings located in a transport noise corridor are designed and constructed to reduce transport noise. Transport noise corridor means land designated under Chapter 8B of the Building Act 1975 as a transport noise corridor. Information about transport noise corridors is available at state and local government offices. This tool is available at the Department of Local Government and Planning website: http://www.dilqp.qld.gov.au/planning/state-planning-instruments/spp-interactive-mapping-system.html and allows searches on a registered lot number and/or property address to determine whether and how the QDC applies to the land. Transport Noise Corridors (NAPMAP) are located under Administrative Layers.</p>
Ref.	Far North Queensland Regional Plan 2009-2031
3.	<p>Mareeba Shire Council, in its role as assessment manager, must assess the development application against the Far North Queensland Regional Plan 2009-2031, such as the rural subdivision and rural residential development policies, and to the extent it is not identified in its planning scheme as being appropriately reflected.</p> <p>It is noted Mareeba Shire Council has requested third party advice from the department in relation to the Far North Queensland Regional Plan 2009-2031 and that this will be provided in separate correspondence from the department.</p>
Further development permits, compliance permits or compliance certificates	
Ref.	Road access works approval
4.	<p>Under sections 62 and 33 of the Transport Infrastructure Act 1994, written approval is required from the Department of Transport and Main Roads to carry out road works that are road access works (including driveways) on a state-controlled road. Please contact the Department of Transport and Main Roads on 4045 7144 at the Cairns district office to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ).</p> <p>The road access works approval process takes time – please contact Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.</p>

SDA-0416-029717

Our reference: SD/
Your reference: Da/

Attachment 4—A

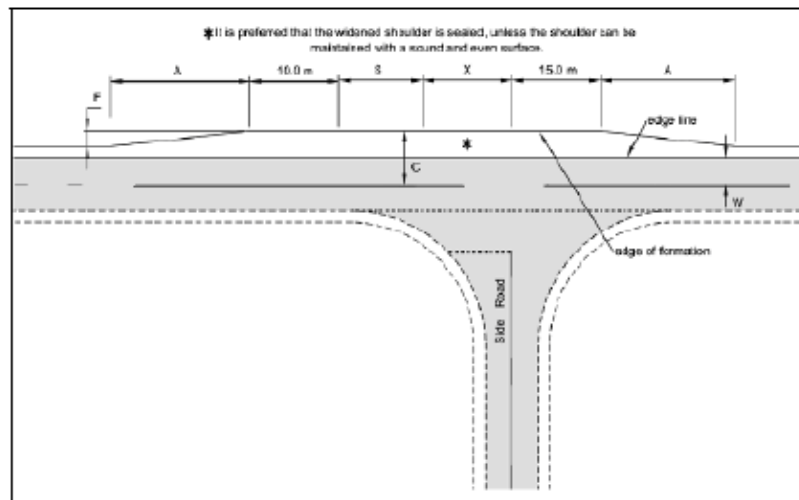






SDA-0416-029717

Guide to Road Design - Part 4A: Unsignalised and Signalised Intersections



Notes:

1. This treatment applies to the right turn from a major road to a minor road.
 2. The dimensions of the treatment are defined thus:
- W = Nominal through lane width (m) (including widening for curves). Width to be continuous through the intersection.
- C = On-streights – 6.5 m minimum

7.0 m minimum for Type 1 & Type 2 road trains

On curves – widths as above + curve widening (based on widening for the design turning vehicle plus widening for the design through vehicle).

$$A = \frac{0.5VF}{3.6}$$

Increase length A on tighter curves (i.e. those with a side friction demand greater than the maximum desirable). Where the design through vehicle is larger than or equal to a 19 m semi-trailer the minimum speed used to calculate A is 80 km/h.

- V = Design speed of major road approach (km/h).
- F = Formation/shoulder widening (m).
- S = Storage length to cater for one design turning vehicle (m) (minimum length 12.5 m).
- X = Distance based on design vehicle turning path, typically 10-11 m.

Source: OOMR (2008).

Figure 7.5: Basic right (BAR) turn treatment on a two-lane rural road

7.5.2 Rural Channelised T-junction – Short Lane Type CHR(S)

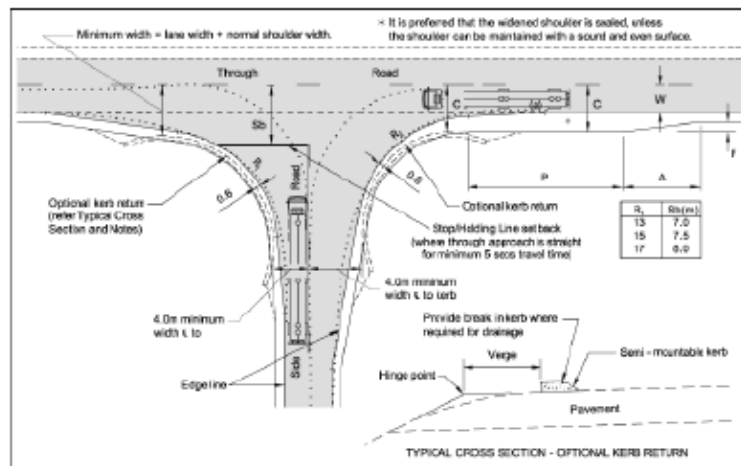
The CHR(S) turn treatment shown in Figure 7.6 is a more desirable treatment than the BAR treatment because it provides greater protection for vehicles waiting to turn right from the centre of the road. This treatment is suitable where there are low to moderate through and turning volumes. For higher volume sites, a full-length CHR turn treatment (Figure 7.7) is preferred.

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Department of Transport and Main Roads note:
Site specific requirements may not reflect this example in its entirety. Detailed drawings will be issued upon application for a Road Corridor Permit.

SDA-0416-029717

Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections



Notes:

1. R₁ and R₂ are determined by the swept path of the design vehicle.

2. The dimensions of the treatment are defined thus:

W = Nominal through lane width (m) (including widening for curves).

C = On straights – 6.0 m minimum.

On curves – 6.0 m plus curve widening (based on widening for the design turning vehicle plus widening for the design through vehicle).

$$A = \frac{0.5VF^2}{3.6}$$

V = Design speed of major road approach (km/h).

F = Formation/camagway widening (m).

P = Minimum length of parallel widened shoulder (Table 8.1).

Source: QDMR (2006).

Department of Transport and Main Roads note:

Site specific requirements may not reflect this example in its entirety. Detailed drawings will be issued upon application.

Figure 8.2: Rural basic left-turn treatment (BAL)

Table 8.1: Minimum length of widened parallel shoulder

Design speed of major road approach (km/h)	Minimum length of parallel widened shoulder P (m)
50	0
60	5
70	10
80	15
90	20
100	25
110	30
120	40

Note: Adjust the length for grade using the 'correction to grade' factor in Table 6.3

Source: QDMR (2006).

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ITEM-3 **CLG PROPERTIES PTY LTD - MCU - TOURIST FACILITY AND ANCILLARY HELIPORT - LOT 20 HG725, LOT 1 M6493 & LOTS 19, 417 & 418 M6494 - 499 THORNBOROUGH-KINGSBOROUGH ROAD & 4260 MOUNT MULLIGAN ROAD - DA/16/0020**

MEETING: Ordinary

MEETING DATE: 15 June 2016

REPORT OFFICER'S TITLE: Senior Planner

DEPARTMENT: Corporate and Community Services

APPLICATION DETAILS

APPLICATION		PREMISES	
APPLICANT	CLG Properties Pty Ltd	ADDRESS	499 Thornborough-Kingsborough Rd, Thornborough AND 4260 Mount Mulligan Rd, Mount Mulligan
DATE LODGED	15 April 2016	RPD	Lot 20 on HG725. Lot 1 on M6493 and Lots 19, 417 & 418 on M6494
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Material Change of Use - Tourist Facility & Ancillary Heliport		
FILE NO	DA/16/0020	AREA	Lot 20 - 26,700 Ha Lot 1 - 1.214 Ha Lot 19 - 2,302m ² Lot 417 - 1,012m ² Lot 418 - 1,012m ²
LODGED BY	Planz Town Planning Pty Ltd	OWNER	CLG Properties Pty Ltd
PLANNING SCHEME	Mareeba Shire Planning Scheme 2004 (Amendment No. 01/11)		
ZONE	Rural zone		
LEVEL OF ASSESSMENT	Impact Assessment		
SUBMISSIONS	Nil		

ATTACHMENTS: 1. Proposal Plan/s

EXECUTIVE SUMMARY

Council is in receipt of a development application described in the above application details.

The application is impact assessable and no properly made submissions were received in response to public notification of the application.

It has been assessed against the relevant statutory planning instruments, including the Regional Plan and the Planning Scheme and does not conflict with any relevant planning instrument.

Draft conditions were provided to the Applicant/ care of their consultant and have been agreed.

It is recommended that the application be approved in full with conditions.

OFFICER'S RECOMMENDATION

"1. That in relation to the following development application:

APPLICATION		PREMISES	
APPLICANT	CLG Properties Pty Ltd	ADDRESS	499 Thornborough-Kingsborough Rd, Thornborough AND 4260 Mount Mulligan Rd, Mount Mulligan
DATE LODGED	15 April 2016	RPD	Lot 20 on HG725. Lot 1 on M6493 and Lots 19, 417 & 418 on M6494
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Material Change of Use - Tourist Facility & Ancillary Heliport		

and in accordance with the Sustainable Planning Act 2009, the applicant be notified that the application for a development permit for the development specified in (A) is:

Approved by Council in accordance with the approved plans/documents listed in (B), subject to assessment manager conditions in (C), assessment manager's advice in (D), relevant period in (E), further permits in (F), and further approvals from Council listed in (G);

And

The assessment manager does not consider that the assessment manager's decision conflicts with a relevant instrument.

(A) APPROVED DEVELOPMENT: Development Permit for Material Change of Use - Tourist Facility and ancillary Heliport

(B) APPROVED PLANS:

Plan/Document Number	Plan/Document Title	Prepared by	Dated
TP01	Site Context Location Plan	Room Design Office	n/a
TP02	Mt Mulligan Station Site Plan	Room Design Office	n/a
TP03	Resort Site Aerial View	Room Design Office	n/a
TP04	Resort Location Plan	Room Design Office	n/a
TP05	Existing Town and Resort Facilities	Room Design Office	n/a
TP06	Existing Weir Site Plan	Room Design Office	n/a
TP07	Proposed Weir Resort Site Plan	Room Design Office	n/a
TP08	Proposed New Resort Building Site Plan	Room Design Office	n/a
A.1	Proposed Residence - Project Cover Sheet	PD Designs	November 2015
A.2	Proposed Residence - Floor Plan	PD Designs	November 2015
A.8	Proposed Residence - North/East	PD Designs	November 2015
A.9	Proposed Residence - South/West	PD Designs	November 2015

(C) ASSESSMENT MANAGER'S CONDITIONS (COUNCIL)

 (a) Development assessable against the Planning Scheme

1. Development must be carried out substantially in accordance with the approved plans and the facts and circumstances of the use as submitted with the application, subject to any alterations:
 - found necessary by Council's delegated officer at the time of examination of the engineering plans or during construction of the development because of particular engineering requirements; and
 - to ensure compliance with the following conditions of approval.
2. Timing of Effect
 - 2.1 The conditions of the development permit must be complied with to the satisfaction of Council's delegated officer prior to the commencement of the use except where specified otherwise in these conditions of approval.
 - 2.2 Prior to the commencement of use, the applicant must notify Council that all the conditions of the development permit have been complied with, except where specified otherwise in these conditions of approval.

3. General

- 3.1 The development approval would not have been issued if not for the conditions requiring the construction of infrastructure or the additional payment condition within these conditions of approval.
- 3.2 The applicant/developer is responsible for the cost of necessary alterations to existing public utility mains, services or installations required by works in relation to the proposed development or any works required by condition(s) of this approval.
- 3.3 All payments or bonds required to be made to the Council pursuant to any condition of this approval must be made prior to the commencement of the use and at the rate applicable at the time of payment.
- 3.4 All works must be designed, constructed and carried out in accordance with FNQROC Development Manual requirements (as amended) and to the satisfaction of Council's delegated officer.

3.5 Waste Management

On-site refuse storage area/s must be provided and be screened from view from adjoining properties and road reserve by one (1) metre wide landscaped screening buffer, 1.8m high solid fence or building.

3.6 Flood Immunity

All new buildings must be located such that the freeboard of the floor levels of all habitable rooms is a minimum of 300mm above 100 ARI year level.

3.7 Bushfire Management

A Bushfire Management Plan, incorporating evacuation procedures for guests/patrons, must be prepared to the satisfaction of Council's delegated officer. The approved use/s must comply with the requirements of the Management Plan at all time.

3.8 Length of Stay

The maximum length of stay for any guest at the tourist facility must not exceed three (3) consecutive months.

3.9 Signage

3.9.1 All signage advertising the approved development must be kept clean, in good order and safe repair for the life of the approval.

3.9.2 All signage must be removed when no longer required.

4. Infrastructure Services and Standards

4.1 Access

All access crossovers servicing the approved use must be constructed/maintained (from the edge of the road pavement to the property boundary of the subject lot) in accordance with the FNQROC Development Manual, to the satisfaction of Council's delegated officer.

4.2 Stormwater Drainage/Water Quality

The applicant must ensure a non-worsening effect on surrounding land as a consequence of the development and must take all reasonable and practicable measures to ensure discharge occurs in compliance with the Queensland Urban Drainage Manual (QUDM) and the FNQROC Development Manual.

4.3 Car Parking/Internal Driveways

- (i) All car parking associated with the approved use must be accommodated within the subject site.
- (ii) All car parking spaces and internal driveways associated with the approved use must be constructed, at minimum, to all-weather gravel standard and appropriately drained, prior to the commencement of the use and maintained for the life of the development, to the satisfaction of Council's delegated officer.

4.4 Non-Reticulated Water Supply

The approved use/s must be supplied with a source of potable water that can satisfy the standards for drinking water set by the Australian Drinking Water Guidelines 2004 (National Health Medical Research Council and the National Resource Management Ministerial Council). Any sources of non-potable water must be clearly labelled at each tap - "Non-Potable Water - not safe for human consumption".

4.5 On-Site Sewerage Disposal

All on site effluent disposal associated with the approved use must be in compliance with the latest version of On-Site Domestic Wastewater Management Standard (ASNZ1547) to the satisfaction of the Council's delegated officer.

(D) ASSESSMENT MANAGER'S ADVICE

- (a) A number of other charges or payments may be payable as conditions of approval. The applicable fee is set out in Council's Fees & Charges Schedule for each respective financial year.
- (b) Food Premises

Premises proposed for the storage and preparation, handling, packing or service of food must comply with the requirements of the Food Act 2006.

- (c) The change in the use of the building may also require a change in the classification of the building under the Building Act. You are advised to contact a Building Certifier to establish if a change in the classification of the building is required.
- (d) Compliance with applicable codes/policies

The development must be carried out to ensure compliance with the provisions of Council's Local Laws, Planning Scheme Policies, Planning Scheme and Planning Scheme Codes to the extent they have not been varied by a condition of this approval.

- (e) Compliance with Acts and Regulations

The erection and use of the building must comply with the Building Act and all other relevant Acts, Regulations and Laws, and these approval conditions.

- (f) Environmental Protection and Biodiversity Conservation Act 1999

The applicant is advised that referral may be required under the *Environmental Protection and Biodiversity Conservation Act 1999* if the proposed activities are likely to have a significant impact on a matter of national environmental significance. Further information on these matters can be obtained from www.environment.gov.au.

- (g) Cultural Heritage

In carrying out the activity, the applicant must take all reasonable and practicable measures to ensure that no harm is done to Aboriginal cultural heritage (the "cultural heritage duty of care"). The applicant will comply with the cultural heritage duty of care if the applicant acts in accordance with gazetted cultural heritage duty of care guidelines. An assessment of the proposed activity against the duty of care guidelines will determine whether or to what extent Aboriginal cultural heritage may be harmed by the activity. Further information on cultural heritage, together with a copy of the duty of care guidelines and cultural heritage search forms, may be obtained from www.datsip.qld.gov.au.

(E) RELEVANT PERIOD

When approval lapses if development not started (s.341)

- Material Change of Use – four (4) years (starting the day the approval takes effect);

(F) OTHER NECESSARY DEVELOPMENT PERMITS AND/OR COMPLIANCE PERMITS

- Development Permit for Building Work

(G) OTHER APPROVALS REQUIRED FROM COUNCIL

- Compliance Permit for Plumbing and Drainage Work
- Access approval arising from condition number 4.1 (Please contact Planning Section to obtain application form and applicable fee)"

THE SITE

The subject land comprises five parcels described as Lot 20 on HG725, Lot 1 on M6493 and Lots 19, 417 & 418 on M6494, situated at 499 Thornborough-Kingsborough Road, Thornborough and 4260 Mount Mulligan Road, Mount Mulligan.

The land represents the majority of Mount Mulligan Station, having a combined area of 26,701.64 hectares. The land is used for grazing purposes, containing typical grazing infrastructure and retaining an extensive coverage of native vegetation.

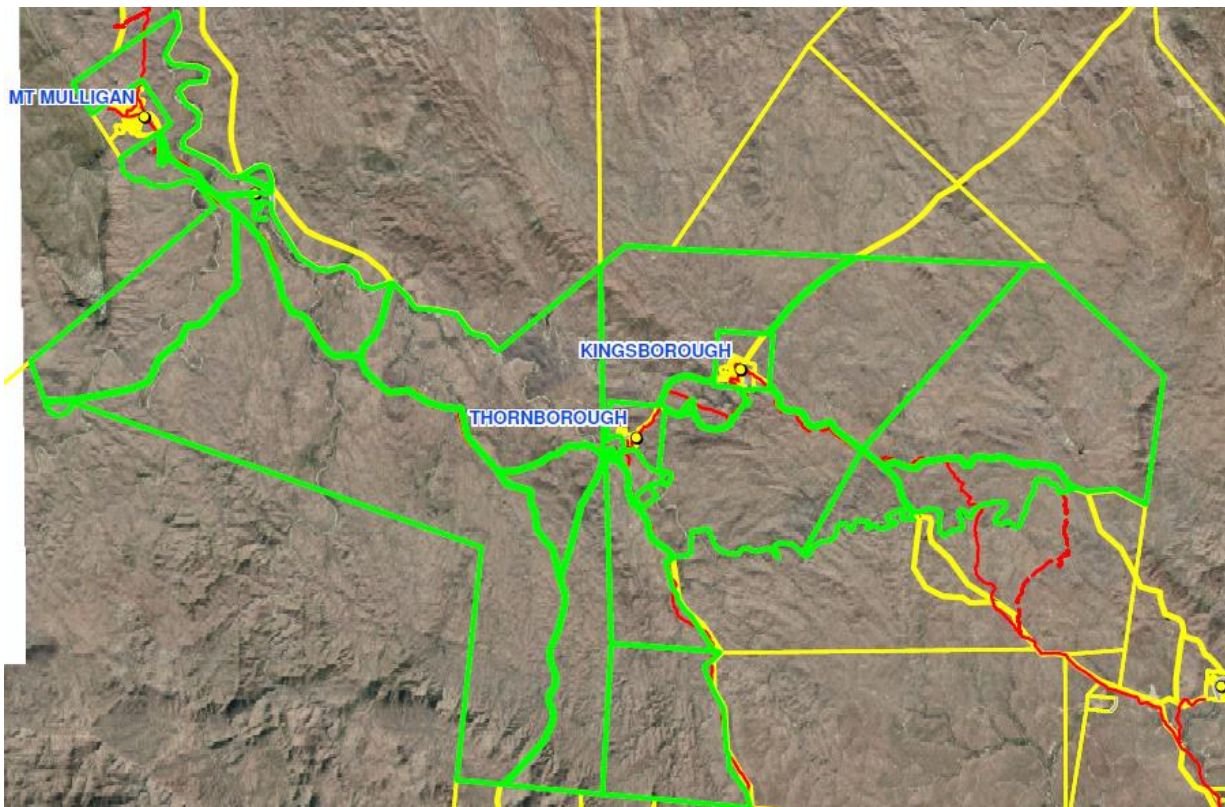
The existing improvements on the subject land are as follows:

- **Lot 20 on HG725** - Mt Mulligan historic mine and town ruins, light aircraft runway strip, helicopter landing pad, site rubbish tip / store. At the dam – toilets and camp kitchen and undercover recreation area; workers quarters;
- **Lot 1 Plan M6493** - work shed, station manager's house, staff accommodation (3 buildings with 4 x 1br with ensuite, 1 laundry building and kitchen area), staff facilities and amenities, high ground water storage tanks;
- **Lot 417 Plan M6494** - Station machinery sheds;
- **Lot 418 Plan M6494** - Station machinery sheds;
- **Lot 19 Plan M6494** - Homestead (old hospital) including kitchen, lounge areas, verandahs, individual bedrooms and sleep-out rooms.

Access to the site is obtained from Mount Mulligan Road. This road is constructed to gravel standard for the full frontage of the development site.

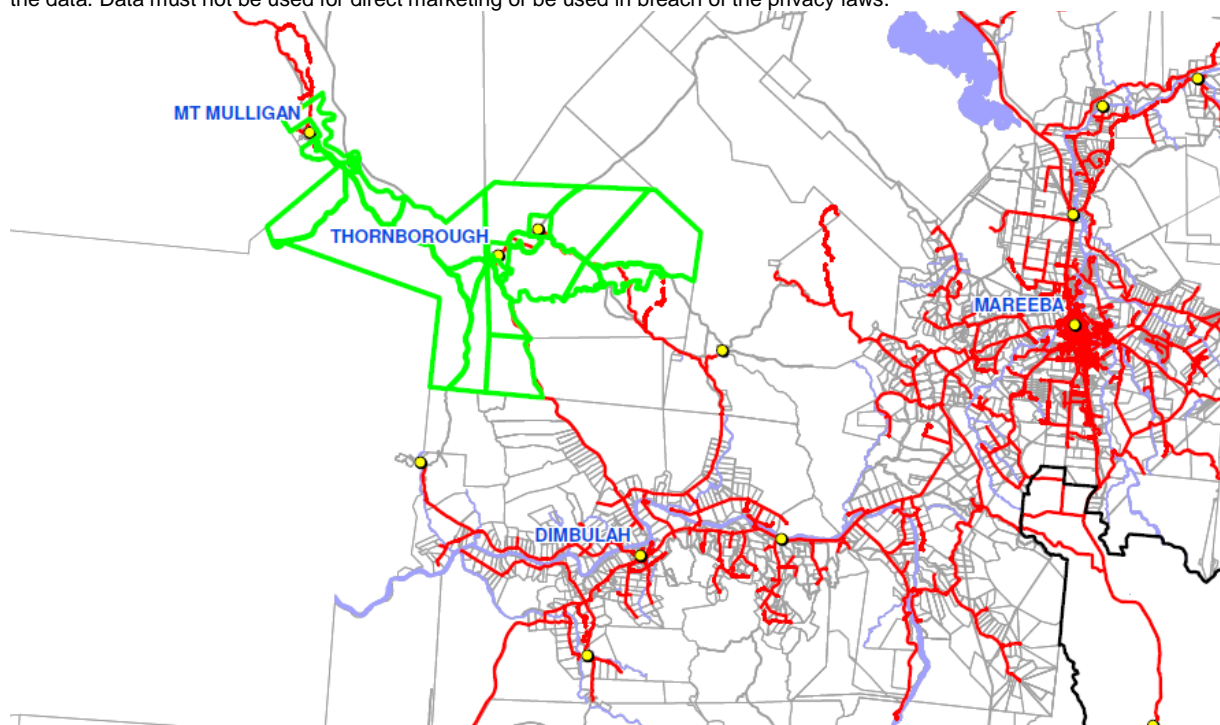
Pastoral Holding Lease 9/5129 is held by the applicant over Lot 20 on HG725. In April 2016, this lease was amended to include the additional purpose of Low Key Tourism.

With the exception of the small rural allotments in the historic townships of Mount Mulligan, Thornborough and Kingsborough, the surrounding allotments are typically large rural grazing holdings.



Map Disclaimer:

Based on or contains data provided by the State of Queensland (Department of Environment and Resource Management) (2009). In consideration of the State permitting use of this data you acknowledge and agree that the State gives no warranty in relation to the data (including accuracy, reliability, completeness, currency or suitability) and accepts no liability (including without limitation, liability in negligence) for any loss, damage or costs (including consequential damage) relating to any use of the data. Data must not be used for direct marketing or be used in breach of the privacy laws.



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BACKGROUND AND CONTEXT

Nil

PREVIOUS APPLICATIONS & APPROVALS

Nil

DESCRIPTION OF PROPOSED DEVELOPMENT

The development application seeks a Development Permit for Material Change of Use - Tourist Facility and ancillary Heliport in accordance with the plans shown in **Attachment 1**.

The tourist facility is intended to provide an outback experience to a maximum of 30 guests (at any one time) and is intended to provide an alternative and complementary tourism experience to the applicant's other tourist facilities being Orpheus Island (reef) and Daintree EcoLodge (rainforest). The Mount Mulligan facility will complete the high-end reef / rainforest / outback experience.

Guests are expected to stay one (1) to three (3) nights and while onsite will be able to observe the cattle grazing operations and experience the significant natural features and cultural heritage sites scattered throughout the Mount Mulligan locality.

The tourist facility will utilise the existing accommodation of 6-10 beds in the homestead (former Mount Mulligan Hospital) and will include 4-6 new cabins (accommodating up to 16 guests) to be located beside the Mount Mulligan weir/dam. A resort pavilion is incorporating a restaurant, bar, swimming pool and pontoon will be developed beside the cabins. The applicants will provide all meals and maintain the site and amenities. Staff rooms and back of house services will be located immediately to the east of the resort pavilion.

The proposed cabins are located in an area that has historically been used as a camping ground and already contains structures including toilets, pump station, central facilities, recreation facilities.

Due to the remote location of the site, it is intended to transport guests to and from the site via helicopter. An ancillary heliport is located in proximity to the proposed cabins for this purpose. The heliport consists of a concrete landing pad for the pick-up and dropping off of guests. The storage and repair of helicopters will not occur on site.

Goods and services are likely to be delivered by road and guests will be transported around the site in safari type vehicles. All necessary parking is available on site.

The site is serviced by solar electricity and a backup generator. Water is provided from the weir/dam and will be processed through a water treatment plant before use.

All effluent disposal is via onsite treatment.

REGIONAL PLAN DESIGNATION

The subject site is included within the Regional Landscape and Rural Production Area land use category in the Far North Queensland Regional Plan 2009-2031. The Regional Plan Map 3- 'Areas of Ecological Significance' also identifies the site as containing:

- *Wetland Area of General Ecological Significance*
- *Terrestrial Area of High Ecological Significance*
- *Terrestrial Area of General Ecological Significance*

PLANNING SCHEME DESIGNATIONS

Strategic Framework:	Mount Mulligan
Zone:	Rural zone
Overlays:	Natural and Cultural Heritage Features Overlay Natural Disaster Bushfire Overlay Code

Planning Scheme Definitions

The proposed use is defined as:-

Tourist facility means the use of premises for providing accommodation and other services and facilities for visitors, including a caravan park and camping ground and attractions. The term does not include the use of premises for "host farm" or "bed and breakfast" and "residential units".

Heliport means the use of premises for the taking off and landing of helicopters, whether or not it includes:

- (a) a terminal building; or
- (b) facilities for the parking, storage or repair of helicopters.

RELEVANT PLANNING INSTRUMENTS

Assessment of the proposed development against the relevant planning instruments is summarised as follows:-

(a) Far North Queensland Regional Plan 2009-2031

Assessment against the Regional Plan is required because the plan is not reflected in the planning scheme. The application is assessed as being capable of substantially complying with the relevant provisions of the Regional Plan, provided reasonable and relevant conditions are applied.

The following Desired Regional Outcome Land Use Policies are relevant to the assessment of the application:

DRO 1.1 Biodiversity Conservation			
Land Use Policy		Complies	Comments
1.1.1	Urban development within the regional landscape and rural production area is located outside of areas of high ecological significance (see map 3).	✓	The proposed development will occur outside of the identified areas of high ecological significance.
1.1.3	Urban development adjacent to areas of high ecological significance (see map 3) is located, designed, operated and setback to avoid adverse impacts on the area's ecological values.	✓	The proposed development will occur outside of the identified areas of high ecological significance. The nature and scale of the proposed development is such that no adverse impacts are expected on nearby areas of ecological significance. The retention of ecological values is essential to the marketability of the tourism experience.
1.1.4	Urban development in or adjacent to areas of general ecological significance (see map 3) is located, designed and operated to avoid or, where avoidance is not possible, minimise any adverse impacts on ecological values where possible.	✓	The proposed development will occur outside of the identified areas of general ecological significance. The nature and scale of the proposed development is such that no adverse impacts are expected on nearby areas of ecological significance. The retention of ecological values is essential to the marketability of the tourism experience.

DRO 2.1 Regional Landscape Values			
Land Use Policy		Complies	Comments
2.1.1	The value of the landscape for nature conservation, primary production, renewable energy resource areas, priority carbon sequestration, cultural heritage, outdoor recreation and scenic amenity is given appropriate recognition in land use planning and development assessment.	✓	Mount Mulligan, the historic township and mine all have significant cultural heritage and scenic values. The low-key nature of the tourist facility and the siting of the associated infrastructure is sympathetic to these cultural heritage and scenic values.

DRO 2.3 Scenic Amenity, Outdoor Recreation and Inter-Urban Breaks			
Land Use Policy		Complies	Comments
2.3.1	The visual amenity of the region's landscapes and seascapes is protected and enhanced by assessing proposed developments on landscapes that are vulnerable to visual impact due to their prominence, topography or degree of naturalness.	✓	Mount Mulligan and the coal mine chimney stack have significant scenic values. The low-key nature of the tourist facility and the siting of the associated infrastructure is sympathetic to these scenic values. The development application does not propose any buildings or operational works which could adversely impact on visual amenity.
2.3.4	Public access to significant popular viewpoints is retained, and views protected from development that diminishes the scenic values.	✓	Public access to public land will not be impacted by this development.

DRO 2.4 Primary Production & Fisheries			
Land Use Policy		Complies	Comments
2.4.1	Good quality agricultural land is protected from urban development outside the urban footprint.	✓	Approximately 60 hectares of Lot 20 on HG725 (26,700ha) is mapped as having good quality agricultural land. This limited area of GQAL is 25 kilometres south-east of the proposed tourist facility.

DRO 5.1 Economic Growth & Diversification			
Land Use Policy		Complies	Comments
5.1.7	Economic activities with a direct connection to the rural, natural or resource value of the surrounding area are encouraged in regional landscape and rural production areas, provided they do not include permanent residential development and are of an appropriate scale.	✓	The application proposes low-key tourism where guests will be able to experience a working cattle property in addition to the significant natural and cultural heritage values afforded by the Mount Mulligan massif and the mine/town ruins.

DRO 5.5 Tourist Development			
Land Use Policy		Complies	Comments
5.5.1	Tourist development that incorporates a permanent residential component may be undertaken only within the urban footprint.	✓	Complies. The development does not incorporate a permanent residential component. The existing homestead and manager's residence are located within the 'urban' lots of the Mount Mulligan township.
5.5.2	Tourist development, including development that incorporates short-term accommodation for tourists, may be undertaken within the regional landscape and rural production area where there is an identified need in a subregion and the accommodation: (a) is of a nature and scale that is sympathetic to the maintenance of the regional landscape and rural production values (b) minimises the impact on good-quality agricultural land (c) avoids areas of high ecological significance and coastal hill slopes and headlands (see sections 1.1 and 2.3).	✓	The proposed development is for a low-key tourist facility and avoids GQAL and areas of high ecological significance.
5.5.5	Workers accommodation may be provided in tourist development in the regional landscape and rural production area, where there is limited alternative housing and/or limited workforce available locally.	✓	Workers accommodation will be provided as part of the development as there is no alternative housing in Mount Mulligan.

DRO 7.1 Protection of Waterways, Wetlands and Water Quality			
Land Use Policy		Complies	Comments
7.1.1	Development is planned, designed, constructed and managed in accordance with best practice environmental management to protect environmental values and meet water quality objectives of the Environmental Protection Policy (Water) 1997 (EPP Water) for regional surface water, groundwater and wetlands.	✓	<i>The development will be conditioned to comply.</i>

(b) State Planning Policy

The Department of State Development, Infrastructure and Planning has introduced a single State Planning Policy (SPP) to replace the various SPP's previously in place. As such, this State Planning Policy is not reflected in the Planning Scheme and is, therefore, applicable to the assessment of the application.

An officer assessment of the proposed development against the provisions contained within the SPP has been undertaken, and it is not considered to be in conflict with any relevant aspect of the SPP.

Queensland State Planning Policy - July 2014		
State Interest	Complies	Assessment Requirements & Comments
Biodiversity A development application where the land relates to a matter of state environmental significance, if the application is for: <ul style="list-style-type: none"> (a) operational work, or (b) a material change of use other than for a dwelling house, or (c) reconfiguring a lot that results in more than six lots or lots less than five hectares. 	✓	Development: <ul style="list-style-type: none"> (1) identifies any potentially significant adverse environmental impacts on matters of state environmental significance, and (2) manages the significant adverse environmental impacts on matters of state environment significance by, in order of priority: <ul style="list-style-type: none"> (a) avoiding significant adverse environmental impacts, and (b) mitigating significant adverse environmental impacts where these cannot be avoided, and (c) where applicable, offsetting any residual adverse impacts. Comment The nearest matter of state environmental significance (MSES) to the proposed development is MSES - Regulated Vegetation (intersecting a watercourse), located to the south of the tourist facility. No identified MSES will be adversely impacted by the proposed development.

<p>Water quality</p> <p><u>Receiving waters</u> - a development application for any of the following:</p> <ul style="list-style-type: none"> (1) a material change of use for urban purposes that involves a land area greater than 2500 square metres that: <ul style="list-style-type: none"> (a) will result in an impervious area greater than 25 per cent of the net developable area, or (b) will result in six or more dwellings, or (2) reconfiguring a lot for urban purposes that involves a land area greater than 2500 square metres and will result in six or more lots, or (3) operational works for urban purposes that involve disturbing more than 2500 square metres of land. 	✓	<p><u>Receiving waters</u></p> <p>Development:</p> <ul style="list-style-type: none"> (1) avoids or otherwise minimises adverse impacts on the environmental values of receiving waters, arising from: <ul style="list-style-type: none"> (a) altered stormwater quality or flow, and (b) wastewater (other than contaminated stormwater and sewage), and (c) the creation or expansion of non-tidal artificial waterways, and (2) complies with the SPP code: Water quality (Appendix 2). <p>Comment</p> <p>The proposed development will not significantly alter the stormwater quality or flow from the subject land.</p> <p>Any wastewater will be discharged into approved on-site effluent disposal system/s.</p> <p>No artificial waterways will be created or expanded. The dam adjacent to the proposed tourist facility was originally established for the Mt Mulligan township and mine.</p>
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<p>Natural hazards</p> <p>A development application for a material change of use, reconfiguring a lot or operational works on land within:</p> <ul style="list-style-type: none"> (1) a flood hazard area, or (2) a bushfire hazard area, or (3) a landslide hazard area, or (4) a coastal hazard area. 	✓	<p>For all natural hazards:</p> <p>Development:</p> <ul style="list-style-type: none"> (1) avoids natural hazard areas or mitigates the risks of the natural hazard, and (2) supports, and does not unduly burden, disaster management response or recovery capacity and capabilities, and (3) directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties, and (4) avoids risks to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard, and (5) maintains or enhances natural processes and the protective function of landforms and vegetation that can mitigate risks associated with the natural hazard, and <p>Comment</p> <p>Those areas intended for development, feature slopes below 15%.</p> <p>The tourist facility will be appropriately setback from the dam to provide adequate flood immunity. The existing homestead and managers residence are not located within a flood hazard area.</p> <p>The SPP Bushfire Hazard mapping indicates that the proposed tourist facility, existing homestead and manager's residence are all located within a low hazard area. Part of the land containing the manager's residence is identified as Potential Impact Buffer (within 100m of a medium bushfire hazard).</p> <p>The development will be conditioned to manage risks appropriately.</p>
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(c) Mareeba Shire Planning Scheme 2004 (amendment no. 01/11)

Relevant Desired Environmental Outcomes

DEO	Complies	Comments
(a) Significant natural features such as the dense tropical rainforest adjoining the Wet Tropics area, the savannas, the major river systems, wetlands and wildlife corridors, areas identified in the Areas of Regional significance for the Conservation of Biodiversity under the FNQ Regional Plan are protected.	✓	The proposed development is low-key and compatible with the natural features found in the vicinity of Mount Mulligan.
(b) The values of significant cultural heritage features and heritage conservation, the components of which include aesthetic, architectural, historic, social or spiritual significance are conserved and protected.	✓	<p>Mount Mulligan and the coal mine chimney stack have significant scenic and cultural heritage values.</p> <p>The low-key nature of the tourist facility and the siting of the associated infrastructure is sympathetic to these values.</p> <p>The development application does not propose any buildings, uses or operational works which could adversely impact on the scenic and cultural heritage values.</p>

(c) Adverse effects from development on the natural environment are minimised with respect to the loss of natural vegetation, soil degradation, air and water pollution due to erosion, dust and chemical contamination, dispersal of pollutants, effluent disposal and the like.	✓	The development can be carried out without adverse effects on the natural environment.
(d) Good quality agricultural land is conserved and protected from fragmentation and alienation.	✓	Approximately 60 hectares of Lot 20 on HG725 (26,700ha) is mapped as having good quality agricultural land. This limited area of GQAL is 25 kilometres south-east of the proposed tourist facility.
(j) Threats to public safety and health associated with the natural and built environments, including flooding in the catchments of the Barron River and Mitchell River are minimised.	✓	The tourist facility will be appropriately setback from the dam to provide adequate flood immunity. The existing homestead and manager's residence are not located within a flood hazard area.
(q) The establishment of new industries such as value adding agricultural industries as well as ecotourism and tradeable services beyond agriculture.	✓	The application proposes a low-key tourist facility which will supplement the grazing activities occurring over the balance of Lot 20 on HG725.

Relevant Development Codes

The following Development Codes are considered to be applicable to the assessment of the application:

Part 4, Division 14	Rural Zone Code
Part 5, Division 2	Natural and Cultural Heritage Features Overlay Code
Part 5, Division 8	Natural Disaster - Bushfire Overlay Code
Part 6, Division 5	Car Parking Code
Part 6, Division 14	Tourist Facility Code
Part 6, Division 15	Landscaping Code

The application included a planning report and assessment against the planning scheme. An officer assessment has found that the application satisfies the relevant acceptable solutions (or probable solutions/performance criteria where no acceptable solution applies) of the relevant codes set out below, provided reasonable and relevant conditions are attached to any approval.

Relevant Codes	Comments
Rural Zone Code	The application complies with applicable acceptable/probable solutions/performance criteria.
Natural and Cultural Heritage Features Overlay Code	The application complies with applicable acceptable/probable solutions/performance criteria.
Natural Disaster - Bushfire Overlay Code	The application complies with applicable acceptable/probable solutions/performance criteria.
Car Parking Code	The application complies with applicable acceptable/probable solutions/performance criteria.
Tourist Facility Code	The application complies with applicable acceptable/probable solutions/performance criteria.
Landscaping Code	The application complies with applicable acceptable/probable solutions/performance criteria.

(e) Planning Scheme Policies/Infrastructure Charges Plan

The following planning scheme policies are relevant to the application:

No. 1 - Water Supply (Outside Reticulated Water Supply Area)

A condition will be attached to any approval requiring the applicant/developer provide a potable water supply for the development.

No. 4 - Development Manual

All development works will be conditioned to comply with the FNQROC Development Manual.

(f) Additional Trunk Infrastructure Condition - (Section 650 of SPA)

The subject land is located outside the identified Priority Infrastructure Area (PIA).

Section 650 of SPA allows Council to condition additional trunk infrastructure outside the PIA.

The only trunk infrastructure servicing the subject land is road transport infrastructure.

The development application covers five (5) allotments, three (3) of which currently contain no habitable buildings. Each of these three (3) allotments is considered to have a credit of ten (10) vehicle movements per day, providing the development with an overall credit of 30 vehicles per day.

Guests to the tourist facility will be flown to the site via helicopter. Road traffic generated by the development will be limited to staff traffic and the delivery of goods and services. It is considered highly improbable that road traffic generated by the proposed development will exceed 30 vehicle movements per day.

Accordingly, no additional road transport trunk infrastructure contribution is recommended.

REFERRALS**Concurrence**

This application did not trigger referral to a Concurrence Agency.

Advice

This application did not trigger referral to an Advice Agency.

Internal Consultation

Technical Services

PUBLIC NOTIFICATION

The development proposal was placed on public notification from 27 April 2016 to 20 May 2016. The applicant submitted the notice of compliance on 23 May 2016 advising that the public notification requirements were carried out in accordance with the requirements of the Act.

No submissions were received.

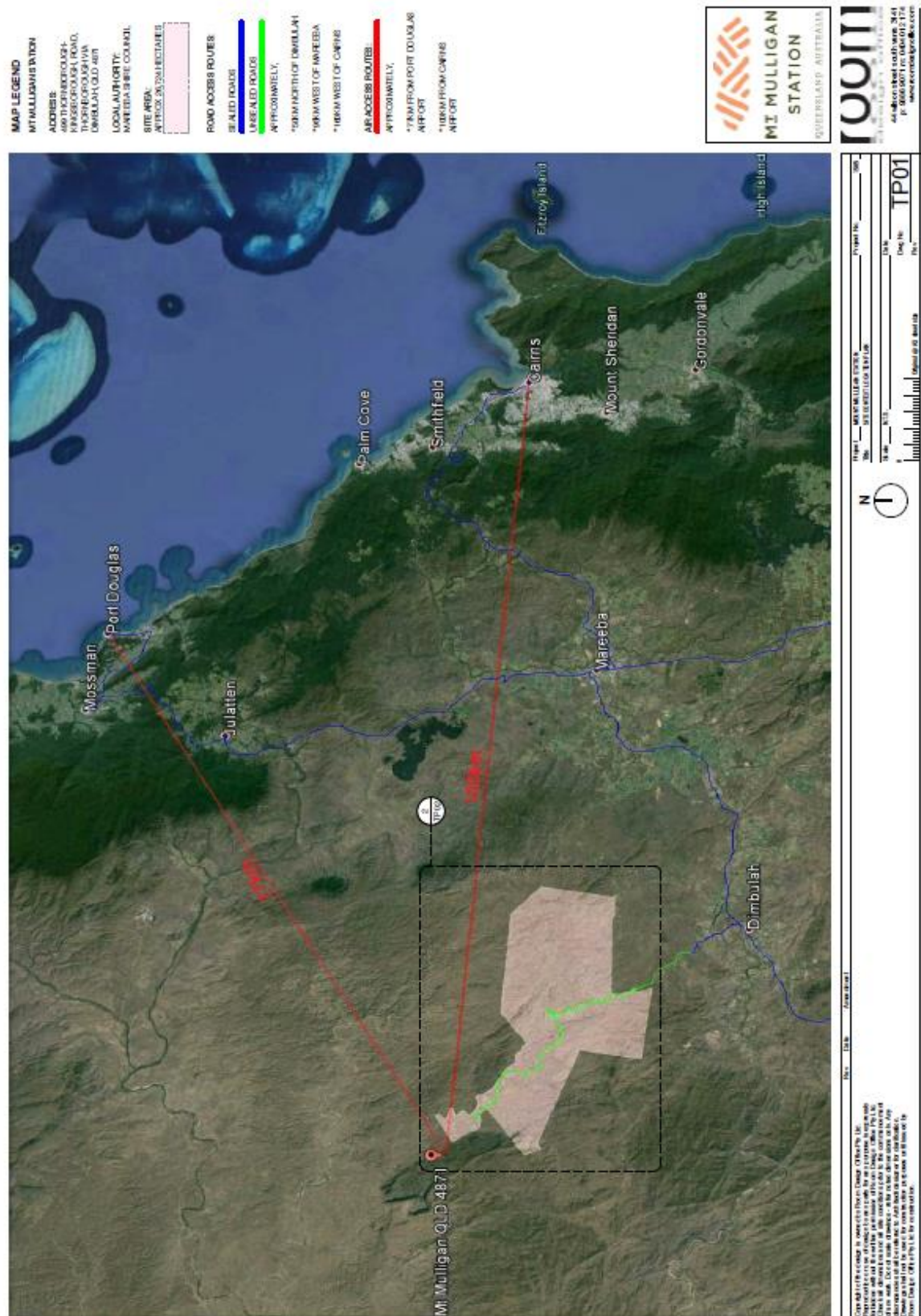
PLANNING DISCUSSION

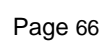
Nil

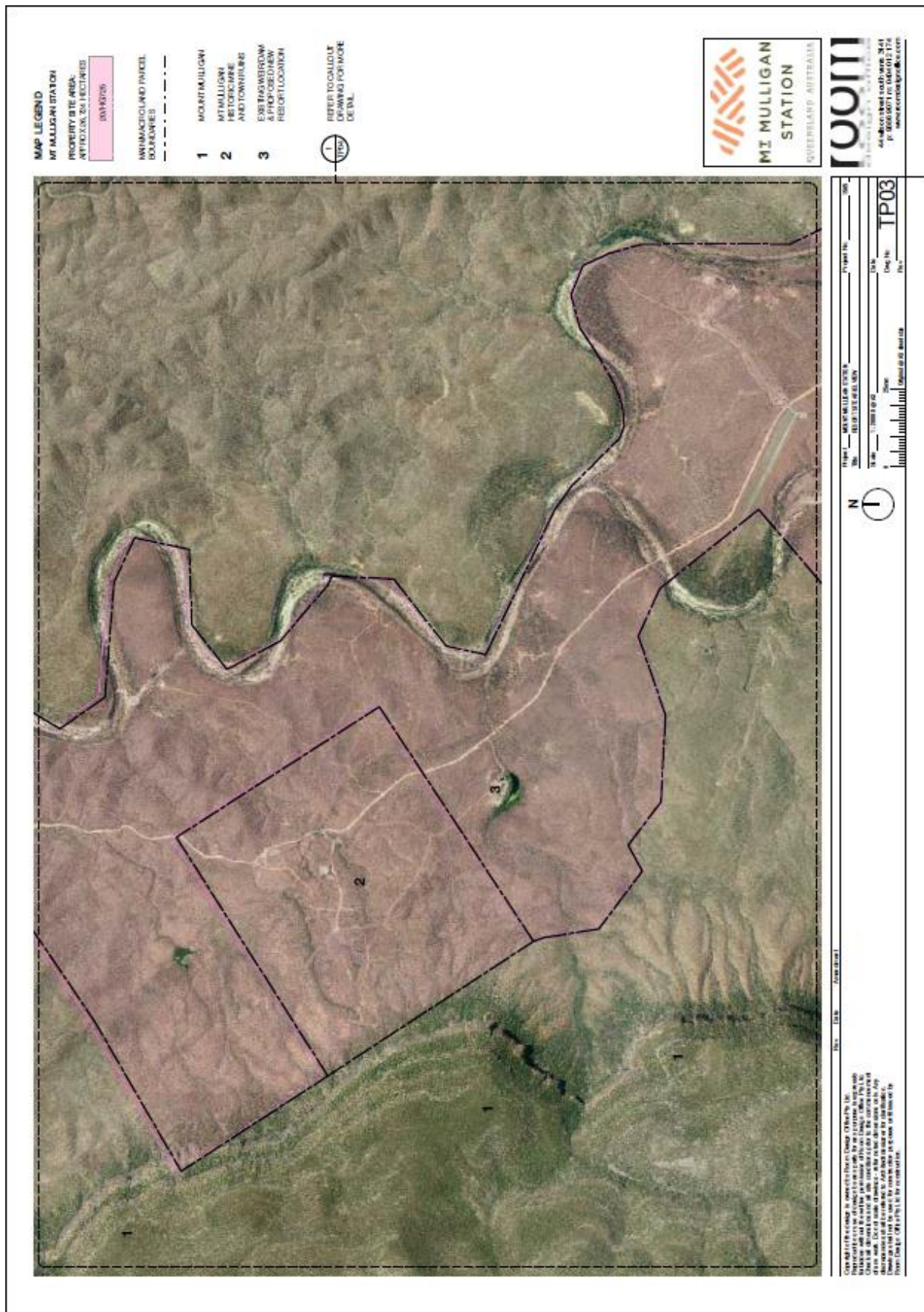
Date Prepared: 31 May 2016

ATTACHMENT 1

APPROVED PLANS (ECM VS 3787235)

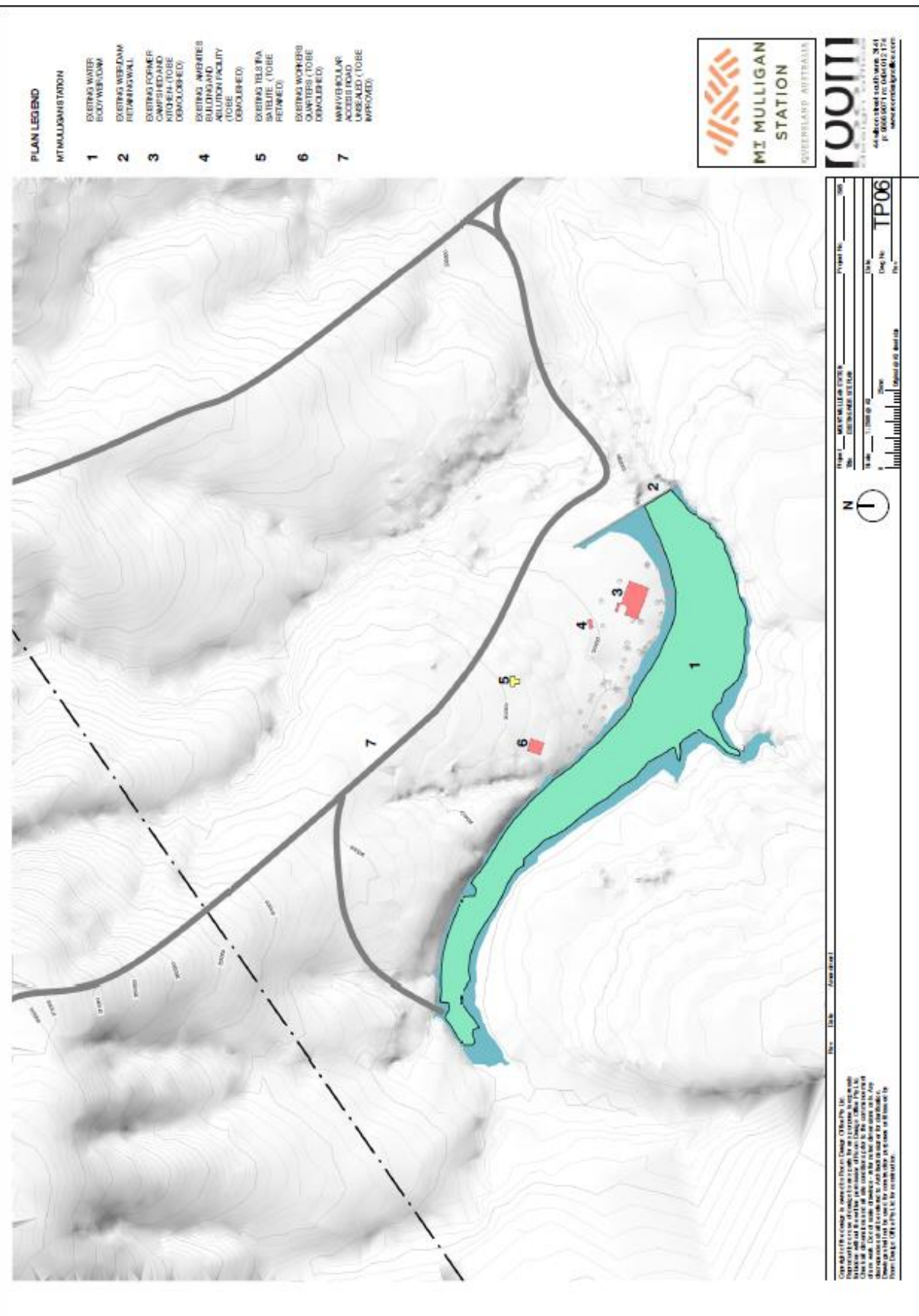




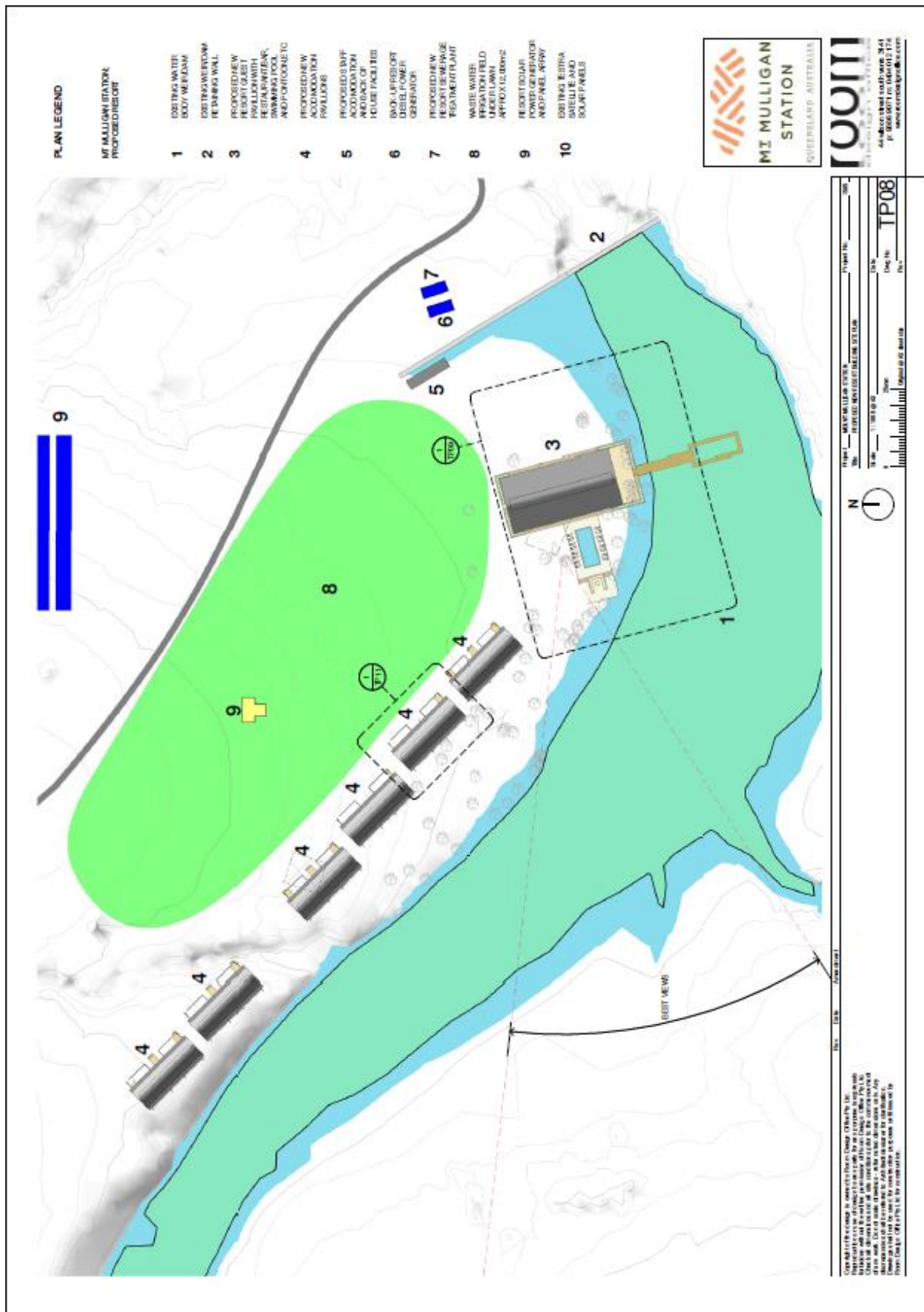













GENERAL NOTES OF CONSTRUCTION
STATUTORY REQUIREMENTS:
The builder shall comply to all applicable statutory requirements such as Australian Standards, Building Code of Australia, Acts of Commonwealth, State and Local Authority by laws, orders, regulations or provisions.

OTHER REQUIREMENTS:
The builder shall comply to all applicable requirements and conditions as described in the Building Approval documentation. The builder shall provide for all evidence required to comply with the any additional approvals as required to complete the project construction.

DIMENSIONS:
The builder and sub-contractors are to confirm all dimensions and set out prior to any construction and works on site. Notify HOME-FAB of any discrepancies.

STEEL FRAMING:
All steel framing is to be designed, detailed and constructed in accordance with BCA Clause 3.4.2 and 3.4.4



Sheet List	Sheet Number
PROJECT COVER SHEET	A.1
FLOOR PLAN	A.2
STUMP FOOTINGS	A.3
SUB FLOOR (LOWSET + HIGHSET)	A.4
BRACING PLAN ON SUB FLOOR	A.5
ROOF TRUSS SYSTEM	A.6
CEILING	A.7
NORTH/EAST	A.8
SOUTH/WEST	A.9
SPECIFICATION (C2)	A.10

REVISIONS

Sheet Number	Current Revision	Current Revision Description
A.1		
A.2		
A.3		
A.4		
A.5		
A.6		
A.7		
A.8		
A.9		
A.10		

Use figured dimensions in preference to scale. Check all dimensions on site before fabrication or building work.

PROPOSED RESIDENCE ON: MT MULLIGAN STATION FOR ORPHEUS ISLAND NOMINEES P/L

Home-Fab Job Number: ORPHEUS

NOVEMBER 2015

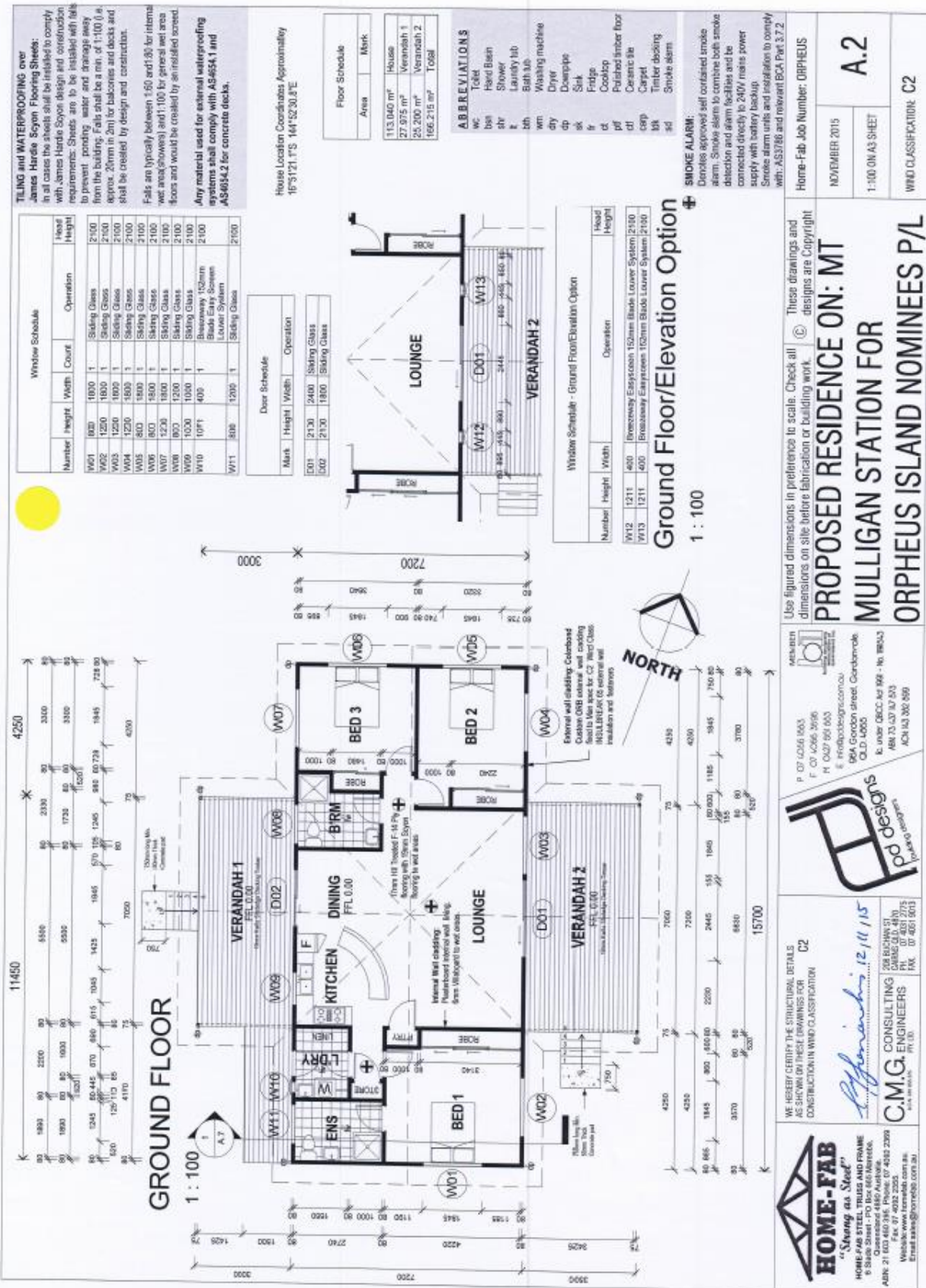
NOT TO SCALE

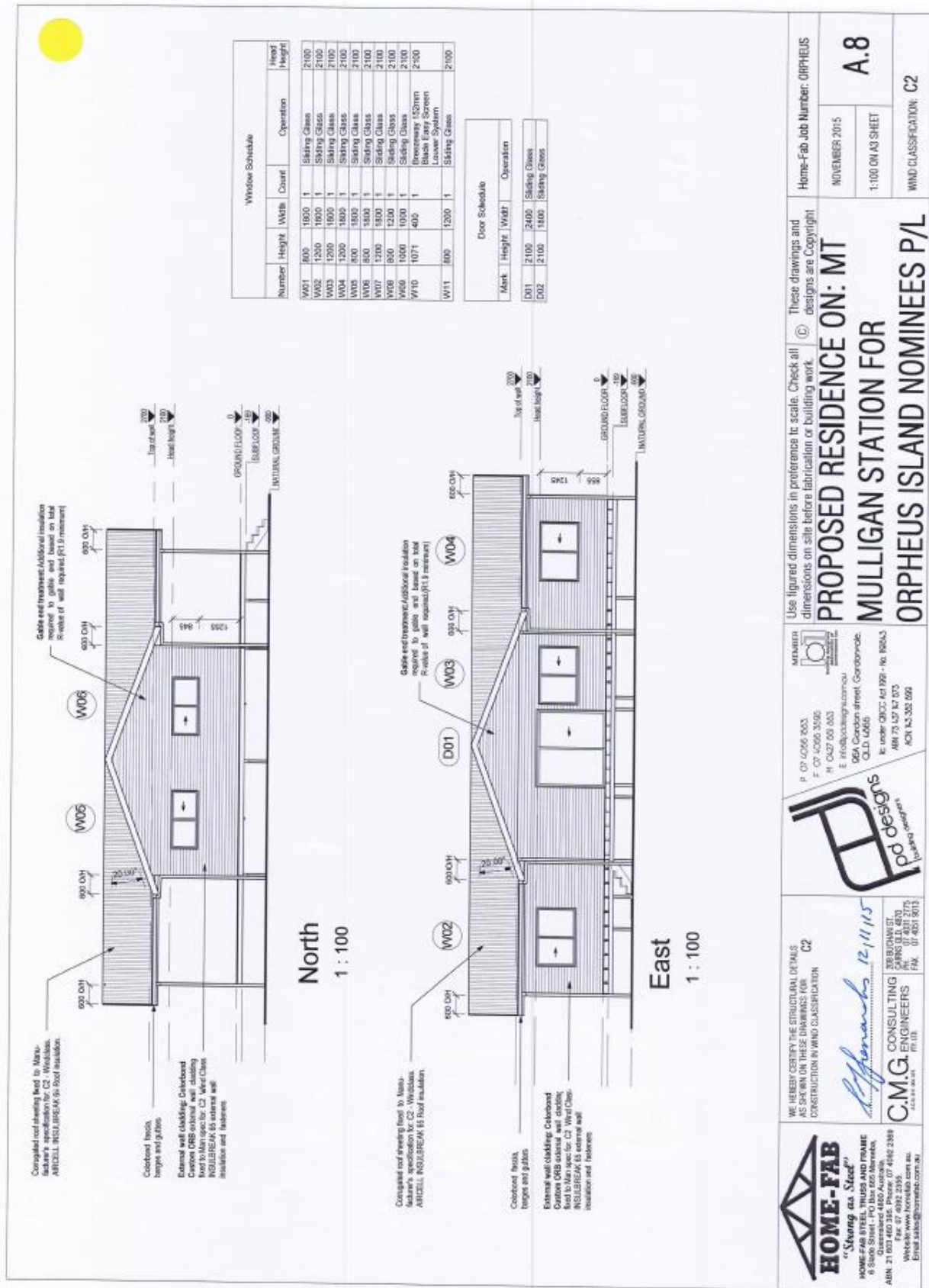
WIND CLASSIFICATION: C2

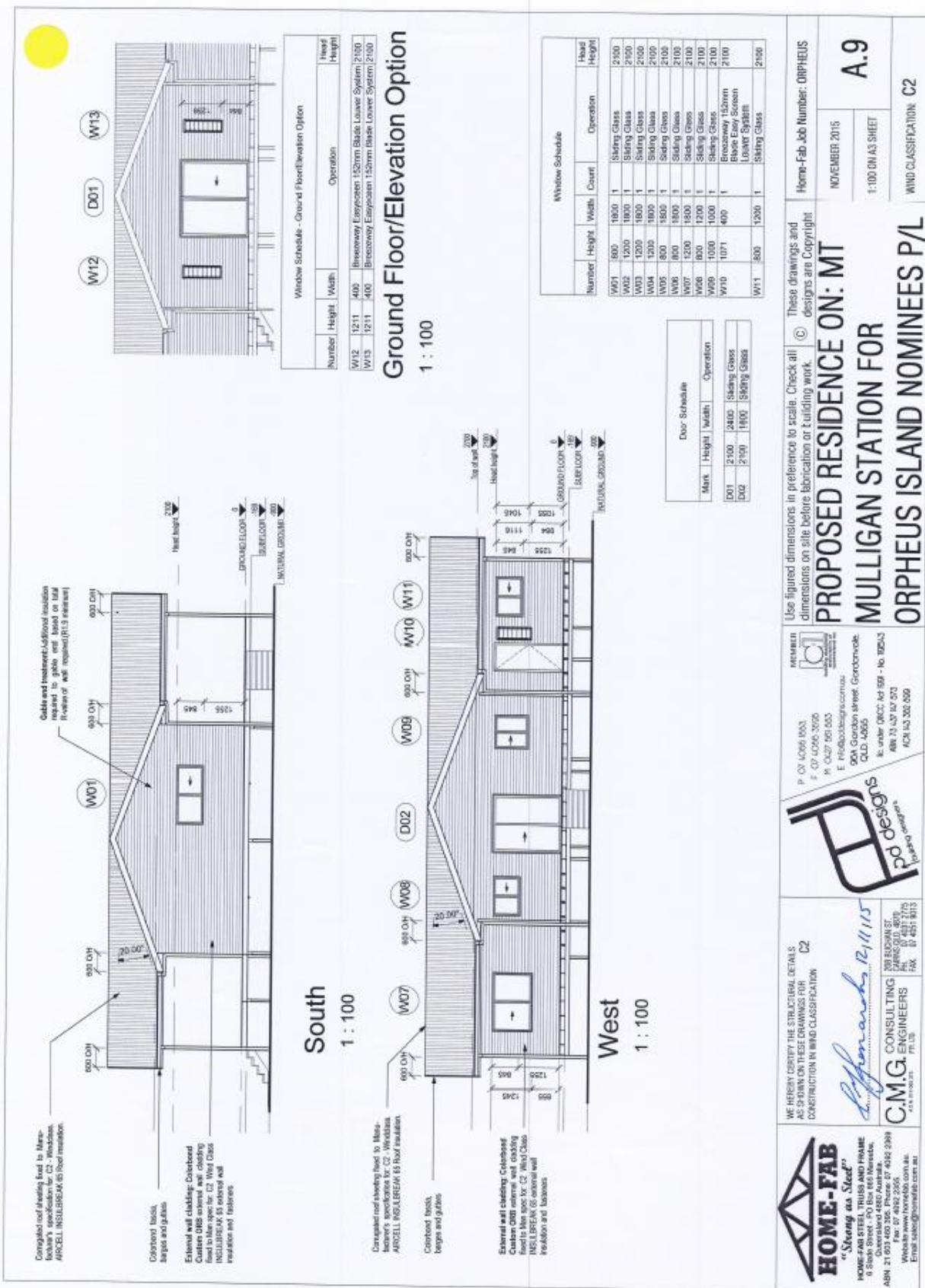
HOME-FAB
"Strong as Steel"
HOME-FAB STEEL TRUSSES AND FRAME
6 Skibo Street - PO Box 605 Mareeba,
AUS 2515 400 325. Phone 07 4092 2989
Website: www.homefab.com.au
Email: sales@homefab.com.au

C.M.G. CONSULTING ENGINEERS
12, 11/15
308 RUDMAN ST
CARRICK (LD) 4870
VIC 3201 401 7773
FAX 07 401 8873

od designs
for steel design
P O BOX 8043
F 07 4296 3596
M 027 051 003
E info@oddesigns.com.au
904 Gordon Street, Gordonvale
QLD 4065
In order QCC 42 191 - No. 19543
1601 73 12 12 573
AON 142 302 009







**ITEM-4 NORMAN PROPERTIES PTY LTD - APPLICATION FOR
ADVERTISING SIGN WITHIN KENNEDY HIGHWAY ROAD
RESERVE - ADJACENT TO LOT 2 ON RP748773, KOAH**

MEETING: Ordinary

MEETING DATE: 15 June 2016

REPORT OFFICER'S TITLE: Senior Planner

DEPARTMENT: Corporate and Community Services

EXECUTIVE SUMMARY

Application has been made by Victor G Feros Town Planning Consultants on behalf of Norman Properties Pty Ltd for the erection of a real estate advertising billboard within the Kennedy Highway road reserve adjacent to Lot 2 on RP748773, Koah.

Norman Properties Pty Ltd is the owner/developer of 'Possum Ridge' rural residential estate situated at Possum Close and Whipbird Close, Speewah. The development comprises 20 allotments with areas ranging from two (2) to three (3) hectares. The survey plan creating the final allotment in the Possum Ridge development was registered on 11 February 2010, and eight (8) of the allotments remain unsold.

It is proposed to establish a double-sided six (6) metre by three (3) metre billboard on the western side of the Kennedy Highway approximately one (1) kilometre north of Palm Valley Road. The proposed billboard will advertise the Possum Ridge development and will address both the northbound and southbound vehicle traffic.

The proposed location of the billboard falls outside the designated billboard area, as outlined in Council's "Policy for the Assessment of Advertising Billboards." In drafting the policy, Council deliberately did not allocate a designated billboard area for Kuranda. This decision recognised the need to protect the significant scenic values existing in the Kuranda locality.

This provision is important in maintaining the integrity of the advertising billboards Policy and in most cases, non-compliance with this provision would result in an application being recommended for refusal.

In the very near future, all new advertising devices will be assessed as Operational Works under the new Mareeba Shire Council Planning Scheme (MSCPS). The Advertising Devices Code of the MSCPS incorporates many of the provisions currently found in the Policy for the Assessment of Advertising Billboards, including the designated billboard areas. The MSCPS goes beyond the policy by specifically identifying areas of scenic amenity.

The Scenic Amenity Overlay of the MSCPS identifies the section of the Kennedy Highway extending from the end of Windy Hollow Road to the boundary with Cairns Regional Council as a Shire Scenic Route and a Local Scenic Route. The proposed billboard is well outside of the identified Shire Scenic Route/Local Scenic Route and will not be visible from this section of the Kennedy Highway.

Council officers are recommending that Council approve the proposed billboard for the following reasons:

- (a) The proposed billboard is not within an identified Shire Scenic Route/Local Scenic Route of the Scenic Amenity Overlay of the proposed Mareeba Shire Council Planning Scheme.*
- (b) The proposed billboard's impact on local scenic amenity can be minimised by restricting the number of sign faces to one (1), appropriate painting of the rear of the sign face and support structure, and requiring total removal of the sign and support structure upon the sale of the final allotment or within two (2) years of building approval whichever occurs sooner.*
- (c) The location of the proposed billboard has been assessed in detail by the Department of Transport and Main Roads and is not likely to compromise road safety.*

For those reasons mentioned above, the application is recommended for approval, subject to conditions.

OFFICER'S RECOMMENDATION

"That Council approve, in part, the application made by Victor G Feros Town Planning Consultants on behalf of Norman Properties Pty Ltd for the erection of a real estate advertising billboard within the Kennedy Highway road reserve adjacent to Lot 2 on RP748773, Koah, subject to:

1. The facts and circumstances as set out in the application and supporting information being adhered to, except where modifications to the proposal result from the application of the following conditions.
2. The advertising billboard must be single-sided only with the single sign face addressing northbound Kennedy Highway vehicle traffic.
3. The advertising billboard support structure and rear of the sign face must be painted a shade of deep green to the satisfaction of Council's delegated officer.
4. The advertising billboard may be displayed for a maximum of two (2) years from the date of building approval or until Lot 5 on SP218099, Lots 6, 7, 11, 13, 14 & 15 on SP232038 and Lot 16 on SP278079 are sold by Norman Properties, whichever occurs soonest, at which time the billboard including support structure and foundations must be removed from the road reserve and the ground level pre-installation of the billboard restored.
5. The applicant obtaining a Development Permit for Building Works, prior to the erection of the advertising billboard. The application for a Development Permit for Building Works must be signed by the Department of Transport and Main Roads as the land owner.
6. A minimum of \$10,000,000 public liability insurance is maintained for the advertising billboard until the advertising billboard is removed. Evidence of the public liability insurance must be provided to Council upon demand.

7. The advertising billboard must be maintained in good order and repair for the entire time it is erected.
8. The advertising billboard must not be illuminated."

BACKGROUND

It is proposed to erect an advertising billboard within the Kennedy Highway road reserve adjacent to Lot 2 on RP748773, Koah. The site is located on the western side of the Kennedy Highway approximately one (1) kilometre north of Palm Valley Road.

The advertising billboard would have sign face dimensions of six (6) metres by three (3) metres, and would be set at 90 degrees to the Kennedy Highway road pavement. The bottom of the sign face will be at least two (2) metres from ground level. The sign face will not be animated or incorporate revolving or flashing lights.

The advertising billboard will promote the Possum Ridge rural residential estate and would address both the northbound and southbound vehicle traffic.

The locality has a rural/rural residential living character, and the closest dwelling house to the proposed advertising billboard is approximately 170 metres to the north.



Map Disclaimer:

Based on or contains data provided by the State of Queensland (Department of Environment and Resource Management) (2009). In consideration of the State permitting use of this data you acknowledge and agree that the State gives no warranty in relation to the data (including accuracy, reliability, completeness, currency or suitability) and accepts no liability (including without limitation, liability in negligence) for any loss, damage or costs (including consequential damage) relating to any use of the data. Data must not be used for direct marketing or be used in breach of the privacy laws.

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CONSULTATION*Internal*

Nil

*External*Department of Transport and Main Roads (**Attachment 3**)**LEGAL AND RISK IMPLICATIONS (STATUTORY BASIS, LEGAL AND RISKS)**

Nil

POLICY IMPLICATIONS

Advertising signage in the Mareeba Shire is regulated through Schedule 8 of Subordinate Local Law No. 1 - Installation of Advertising Devices. The 'Policy for the Assessment of Advertising Billboards' is a Policy established to assist in the assessment of advertising billboards within the Rural zone of the Mareeba Shire and applies to all applications made under Subordinate Local Law No. 1.

Policy Intent

The purpose of this policy is to ensure that the provision of advertising billboards within the rural zone of the Mareeba Shire allows for the functional advertising requirements

of businesses, while ensuring that the natural attributes of the Mareeba Shire are not compromised.

As a region that derives an increasing part of its income from tourism there is an especially strong need to ensure that all signage is well presented, aesthetically pleasing and complementary to the character and built form of the locality.

The following development outcomes are promoted by this policy:

- a) Signage that adequately caters for the needs of business, to clearly identify the goods and/or services which are supplied to the public;*
- b) Signage that complements the local streetscape of its locality and presents a visually attractive appearance to public areas;*
- c) Signage that is safely secured and does not pose a physical hazard to motorists, pedestrians, cyclists and residents on adjoining sites;*
- d) Signage that does not detract from the operation and safety of the major arterial road routes in the region; and*
- e) Signage that complements the objectives for the provision of attractive tourist scenic routes*

Comment

The proposed billboard development is considered to be consistent with the above Policy Intent for the assessment of advertising billboards within the Mareeba Shire.

Council has adopted the Policy for the Assessment of Advertising Billboards within the Mareeba Shire which guides the assessment process to be in line with Subordinate Local Law No. 1 - Installation of Advertising Devices.

Policy Statement (derived from Subordinate Local Law No. 1)

Council will only grant approval for an advertiser to exhibit an advertising billboard if:

- (a) the advertising billboard, including any structure associated with the support of the advertising billboard, must be structurally sound and safe; and*

Comment

The billboard will comply. Prior to construction, the applicant will need to obtain a development permit for building works.

- (b) the display of the advertising billboard must not cause obstruction of, or distraction to, pedestrian or vehicular traffic on a road or any road-related area; and*

Comment

The proposed billboard is not likely to obstruct vehicles or pedestrians using the Kennedy Highway.

The Department of Transport and Main Roads have approved the location for the proposed billboard based on appropriate site distances and traffic safety criteria. The written content of the sign face (**Attachment 1**) is limited to provide clear information and prevent driver distraction.

- (c) *an advertising billboard must not be located so as to form a background to a road or road related area when viewed from any direction; and*

Comment

The proposed billboard will be sited near perpendicular to the highway. The billboard will not form the background to any road or road related area.

- (d) *an advertising billboard must not reflect any vehicle headlight glare towards - a road, a road-related area or a sensitive place.*

Comment

The proposed billboard will be sited near perpendicular to the Kennedy Highway and is at least 170 metres from the nearest dwelling house.

The proposed billboard is not likely to cause a reflective nuisance.

- (e) *an advertising billboard that is illuminated must be shielded to prevent the illumination of any road or road-related area and the illumination of the advertising billboard must not extend further than three (3)metres from the advertising billboard; and*

Comment

The proposed billboard is not illuminated.

- (f) *an advertising billboard may only be erected on premises with the written consent of the registered owner or trustee of the premises and the advertiser must produce the written consent to the local government on demand; and*

Comment

Owner's consent has been demonstrated.

- (g) *an advertising billboard that advertises premises, or an activity conducted on the premises, must not diminish the visual amenity of the locality on which the advertising billboard is installed; and*

Comment

The design of the proposed billboard's sign face is included as Attachment 1.

The design is considered appropriate for the product being advertised and the locality in which the billboard is to be displayed.

- (h) *only one (1) advertising billboard that is visible from a road may be installed on premises; and*

Comment

The proposed billboard will be the only billboard established on the Kennedy Highway road reserve in this locality.

- (i) *an advertiser must not install an advertising billboard within 200m of an intersection of two (2) roads unless the advertising billboard does not cause obstruction of, or distraction to, pedestrian or vehicular traffic; and*

Comment

The proposed billboard will not be constructed within 200 metres of an intersection of two public roads.

- (j) *the advertiser of an advertising billboard must maintain the advertising billboard in good order and repair; and*

Comment

This requirement will be conditioned.

- (k) *the advertiser of an advertising billboard installed on a State controlled road must produce documentary evidence of the approval of the State to the installation of the advertising billboard on the State controlled road on demand; and*

Comment

Evidence of the Department of Transport and Main Roads consent has been provided with the application.

- (l) *an advertising billboard installed on a local government controlled area or road must not be attached to, or supported by, a tree, shrub or similar vegetation that is in its natural state (whether dead or alive); and*

Comment

The proposed billboard is not located on a Council controlled road or land.

- (m) *an advertising billboard must not be attached to local government or main roads infrastructure or sign; and*

Comment

The proposed billboard will not be attached to Council or State infrastructure.

- (n) *an advertising billboard must not be situated on the paved area of the road or on traffic islands; and*

Comment

The siting of the proposed billboard will comply.

- (o) *the advertiser of an advertising billboard must maintain a public liability insurance policy that complies with the local government's published standards for public liability insurance for advertising devices; and*

Comment

This requirement will be conditioned.

- (p) *an advertiser of an advertising billboard must produce documented evidence of public liability insurance mentioned in paragraph (o) to an authorised person upon request; and*

Comment

This requirement will be conditioned.

- (q) *the dimensions of the advertising billboard bear a reasonable relationship to the dimensions of surrounding buildings and allotments so that -*

(i) *its presence is not unduly dominating or oppressive; and*

(ii) *it does not unreasonably obstruct existing views; and*

Comment

The Department of Transport and Main Roads have approved the location for the proposed billboard based on appropriate site distances and traffic safety criteria. The written content of the sign face (**Attachment 1**) is limited to provide clear information and prevent driver distraction.

The design of the proposed billboard's sign face is included as Attachment 1. The design is considered appropriate for the product being advertised and the locality in which the billboard is to be displayed.

- (r) *the advertising billboard is consistent, in colour and appearance, with buildings and natural features of the environment in which it is to be situated; and*

Comment

The design of the proposed billboard's sign face is included as Attachment 1. The design is considered appropriate for the product being advertised and the locality in which the billboard is to be displayed.

- (s) *the advertising billboard is in other respects consistent with the character and values of the environment in which it is to be situated.*

Comment

The design of the proposed billboard's sign face is included as Attachment 1. The design is considered appropriate for the product being advertised and the locality in which the billboard is to be displayed.

The *Policy for the assessment of advertising billboards within the Mareeba Shire* also establishes the following minimum provisions to demonstrate compliance with the Policy Statements:

- (i) *The advertising billboard must only be located in one of the following designated areas:*

Mareeba - As indicated on Plan No. AB-MAR

- *Kennedy Highway - Mareeba to Vicary Road*
- *Kennedy Highway - Mareeba to Kay Road*
- *Mulligan Highway - Mareeba to Hodzic Road*
- *Mareeba-Dimbulah Road - Mareeba to Gorge Creek*

Dimbulah - As indicated on Plan No. AB-DIM

- *Mareeba-Dimbulah Road - Dimbulah to Bruce Weir Road*
- *Burke Development Road - Dimbulah to Booth Road*

Chillagoe - As indicated on Plan No. AB-CHI

- *Burke Development Road to 2km east and west of Chillagoe*

Almaden - As indicated on Plan No. AB-ALM

- *Burke Development Road to 2km east and west of Almaden*

Mutchilba - As indicated on Plan No. AB-MUT

- *Mareeba-Dimbulah Road to 2km east and west of Mutchilba Road*

Mount Molloy - As indicated on Plan No. AB-MOL

- *Mulligan Highway - 2km north and south of National Hotel, Mount Molloy*

Mount Carbine - As indicated on Plan No. AB-CAR

- *Mulligan Highway - 2km east and west of Manganese Creek, Mount Carbine*

Comment

The proposed location of the billboard falls outside the designated billboard area, as outlined in Council's "Policy for the Assessment of Advertising Billboards." In drafting the policy, Council deliberately did not allocate a designated billboard area for Kuranda. This decision recognised the need to protect the significant scenic values existing in the Kuranda locality.

This provision is important in maintaining the integrity of the advertising billboards Policy and in most cases, non-compliance with this provision would result in an application being recommended for refusal.

In the very near future, all new advertising devices will be assessed as Operational Works under the new Mareeba Shire Council Planning Scheme (MSCPS). The Advertising Devices Code of the MSCPS incorporates many of the provisions currently found in the Policy for the Assessment of Advertising Billboards, including the designated billboard areas. The MSCPS goes beyond the policy by specifically identifying areas of scenic amenity.

The Scenic Amenity Overlay of the MSCPS identifies the section of the Kennedy Highway extending from the end of Windy Hollow Road to the boundary with Cairns Regional Council as a Shire Scenic Route and a Local Scenic Route. The proposed billboard is well outside the identified Shire Scenic Route/Local Scenic Route and will not be visible from this section of the Kennedy Highway.

Council officers are recommending that Council approve the proposed billboard for the following reasons:

- (a) The proposed billboard is not within an identified Shire Scenic Route/Local Scenic Route of the Scenic Amenity Overlay of the proposed Mareeba Shire Council Planning Scheme.
 - (b) The proposed billboard's impact on local scenic amenity can be minimised by restricting the number of sign faces to one (1), appropriate painting of the rear of the sign face and support structure, and requiring total removal of the sign and support structure upon sale of the final allotment or within two (2) years of building approval whichever occurs sooner.
 - (c) The location of the proposed billboard has been assessed in detail by the Department of Transport and Main Roads and is not likely to compromise road safety.
- (ii) *The advertising billboard has a maximum single face area of 18 square metres and a maximum sign face width of six (6) metres.*

Comment

The proposed billboard does not exceed these dimensions.

- (iii) *The advertising billboard must be sited a minimum of 500 metres from all existing advertising billboards.*

Comment

The proposed billboard is approximately one (1) kilometre from the nearest existing billboard.

- (iv) *The advertising billboard is perpendicular to the abutting road.*

Comment

The proposed billboard will comply.

- (v) *The advertising billboard is of a shape, design and colour that is consistent with existing adjacent structures and streetscape.*

Comment

The design of the proposed billboard's sign face is included as Attachment 1. The design is considered appropriate for the product being advertised and the locality in which the billboard is to be displayed.

- (vi) *The advertising billboard is located as close to the centre of the site frontage as is practicable.*

Comment

Not applicable as the Kennedy Highway is not a standard allotment. The Department of Transport and Main Roads have approved the location for the proposed billboard based on appropriate site distances and traffic safety criteria.

- (vii) *The number of sign faces per advertising billboard is no more than two (2).*

Comment

This application seeks approval for a double-sided billboard. Whilst this conforms to the policy, it is considered excessive in the light of the second billboard application lodged concurrently by the same applicant. The second and separate billboard application will address southbound Kennedy Highway traffic.

Council officers cannot support a second southbound sign face on this billboard. It is recommended that only the northbound sign face be approved.

- (viii) *A minimum of \$10,000,000 public liability insurance is obtained for the advertising billboard.*

Comment

This requirement will be conditioned.

- (ix) *The location of the advertising billboard must be approved by the Department of Transport and Main Roads.*

The Department of Transport and Main Roads have approved the location for the proposed billboard based on appropriate site distances and traffic safety criteria.

- (x) *The advertising billboard is not illuminated.*

The proposed billboard will not be illuminated.

FINANCIAL & RESOURCE IMPLICATIONS

Capital
Nil

Operating
Nil

IMPLEMENTATION/COMMUNICATION

Nil

ATTACHMENTS

1. Proposed sign face
2. Proposed sign location
3. Advertising Sign Application - Kennedy Highway adjacent to Lot 2 on RP748773

Date Prepared: 6 June 2016

ATTACHMENT 1



You Are Home

5 ACRES

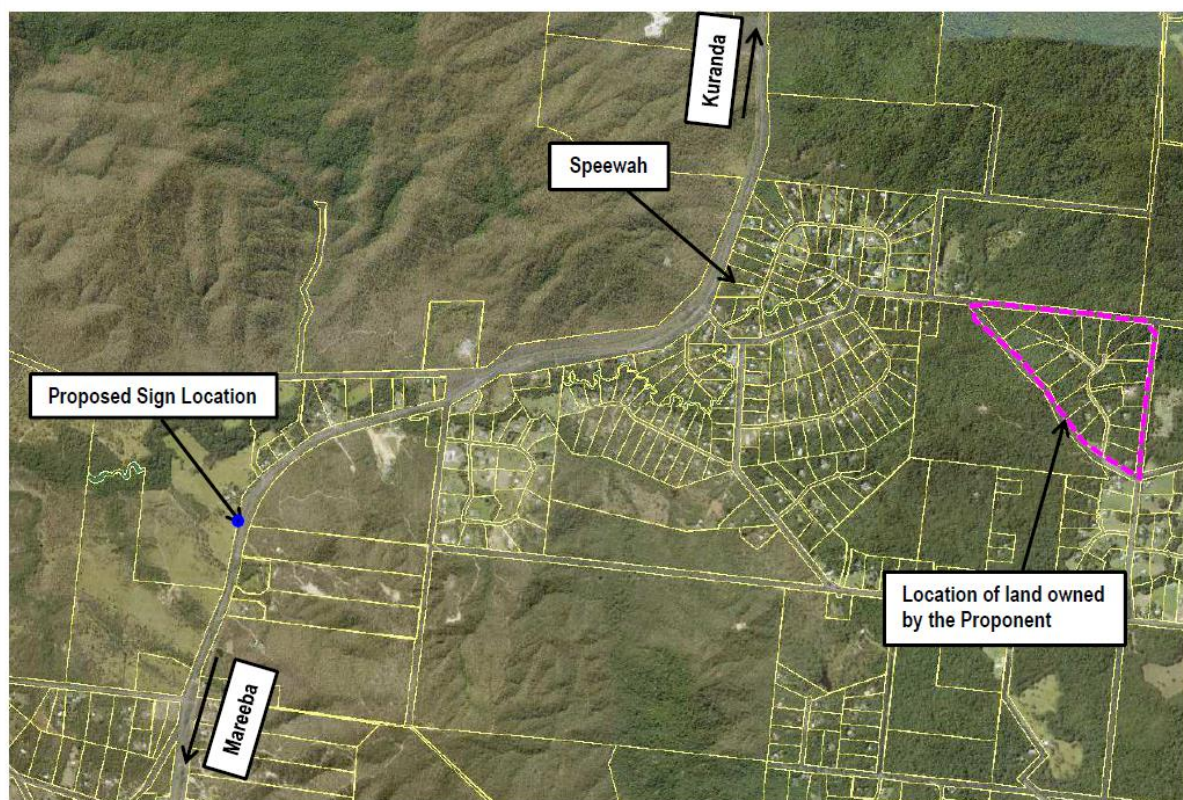
from \$169K

- **TURN INTO SPEEWAH & FOLLOW SIGNS**
- **Power, Phone, Water**

POSSUM RIDGE

POSSUM
RIDGE
ESTATE

ATTACHMENT 2



APPLICATION FOR ADVERTISING BILLBOARD

KENNEDY HIGHWAY ROAD RESERVE

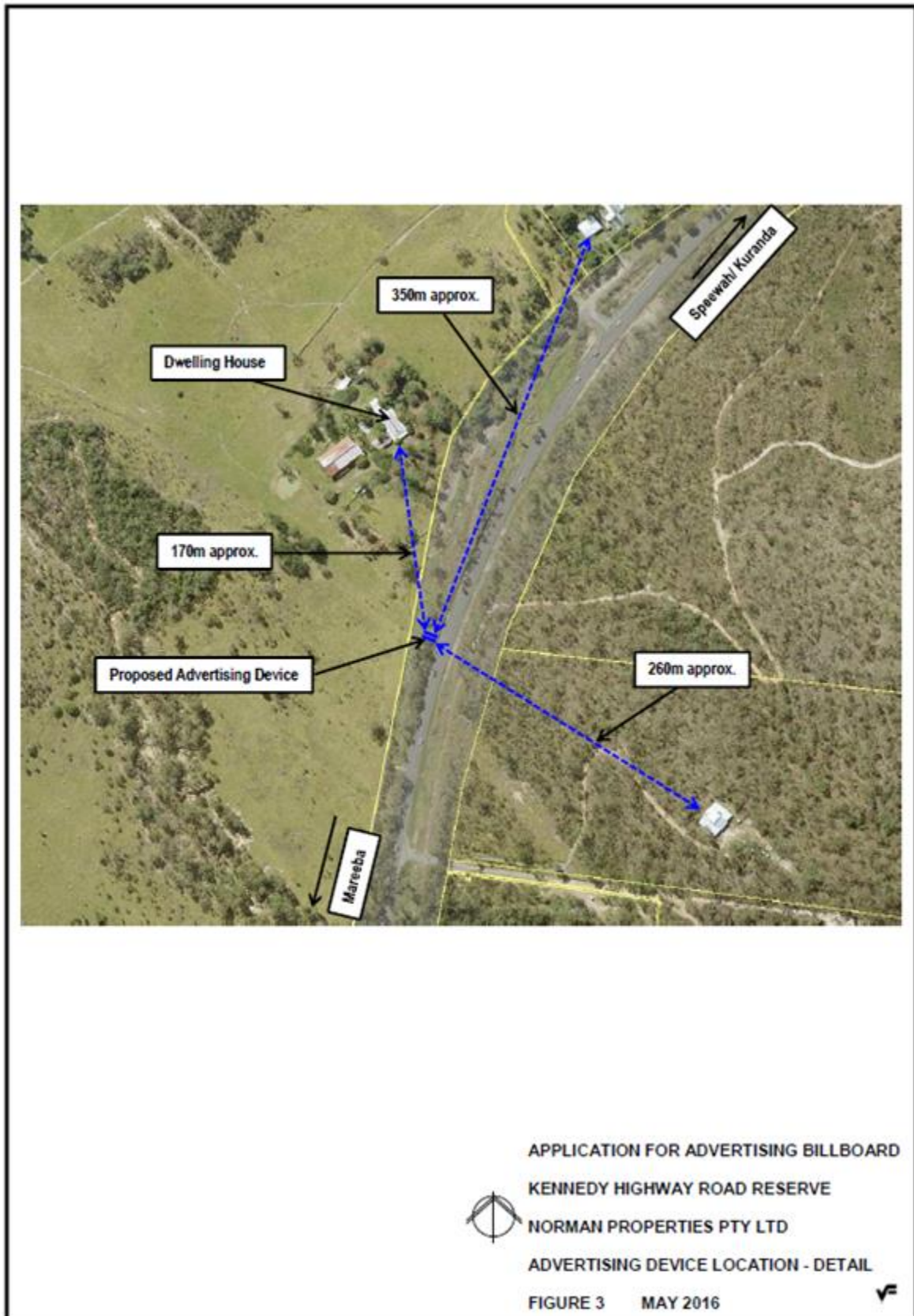


NORMAN PROPERTIES PTY LTD

LOCALITY

FIGURE 2 MAY 2016









ATTACHMENT 3**REPORT****for****ASSESSMENT OF ADVERTISING BILLBOARD****on****LAND WITHIN THE KENNEDY HIGHWAY
ROAD RESERVE, SPEEWAH****for****NORMAN PROPERTIES PTY LTD****VGf – C1041A
MAY 2016****Victor G Feros Town Planning Consultants**

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REPORT FOR ASSESSMENT OF ADVERTISING BILLBOARDS
KENNEDY HIGHWAY ROAD RESERVE, SPEEDWAH

VICTOR G FEROS
TOWN PLANNING CONSULTANTS



REPORT FOR ASSESSMENT OF ADVERTISING BILLBOARD

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1.00 INTRODUCTION	1
2.00 DEPARTMENT OF TRANSPORT AND MAIN ROADS	2
3.00 STATUTORY CONSIDERATIONS	4
4.00 PROPOSAL	4
5.00 ANALYSIS OF EXISTING ADVERTISING BILLBOARDS	5
6.00 RESPONSE TO POLICY FOR THE ASSESSMENT OF ADVERTISING BILLBOARDS (2015)	6
7.00 CONCLUSION	14
8.00 RECOMMENDATIONS	15

FIGURES

- FIGURE 1 Location
FIGURE 2 Locality
FIGURE 3 Surrounding Land Uses

APPENDICES

- APPENDIX A DTMR INVESTIGATION REPORT
APPENDIX B DTMR EMAIL DATED 15 APRIL 2016
APPENDIX C PROPOSED ARTWORK
APPENDIX D KENNEDY HIGHWAY CORRIDOR INVESTIGATION PLAN

Amended 30/5/2016

Victor G Feros Town Planning Consultants

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Facsimile 07 4031 2238
cairns@ferosplanning.com.au

**TOWN PLANNING REPORT FOR
ASSESSMENT OF ADVERTISING BILLBOARDS
ON LAND LOCATED WITHIN THE KENNEDY HIGHWAY ROAD RESERVE, SPEEWAH****1.00 INTRODUCTION**

This Town Planning Report has been commissioned by Norman Properties Pty Ltd the owner of land located at Possum Close and Whipbird Close, Speewah.

The development is known as "Possum Ridge" and contains 20 lots with area ranging from 2 ha to 3 ha.

It is proposed to establish one (1) dual faced advertising billboard within the Kennedy Highway road reserve. The proposed advertising billboard is to advertise the location and the sale of land owned by the proponent within Speewah. Each face will address the northbound and southbound vehicle traffic travelling between Mareeba and Kuranda. Refer to **Figure 1 – Location** and **Figure 2 – Locality**.

IN CONTINUOUS PRACTICE SINCE 1976

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2.00 DEPARTMENT OF TRANSPORT AND MAIN ROADS

The following actions have undertaken with regard to the Department of Transport and Main Roads (DTMR):-

- a) Preparation of an Investigation Report dated 9 March 2016 to identify preferred advertising billboard locations adjoining the Douglas Track and Kennedy Highway Intersection to Speewah.

The scope of this Investigation Report included the following:-

- i) Detailed site inspection of proposal area, including identification of existing commercial and traffic signs within the Kennedy Highway road reserve;
- ii) Review the DTMR Roadside Advertising Guide dated August 2013; and
- iii) Identify preferred advertising billboard locations based on our investigations.

The Investigation Report was submitted to the DTMR by email dated 9 March 2016. Refer to Appendix A – DTMR Investigation Report.

- b) The DTMR responded by email dated 15 March 2016 offering the opportunity for the proponent to accompany a DTMR Officer on a site inspection to investigate possible advertising billboard locations.
- c) Site Inspection was undertaken between the proponent and a DTMR Officer on 22 March 2016.
- d) DTMR responded by email dated 15 April 2016 attaching plans detailing proposed advertising billboard locations considered during the site inspection on 22 March 2016. These plans include detailed assessment of the driver's line of sight, exclusion zone from nearby powerlines and allowable vegetation trimming. The location offered by the Department of Transport and Main Roads form the basis of this application. Refer to Appendix B – DTMR Email dated 15 April 2016.



- e) Further discussions were held with an Officer from DTMR on 17 May 2016 regarding the suitability of the proposed location for advertising billboards. In this regard, the following further advices are provided:-
- i) The extent of the area investigated by DTMR as part of item c) above, extended from the Koah Road intersection north to the Waril Drive intersection;
 - ii) A number of potential locations were investigated both on location and in the office on engineering matters by the DTMR. The outcome of these investigations reduced the number to two (2) locations in accordance with the requirement of the proponent;
 - iii) Other locations were dismissed as being unsuitable on the basis of the following:-
 - a. Adverse impact on nearby overhead powerlines;
 - b. Impact on intersection visibility or potential distraction to motorists;
 - c. Heavy vegetation, topography or existing waterways and creeks.
- f) Further to item e) above, it is significant to note that based on recent DTMR investigations that there are two (2) suitable locations for advertising billboards for the section of the Kennedy Highway extending from the Koah Road intersection to the Waril Drive Intersection.

It is noted that this application seeks approval for one of the identified locations and a separate application been lodged by the proponent for the other suitable location.

It is submitted that given the DTMR has identified that there are no other locations suitable for advertising billboards within the nominated section of the Kenned Highway, support for further locations would not receive the support by the DTMR. Accordingly Council would not be likely to receive further applications for advertising billboards.

Given the continued advices provided by the Cairns Branch of DTMR to identify suitable advertising billboard locations within the vicinity of the Speewah locality and that the DTMR have reviewed the proposed location in accordance with their guidelines, including vehicle safety and visibility, it is submitted that DTMR considers that the proposal meets the relevant requirements and is therefore supportable.



3.00 STATUTORY CONSIDERATIONS

It is submitted that following review of the Mareeba Shire Planning Scheme (2004) and discussions with a Senior Council Planning Officer that the proposal to establish one (1) dual sided advertising billboard does not require Town Planning Approval. This proposal requires the lodgement of an application to be assessed under the Mareeba Shire Council Policy for the Assessment of Advertising Billboards (2015).

It is noted that within the Mareeba Shire Planning Scheme (2004) that the proposed sign location adjoins land within the Rural Zone.

4.00 PROPOSAL

The proposal advertising billboard will be located within the Kennedy Highway road reserve between Mareeba and Speewah and nearby Lot 2 on RP748773 as detailed by Figure 3 – Advertising Billboard Location.

The following submissions are made in relation to the location and design features of the advertising billboard:-

- a) The advertising billboard will be sited and constructed to the standards required in the Department of Transport and Main Roads' Guidelines for Roadside Advertising Guide dated August 2013;
- b) The proposed location of the advertising billboard is separated 170 metres to the north from the nearest dwelling house on a Rural Zone block and 260 metres to the north-east from a Rural Residential Zone block. It is submitted that existing dense vegetation and topography will visually separate these dwelling houses from the proposed advertising billboard.

The proposed location is otherwise surrounded by rural land;

- c) The advertising billboard is proposed to have two "faces", one facing northbound traffic and one facing southbound traffic.



- d) Each face will dimensions of 6m x 3m and be mounted on a frame constructed to the required standard for roadside advertising purposes. The positioning of the advertising billboard within the road reserve would give consideration to appropriate setbacks to the carriageway for safety and visibility purposes in accordance with the Road Advertising Guide dated August 2013.
- e) Specific vegetation clearing will be undertaken in accordance with Department of Transport and Main Roads requirements.
- f) The proposed advertising billboard will contain information advertising the availability of land for sale, the location of the development and the contact details for the proponent. The sign would not be illuminated. The proposed artwork is attached as **Appendix C**.

Further responses in relation to Council requirements for advertising billboards are provided by Section 6.00 of this Report.

5.00 ANALYSIS OF EXISTING ADVERTISING BILLBOARDS

It is submitted that the Kennedy Highway road reserve between Mareeba and Speewah contains a number of existing advertising billboards.

An inspection of existing advertising billboards for both northbound and southbound vehicle traffic within the entire length of the Kennedy Highway between Mareeba and Kuranda was undertaken on 11 May 2016.

In this regard the following observations are made:-

- a) The existing billboards advertise a range of goods and services of local businesses within Mareeba and the Tablelands Region.
- b) The existing advertising billboards are generally located in the following areas:-
 - i) Between the Tinaroo Creek Road intersection and the Kay Road intersection within the Kennedy Highway. This is a distance of 10.5km. Advertising billboards located in this area are sited on both sides of the carriageway. It is noted that these signs are located within the "Kennedy Highway - Mareeba to Kay Road" designated area detailed in Section 6.00 of this Report; and



- ii) Between the Grieveson Road intersection and the Palm Valley Road intersection. This is a distance of 1.8km. Advertising billboards in this area are limited. It is noted that this area is located outside the "Kennedy Highway - Mareeba to Kay Road" designated area. This existing area is located 1km south of the proposed advertising billboard location.

- c) The existing advertising billboards are generally "landscape orientated" dual faced advertising billboards and address both northbound and southbound vehicle traffic.

The location of existing advertising billboards and the above observations are detailed in the plan attached as **Appendix D – Kennedy Highway Corridor Investigation Plan**.

6.00 RESPONSE TO POLICY FOR THE ASSESSMENT OF ADVERTISING BILLBOARDS (2015)

The proposal requires assessment against the Policy for the Assessment of Advertising Billboards (2015). In this regard, responses to the Policy Statements are addressed below.

(a) the advertising billboard, including any structure associated with the support of the advertising billboard, must be structurally sound and safe; and

Response

The advertising billboard will be constructed to the required standard to be structurally sound and safe.

(b) the display of the advertising billboard must not cause obstruction of, or distraction to, pedestrian or vehicular traffic on a road or any road-related area; and

Response

The location of the advertising billboard has been chosen based on site inspections and discussions with the Department of Transport and Main Roads. It is submitted that obstruction or distraction concerns for vehicles on the Kennedy Highway are addressed by the proposed placement.

REPORT FOR ASSESSMENT OF ADVERTISING BILLBOARD
KENNEDY HIGHWAY ROAD RESERVE, SPEEWAH

VICTOR G FEROS
TOWN PLANNING CONSULTANTS



(c) an advertising billboard must not be located so as to form a background to a road or road related area when viewed from any direction; and

Response

The location of the advertising billboard is not located as to form a background to road or road related area.

(d) an advertising billboard must not reflect any vehicle headlight glare towards-

- (i) a road; or*
- (ii) a road-related area; or*
- (iii) a sensitive place; and*

Response

The proposed advertising billboard is located within the Kennedy Highway road reserve. It is submitted that the sign angle and materials will ensure that the billboard does not reflect any vehicle headlight glare. It is further submitted that no sensitive places are located within the vicinity of the proposed advertising billboard.

(e) an advertising billboard that is illuminated must be shielded to prevent the illumination of any road or road-related area and the illumination of the advertising billboard must not extend further than 3m from the advertising billboard; and

Response

The advertising billboard is not illuminated so this criterion does not apply.

(f) an advertising billboard may only be erected on premises with the written consent of the registered owner or trustee of the premises and the advertiser must produce the written consent to the local government on demand; and

Response

The advertising billboard will be located in the Kennedy Highway, a State Controlled Road. Agreement is provided by the Department to the location of the sign. (Refer to Appendix B)

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TOWN PLANNING CONSULTANTS

(g) an advertising billboard that advertises premises, or an activity conducted on the premises, must not diminish the visual amenity of the locality on which the advertising billboard is installed; and

Response

It is submitted that the proposed advertising billboard artwork does not diminish the visual amenity of the locality. The proposed artwork is attached for Council's consideration.

(h) only 1 advertising billboard that is visible from a road may be installed on premises; and

Response

Only one billboard is proposed to be established within the Kennedy Highway Road Reserve as part of this application.

(i) an advertiser must not install an advertising billboard within 200m of an intersection of 2 roads unless the advertising billboard does not cause obstruction of, or distraction to, pedestrian or vehicular traffic; and

Response

The advertising billboard is located in accordance with Department of Transport and Main Roads email advice dated 15 April 2016.

(j) the advertiser of an advertising billboard must maintain the advertising billboard in good order and repair; and

Response

The advertising billboard will be maintained in good order and repair.

(k) the advertiser on an advertising billboard installed on a State-controlled road must produce documentary evidence of the approval of the State to the installation of the advertising billboard on the State-controlled road on demand; and

Response

Documentary evidence of the approval of the Department of Transport and Main Roads is attached as **Appendix B**.

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(l) an advertising billboard installed on a local government controlled area or road must not be attached to, or supported by, a tree, shrub or similar vegetation that is in its natural state (whether dead or alive); and

Response

The advertising billboard is not located on a local government controlled area or road.

(m) an advertising billboard must not be attached to local government or main roads infrastructure or signs; and

Response

The advertising billboard will not be attached to main roads infrastructure or signs.

(n) an advertising billboard must not be situated on the paved area of the road or on traffic islands; and

Response

The advertising billboard is not situated on the areas described above.

(o) the advertiser of an advertising billboard must maintain a public liability insurance policy that complies with the local government's published standards for public liability insurance for advertising devices; and

Response

The advertiser will maintain a public liability insurance policy in accordance with Council's requirements.

(p) an advertiser of an advertising billboard must produce documented evidence of public liability insurance mentioned in paragraph (o) to an authorised person upon request; and

Response

The advertiser will make available the documented evidence of public liability insurance mentioned in item (o) above upon request.

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(q) the dimensions of the advertising billboard bear a reasonable relationship to the dimensions of surrounding buildings and allotments so that-

- (i) its presence is not unduly dominating or oppressive; and*
- (ii) it does not unreasonably obstruct existing views; and*

Response

The advertising billboard will have dimensions consistent with other billboards located within the Mareeba – Kuranda section of the Kennedy Highway.

(r) the advertising billboard is consistent, in colour and appearance, with buildings and natural features of the environment in which it is to be situated; and

Response

The advertising billboard will be consistent with the surrounding natural features of the local environment.

(s) the advertising billboard is in other respects consistent with the character and values of the environment in which it is to be situated.

Response

The advertising billboard will be consistent with the surrounding natural features of the local environment.



To comply with some of the criteria above, Council considers the advertising billboard must comply with the following minimum provisions:

A. Advertising billboard with a sign face area in excess of 3 square metres

(i) The advertising billboard must only be located in one of the following designated areas:

Mareeba - As indicated on Plan No. AB-MAR

- ☐ Kennedy Highway - Mareeba to Vicary Road
- ☐ Kennedy Highway - Mareeba to Kay Road
- ☐ Mulligan Highway - Mareeba to Hodzic Road
- ☐ Mareeba-Dimbulah Road - Mareeba to Gorge Creek

Response

The proposed advertising billboard has northbound and southbound face. Each direction has a sign face area of 18m² (3m x 6m). These are the typical dimensions of an advertising billboard located on a highway.

It is submitted that the proposed advertising billboard is located 15.2km north of the "Kennedy Highway – Mareeba to Kay Road" section on Plan No. AB-MAR. It is noted that notwithstanding the Policy requirement that any proposed advertising billboard is located within one of the designated areas it is submitted that the proposed location is appropriate in this instance. In this regard the following further aspects are submitted:-

- i) The proposed location has been selected based on advice received from DTMR;
- ii) The proposed location does not adjoin rural residential or residential zoned land;
- iii) The proposed location has a level of visual separation to nearby lots provided by existing vegetation and topography within the surrounding area;
- iv) The proposed advertising billboard is intended to promote the sale of land within the nearby Speewah locality and it is submitted that the effectiveness of the advertisement could potentially be lessened if the sign was located a significant distance away from the lots for sale.
- v) The site selected for the advertising billboard is one (1) of two (2) available sites as determined by DTMR for the section of Kennedy Highway extending from Koah Road to Warril Drive.



(ii) The advertising billboard has a maximum single face area of 18 square metres and a maximum sign face width of 6 metres.

Response

The advertising billboard has a maximum single face area of 18 square meetings. Each sign has a dimension of 6 metres wide x 3 metres high.

(iii) The advertising billboard must be sited a minimum of 500 metres from all existing advertising billboards.

Response

The proposed advertising billboard is sited 6km from existing billboards to the north and 1km from existing billboards to the south.

(iv) The advertising billboard is perpendicular to the abutting road.

Response

The proposed advertising billboard is situated perpendicular to the abutting road. Refer to Appendix B - DTMR Email dated 15 April 2016.

(v) The advertising billboard is of a shape, design and colour that is consistent with existing adjacent structures and streetscape.

Response

The advertising billboard has a typical rectangular shape and design and will contain colours that are consistent with the surrounding natural environment. Refer to Appendix C – Proposed Artwork.

(vi) The adverting billboard is located as close to the centre of the site frontage as is practicable.

Response

The advertising is not located on freehold land.



(vii) The number of sign faces per advertising billboard is no more than two.

Response

The advertising billboard has a maximum of two sign faces. These two sign faces are oriented to address northbound and southbound vehicular traffic.

(viii) A minimum of \$10,000,000 public liability insurance is obtained for the advertising billboard.

Response

The advertiser will maintain a public liability insurance policy in accordance with Council's requirements.

(ix) The location of the advertising billboard must be approved by the Department of Transport and Main Roads.

Response

The location of the advertising billboard is approved by the Department of Transport and Main Roads (Refer to **Appendix B**).

(x) The advertising billboard is not illuminated.

Response

The advertising billboard is not proposed to be illuminated.



7.00 CONCLUSION

The following conclusions are drawn in relation to the proposal:

- a) The proposed advertising billboard is located on the western side of the Kennedy Highway road reserve and located 3km south of the Speewah intersection;
- b) The proposed advertising billboard is adjacent to Lot 2 on RP748773;
- c) The proposal does not require Town Planning Approval;
- d) The proposal either complies or can show compliance with the intent of the relevant Council Policy requirements having regard to the development constraints imposed by the subject site;
- e) The Department of Transport and Main Roads has provided support for the proposed location;
- f) The proposed advertising billboard will be constructed to the required Council and Department of Transport and Main Roads standards; and
- g) The proposed location is suitable and will have minimal adverse impact on the users of the Kennedy Highway.
- h) The proposed location for the advertising billboard is one (1) of only two (2) suitable locations identified by DTMR for the Section of the Kennedy Highway extending from Koah Road to Warril Drive.

REPORT FOR ASSESSMENT OF ADVERTISING BILLBOARD
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VICTOR G FEROS
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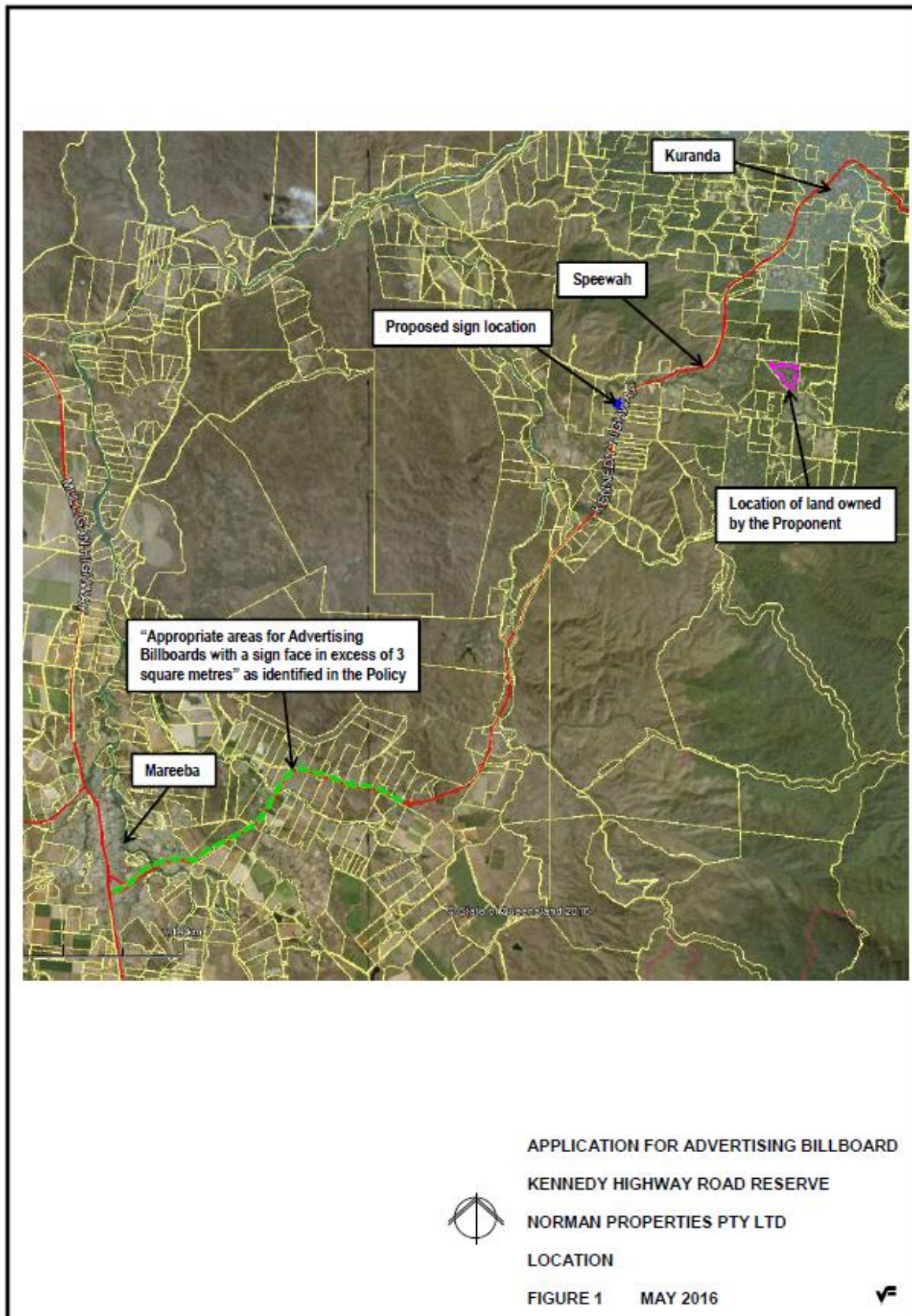
8.00 RECOMMENDATIONS

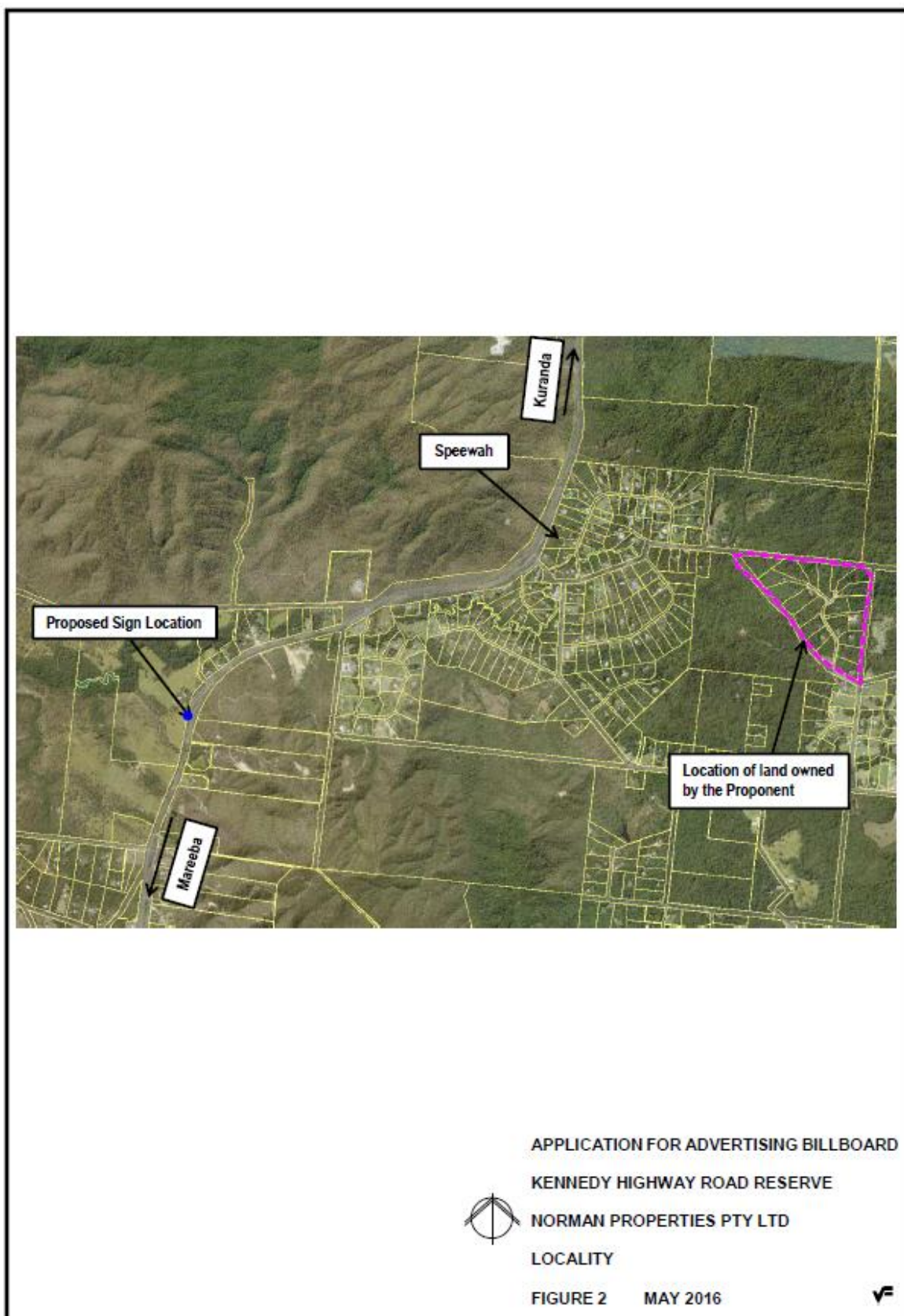
Having regard to the above facts, considerations and circumstances addressed in this Report for the proposed advertising billboard located within the Kennedy Highway road reserve and located nearby Lot 2 on RP748773, the application for an advertising billboard, is supportable in accordance with the intent of the Policy and is supported.

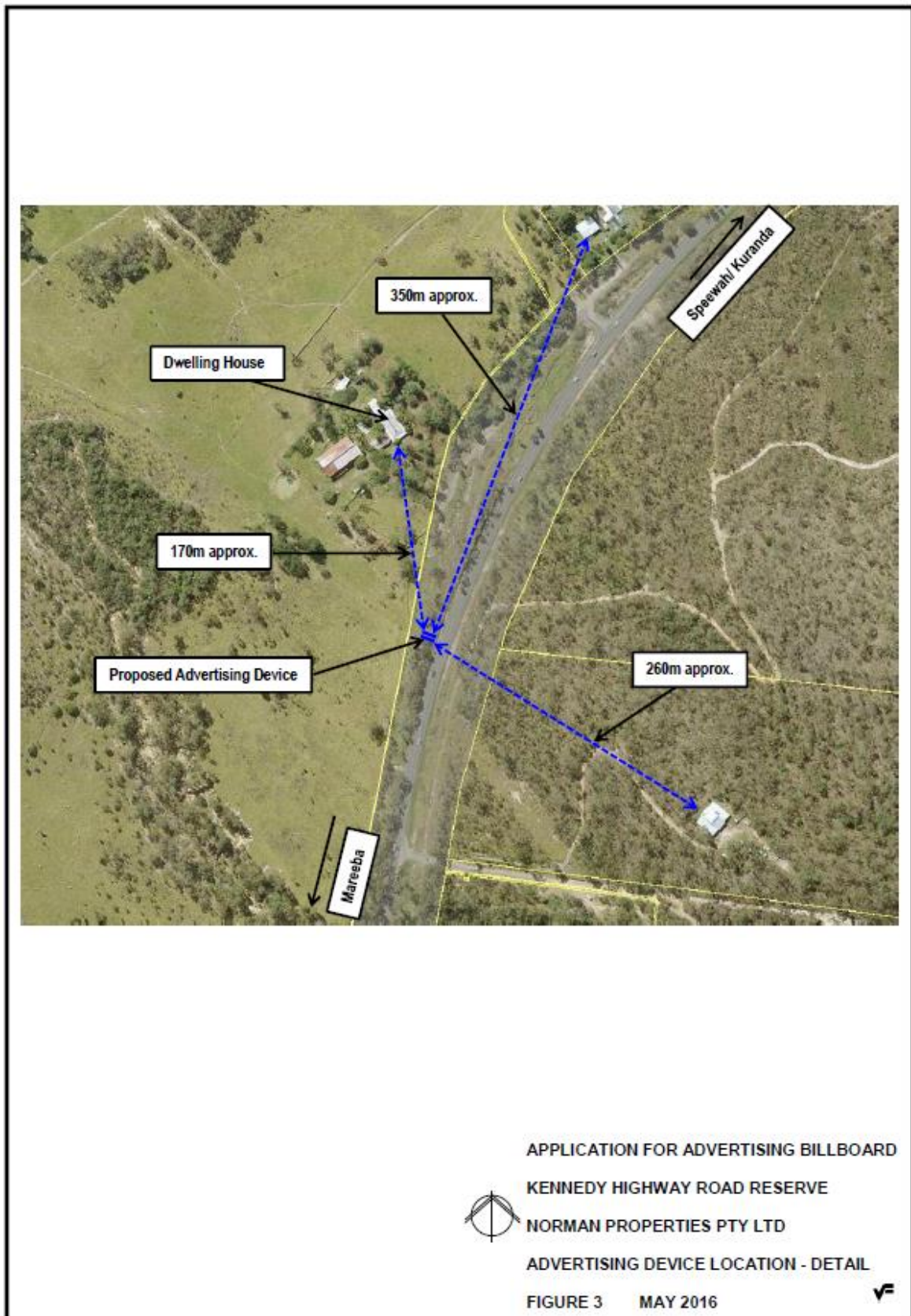
Council's favourable consideration of this Application is commended.

Victor G Feros Town Planning Consultants
May 2016

FIGURES







ITEM-5 **NORMAN PROPERTIES PTY LTD - APPLICATION FOR
ADVERTISING SIGN WITHIN KENNEDY HIGHWAY ROAD
RESERVE - ADJACENT TO LOT 45 ON RP851442,
KURANDA**

MEETING: Ordinary

MEETING DATE: 15 June 2016

**REPORT OFFICER'S
TITLE:** Senior Planner

DEPARTMENT: Corporate and Community Services

EXECUTIVE SUMMARY

Application has been made by Victor G Feros Town Planning Consultants on behalf of Norman Properties Pty Ltd for the erection of a real estate advertising billboard within the Kennedy Highway road reserve adjacent to Lot 45 on RP851442, Kuranda.

Norman Properties Pty Ltd is the owner/developer of 'Possum Ridge' rural residential estate situated at Possum Close and Whipbird Close, Speewah. The development comprises 20 allotments with areas ranging from two (2) to three (3) hectares. The survey plan creating the final allotment in the Possum Ridge development was registered on 11 February 2010, and 8 of the allotments remain unsold.

It is proposed to establish a single-sided six (6) metre by three (3) metre billboard on the southern side of the Kennedy Highway approximately 760 metres east of Windy Hollow Road. The proposed billboard will advertise the Possum Ridge development and will address westbound vehicle traffic.

The proposed location of the billboard falls outside the designated billboard area, as outlined in Council's "Policy for the Assessment of Advertising Billboards." In drafting the policy, Council deliberately did not allocate a designated billboard area for Kuranda. This decision recognised the need to protect the significant scenic values existing in the Kuranda locality.

This provision is important in maintaining the integrity of the advertising billboards Policy and in most cases, non-compliance with this provision would result in an application being recommended for refusal.

In the very near future, all new advertising devices will be assessed as Operational Works under the new Mareeba Shire Council Planning Scheme (MSCPS). The Advertising Devices Code of the MSCPS incorporates many of the provisions currently found in the Policy for the Assessment of Advertising Billboards, including the designated billboard areas. The MSCPS goes beyond the policy by specifically identifying areas of scenic amenity.

The Scenic Amenity Overlay of the MSCPS identifies the section of the Kennedy Highway extending from the western end of Windy Hollow Road to the boundary with Cairns Regional Council as a Shire Scenic Route and a Local Scenic Route. The proposed billboard is

outside of the identified Shire Scenic Route/Local Scenic Route and will not be visible from this section of the Kennedy Highway.

Council officers are recommending that Council approve the proposed billboard for the following reasons:

- (a) The proposed billboard is not within an identified Shire Scenic Route/Local Scenic Route of the Scenic Amenity Overlay of the proposed Mareeba Shire Council Planning Scheme.*
- (b) The proposed billboard's impact on local scenic amenity can be minimised by appropriate painting of the rear of the sign face and support structure, and requiring total removal of the sign and support structure upon the sale of the final allotment or within two (2) years of building approval, whichever occurs sooner.*
- (c) The location of the proposed billboard has been assessed in detail by the Department of Transport and Main Roads and is not likely to compromise road safety.*

For those reasons mentioned above, the application is recommended for approval, subject to conditions.

OFFICER'S RECOMMENDATION

"That Council approve the application made by Victor G Feros Town Planning Consultants on behalf of Norman Properties Pty Ltd for the erection of a real estate advertising billboard within the Kennedy Highway road reserve adjacent to Lot 45 on RP851442, Kuranda, subject to:

1. The facts and circumstances as set out in the application and supporting information being adhered to, except where modifications to the proposal result from the application of the following conditions.
2. The advertising billboard must be single-sided only with the single sign face addressing westbound Kennedy Highway vehicle traffic.
3. The advertising billboard support structure and rear of the sign face must be painted a shade of deep green to the satisfaction of Council's delegated officer.
4. The advertising billboard may be displayed for a maximum of two (2) years from the date of building approval or until Lot 5 on SP218099, Lots 6, 7, 11, 13, 14 & 15 on SP232038 and Lot 16 on SP278079 are sold by Norman Properties, whichever occurs soonest, at which time the billboard including support structure and foundations must be removed from the road reserve and the ground level pre-installation of the billboard restored.
5. The applicant obtaining a Development Permit for Building Works, prior to the erection of the advertising billboard. The application for a Development Permit for Building Works must be signed by the Department of Transport and Main Roads as the land owner.
6. A minimum of \$10,000,000 public liability insurance is maintained for the advertising billboard until the advertising billboard is removed. Evidence of the public liability insurance must be provided to Council upon demand.

7. The advertising billboard must be maintained in good order and repair for the entire time it is erected.
8. The advertising billboard must not be illuminated."

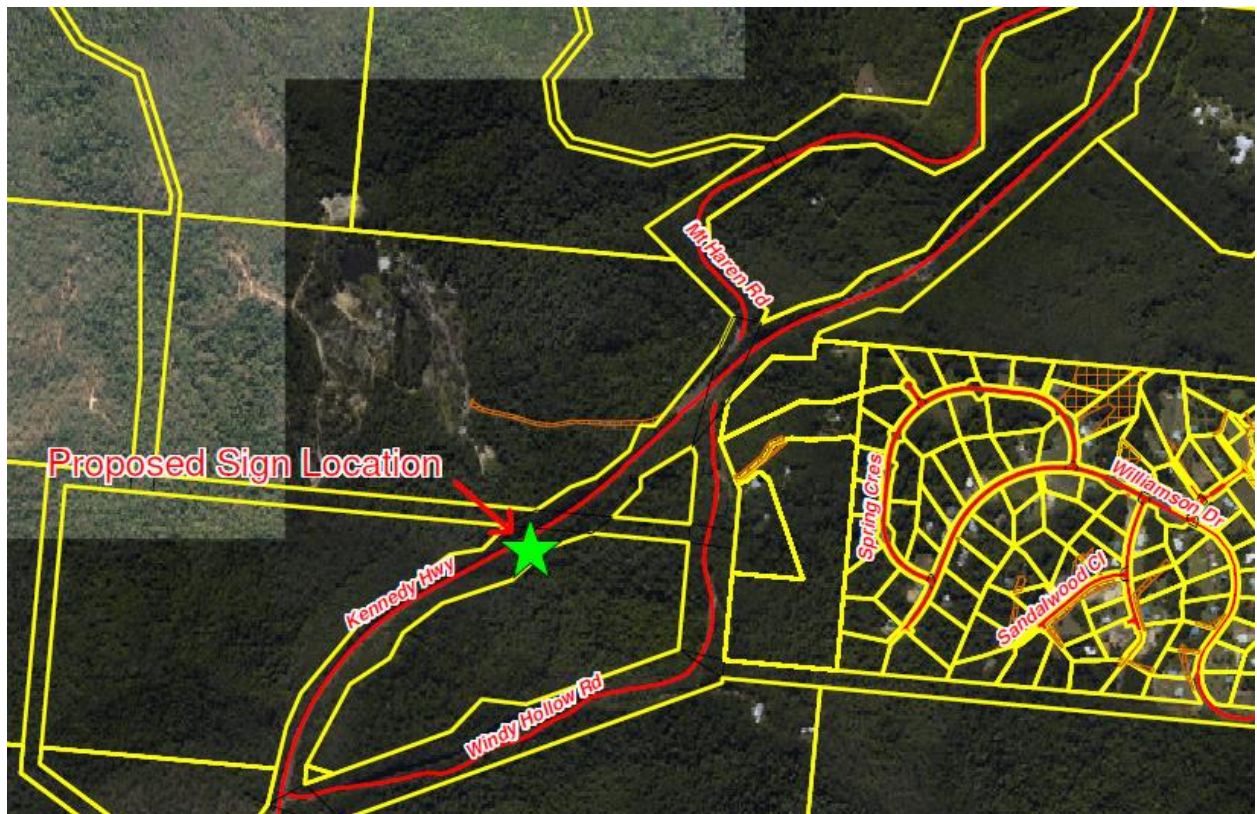
BACKGROUND

It is proposed to erect an advertising billboard within the Kennedy Highway road reserve adjacent to Lot 45 on RP851442, Kuranda. The site is located on the southern side of the Kennedy Highway approximately 750 metres east of the intersection of the Kennedy Highway and Windy Hollow Road.

The advertising billboard would have a sign face dimension of six (6) metres by three (3) metres, and would be set at 90 degrees to the Kennedy Highway road pavement. The bottom of the sign face will be at least two (2) metres from ground level. The sign face will not be animated or incorporate revolving or flashing lights.

The advertising billboard will promote the Possum Ridge rural residential estate and would address both the northbound and southbound vehicle traffic.

The locality has a rural living character, and the closest dwelling house to the proposed advertising billboard is approximately 260 metres to the north.



Map Disclaimer:

Based on or contains data provided by the State of Queensland (Department of Environment and Resource Management) (2009). In consideration of the State permitting use of this data you acknowledge and agree that the State gives no warranty in relation to the data (including accuracy, reliability, completeness, currency or suitability) and accepts no liability (including without limitation, liability in negligence) for any loss, damage or costs (including consequential damage) relating to any use of the data. Data must not be used for direct marketing or be used in breach of the privacy laws.

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CONSULTATION*Internal*

Nil

*External*Department of Transport and Main Roads (**Attachment 3**)**LEGAL AND RISK IMPLICATIONS (STATUTORY BASIS, LEGAL AND RISKS)**

Nil

POLICY IMPLICATIONS

Advertising signage in the Mareeba Shire is regulated through Schedule 8 of Subordinate Local Law No. 1 - Installation of Advertising Devices. The 'Policy for the Assessment of Advertising Billboards' is a Policy established to assist in the assessment of advertising billboards within the Rural zone of the Mareeba Shire and applies to all applications made under Subordinate Local Law No. 1.

Policy Intent

The purpose of this policy is to ensure that the provision of advertising billboards within the rural zone of the Mareeba Shire allows for the functional advertising requirements

of businesses, while ensuring that the natural attributes of the Mareeba Shire are not compromised.

As a region that derives an increasing part of its income from tourism there is an especially strong need to ensure that all signage is well presented, aesthetically pleasing and complementary to the character and built form of the locality.

The following development outcomes are promoted by this policy:

- a) Signage that adequately caters for the needs of business, to clearly identify the goods and/or services which are supplied to the public;*
- b) Signage that complements the local streetscape of its locality and presents a visually attractive appearance to public areas;*
- c) Signage that is safely secured and does not pose a physical hazard to motorists, pedestrians, cyclists and residents on adjoining sites;*
- d) Signage that does not detract from the operation and safety of the major arterial road routes in the region; and*
- e) Signage that complements the objectives for the provision of attractive tourist scenic routes*

Comment

The proposed billboard development is considered to be consistent with the above Policy Intent for the assessment of advertising billboards within the Mareeba Shire.

Council has adopted the Policy for the Assessment of Advertising Billboards within the Mareeba Shire which guides the assessment process to be in line with Subordinate Local Law No. 1 - Installation of Advertising Devices.

Policy Statement (derived from Subordinate Local Law No. 1)

Council will only grant approval for an advertiser to exhibit an advertising billboard if:

- (a) the advertising billboard, including any structure associated with the support of the advertising billboard, must be structurally sound and safe; and*

Comment

The billboard will comply. Prior to construction, the applicant will need to obtain a development permit for building works.

- (b) the display of the advertising billboard must not cause obstruction of, or distraction to, pedestrian or vehicular traffic on a road or any road-related area; and*

Comment

The proposed billboard is not likely to obstruct vehicles or pedestrians using the Kennedy Highway.

The Department of Transport and Main Roads have approved the location for the proposed billboard based on appropriate site distances and traffic safety criteria. The written content of the sign face (**Attachment 1**) is limited to provide clear information and prevent driver distraction.

- (c) *an advertising billboard must not be located so as to form a background to a road or road related area when viewed from any direction; and*

Comment

The proposed billboard will be sited near perpendicular to the highway. The billboard will not form the background to any road or road related area.

- (d) *an advertising billboard must not reflect any vehicle headlight glare towards - a road, a road-related area or a sensitive place.*

Comment

The proposed billboard will be sited near perpendicular to the Kennedy Highway and is at least 260 metres from the nearest dwelling house.

The proposed billboard is not likely to cause a reflective nuisance.

- (e) *an advertising billboard that is illuminated must be shielded to prevent the illumination of any road or road-related area and the illumination of the advertising billboard must not extend further than three (3) metres from the advertising billboard; and*

Comment

The proposed billboard is not illuminated.

- (f) *an advertising billboard may only be erected on premises with the written consent of the registered owner or trustee of the premises and the advertiser must produce the written consent to the local government on demand; and*

Comment

Owner's consent has been demonstrated.

- (g) *an advertising billboard that advertises premises, or an activity conducted on the premises, must not diminish the visual amenity of the locality on which the advertising billboard is installed; and*

Comment

The design of the proposed billboard's sign face is included as Attachment 1.

The design is considered appropriate for the product being advertised and the locality in which the billboard is to be displayed.

- (h) *only one (1) advertising billboard that is visible from a road may be installed on premises; and*

Comment

The proposed billboard will be the only billboard established on the Kennedy Highway road reserve in this locality.

- (i) *an advertiser must not install an advertising billboard within 200m of an intersection of two (2) roads unless the advertising billboard does not cause obstruction of, or distraction to, pedestrian or vehicular traffic; and*

Comment

The proposed billboard will not be constructed within 200 metres of an intersection of two public roads.

- (j) *the advertiser of an advertising billboard must maintain the advertising billboard in good order and repair; and*

Comment

This requirement will be conditioned.

- (k) *the advertiser of an advertising billboard installed on a State controlled road must produce documentary evidence of the approval of the State to the installation of the advertising billboard on the State controlled road on demand; and*

Comment

Evidence of the Department of Transport and Main Roads consent has been provided with the application.

- (l) *an advertising billboard installed on a local government controlled area or road must not be attached to, or supported by, a tree, shrub or similar vegetation that is in its natural state (whether dead or alive); and*

Comment

The proposed billboard is not located on a Council controlled road or land.

- (m) *an advertising billboard must not be attached to local government or main roads infrastructure or sign; and*

Comment

The proposed billboard will not be attached to Council or State infrastructure.

- (n) *an advertising billboard must not be situated on the paved area of the road or on traffic islands; and*

Comment

The siting of the proposed billboard will comply.

- (o) *the advertiser of an advertising billboard must maintain a public liability insurance policy that complies with the local government's published standards for public liability insurance for advertising devices; and*

Comment

This requirement will be conditioned.

- (p) *an advertiser of an advertising billboard must produce documented evidence of public liability insurance mentioned in paragraph (o) to an authorised person upon request; and*

Comment

This requirement will be conditioned.

- (q) *the dimensions of the advertising billboard bear a reasonable relationship to the dimensions of surrounding buildings and allotments so that -*

(i) *its presence is not unduly dominating or oppressive; and*

(ii) *it does not unreasonably obstruct existing views; and*

Comment

The Department of Transport and Main Roads have approved the location for the proposed billboard based on appropriate site distances and traffic safety criteria. The written content of the sign face (**Attachment 1**) is limited to provide clear information and prevent driver distraction.

The design of the proposed billboard's sign face is included as Attachment 1. The design is considered appropriate for the product being advertised and the locality in which the billboard is to be displayed.

- (r) *the advertising billboard is consistent, in colour and appearance, with buildings and natural features of the environment in which it is to be situated; and*

Comment

The design of the proposed billboard's sign face is included as Attachment 1. The design is considered appropriate for the product being advertised and the locality in which the billboard is to be displayed.

- (s) *the advertising billboard is in other respects consistent with the character and values of the environment in which it is to be situated.*

Comment

The design of the proposed billboard's sign face is included as Attachment 1. The design is considered appropriate for the product being advertised and the locality in which the billboard is to be displayed.

The *Policy for the assessment of advertising billboards within the Mareeba Shire* also establishes the following minimum provisions to demonstrate compliance with the Policy Statements:

- (i) *The advertising billboard must only be located in one of the following designated areas:*
- Development Permit for Building Work

Mareeba - As indicated on Plan No. AB-MAR

- *Kennedy Highway - Mareeba to Vicary Road*
- *Kennedy Highway - Mareeba to Kay Road*
- *Mulligan Highway - Mareeba to Hodzic Road*
- *Mareeba-Dimbulah Road - Mareeba to Gorge Creek*

Dimbulah - As indicated on Plan No. AB-DIM

- *Mareeba-Dimbulah Road - Dimbulah to Bruce Weir Road*
- *Burke Development Road - Dimbulah to Booth Road*

Chillagoe - As indicated on Plan No. AB-CHI

- *Burke Development Road to 2km east and west of Chillagoe*

Almaden - As indicated on Plan No. AB-ALM

- *Burke Development Road to 2km east and west of Almaden*

Mutchilba - As indicated on Plan No. AB-MUT

- *Mareeba-Dimbulah Road to 2km east and west of Mutchilba Road*

Mount Molloy - As indicated on Plan No. AB-MOL

- *Mulligan Highway - 2km north and south of National Hotel, Mount Molloy*

Mount Carbine - As indicated on Plan No. AB-CAR

- *Mulligan Highway - 2km east and west of Manganese Creek, Mount Carbine*

Comment

The proposed location of the billboard falls outside the designated billboard area, as outlined in Council's "Policy for the Assessment of Advertising Billboards." In

drafting the policy, Council deliberately did not allocate a designated billboard area for Kuranda. This decision recognised the need to protect the significant scenic values existing in the Kuranda locality.

This provision is important in maintaining the integrity of the advertising billboards Policy and in most cases, non-compliance with this provision would result in an application being recommended for refusal.

In the very near future, all new advertising devices will be assessed as Operational Works under the new Mareeba Shire Council Planning Scheme (MSCPS). The Advertising Devices Code of the MSCPS incorporates many of the provisions currently found in the Policy for the Assessment of Advertising Billboards, including the designated billboard areas. The MSCPS goes beyond the policy by specifically identifying areas of scenic amenity.

The Scenic Amenity Overlay of the MSCPS identifies the section of the Kennedy Highway extending from the western end of Windy Hollow Road to the boundary with Cairns Regional Council as a Shire Scenic Route and a Local Scenic Route. The proposed billboard is well outside the identified Shire Scenic Route/Local Scenic Route and will not be visible from this section of the Kennedy Highway.

Council officers are recommending that Council approve the proposed billboard for the following reasons:

- (a) The proposed billboard is not within an identified Shire Scenic Route/Local Scenic Route of the Scenic Amenity Overlay of the proposed Mareeba Shire Council Planning Scheme.
 - (b) The proposed billboard's impact on local scenic amenity can be minimised by appropriate painting of the rear of the sign face and support structure, and requiring total removal of the sign and support structure upon sale of the final allotment or within two (2) years of building approval, whichever occurs sooner.
 - (c) The location of the proposed billboard has been assessed in detail by the Department of Transport and Main Roads and is not likely to compromise road safety.
- (ii) *The advertising billboard has a maximum single face area of 18 square metres and a maximum sign face width of six (6) metres.*

Comment

The proposed billboard does not exceed these dimensions.

- (iii) *The advertising billboard must be sited a minimum of 500 metres from all existing advertising billboards.*

Comment

The proposed billboard complies.

- (iv) *The advertising billboard is perpendicular to the abutting road.*

Comment

The proposed billboard will comply.

- (v) *The advertising billboard is of a shape, design and colour that is consistent with existing adjacent structures and streetscape.*

Comment

The design of the proposed billboard's sign face is included as Attachment 1. The design is considered appropriate for the product being advertised and the locality in which the billboard is to be displayed.

- (vi) *The advertising billboard is located as close to the centre of the site frontage as is practicable.*

Comment

Not applicable as the Kennedy Highway is not a standard allotment. The Department of Transport and Main Roads have approved the location for the proposed billboard based on appropriate site distances and traffic safety criteria.

- (vii) *The number of sign faces per advertising billboard is no more than two.*

Comment

This requirement will be conditioned.

- (viii) *A minimum of \$10,000,000 public liability insurance is obtained for the advertising billboard.*

Comment

This requirement will be conditioned.

- (ix) *The location of the advertising billboard must be approved by the Department of Transport and Main Roads.*

The Department of Transport and Main Roads have approved the location for the proposed billboard based on appropriate site distances and traffic safety criteria.

- (x) *The advertising billboard is not illuminated.*

The proposed billboard will not be illuminated.

FINANCIAL & RESOURCE IMPLICATIONS*Capital*

Nil

Operating

Nil

IMPLEMENTATION/COMMUNICATION

Nil

ATTACHMENTS

1. Proposed sign face
2. Proposed sign location
3. Advertising Sign Application - Kennedy Highway adjacent to Lot 45 on RP851442

Date Prepared: 6 June 2016

ATTACHMENT 1



You Are Home

istock. by Getty Images

5 ACRES

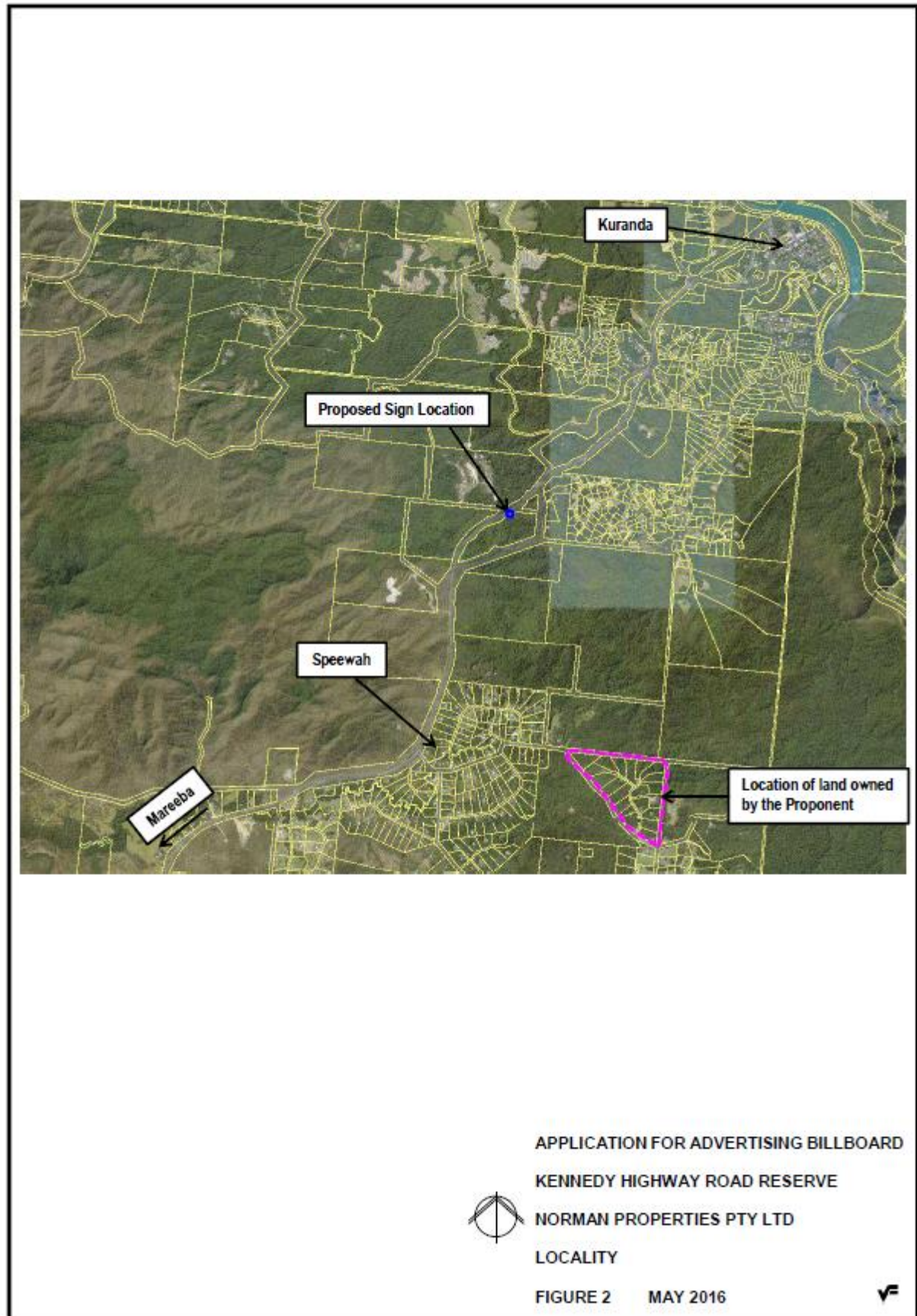
from \$169K

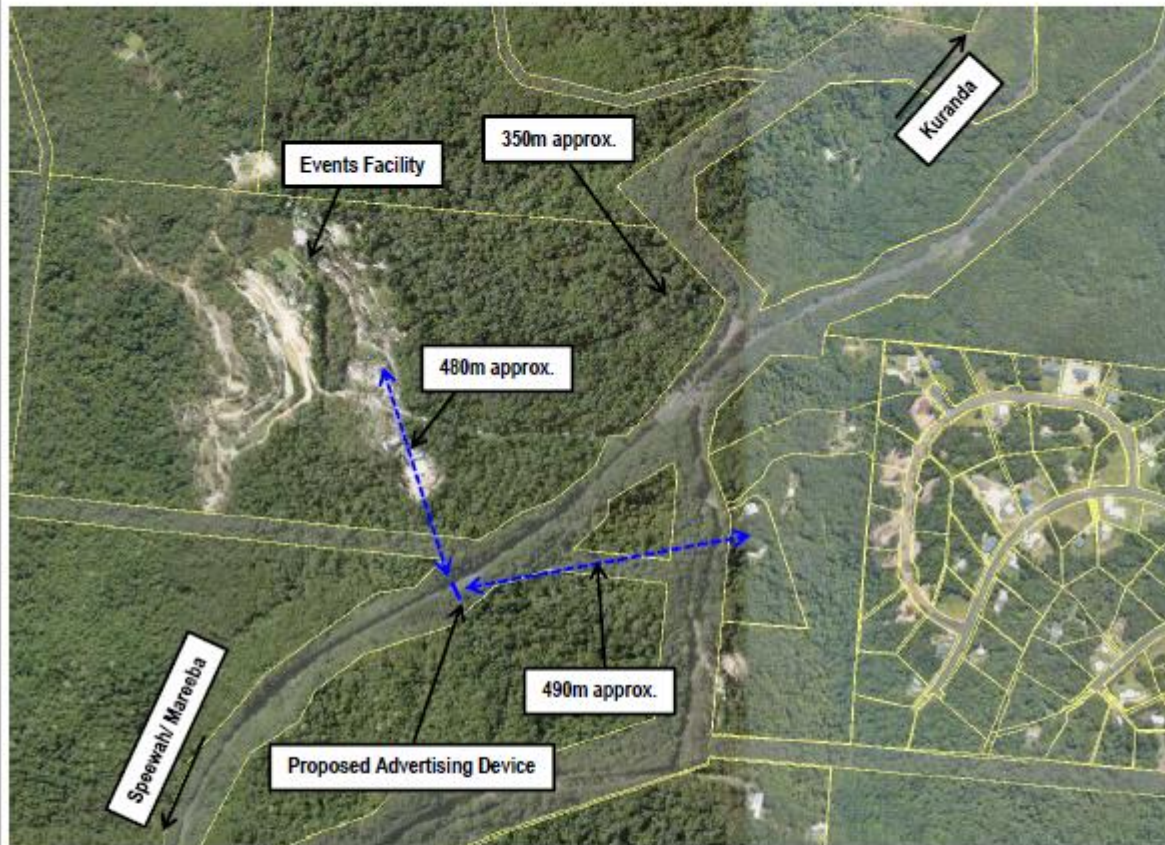
- **TURN INTO SPEEWAH & FOLLOW SIGNS**
- **Power, Phone, Water**

POSSUM RIDGE ESTATE



ATTACHMENT 2





APPLICATION FOR ADVERTISING BILLBOARD

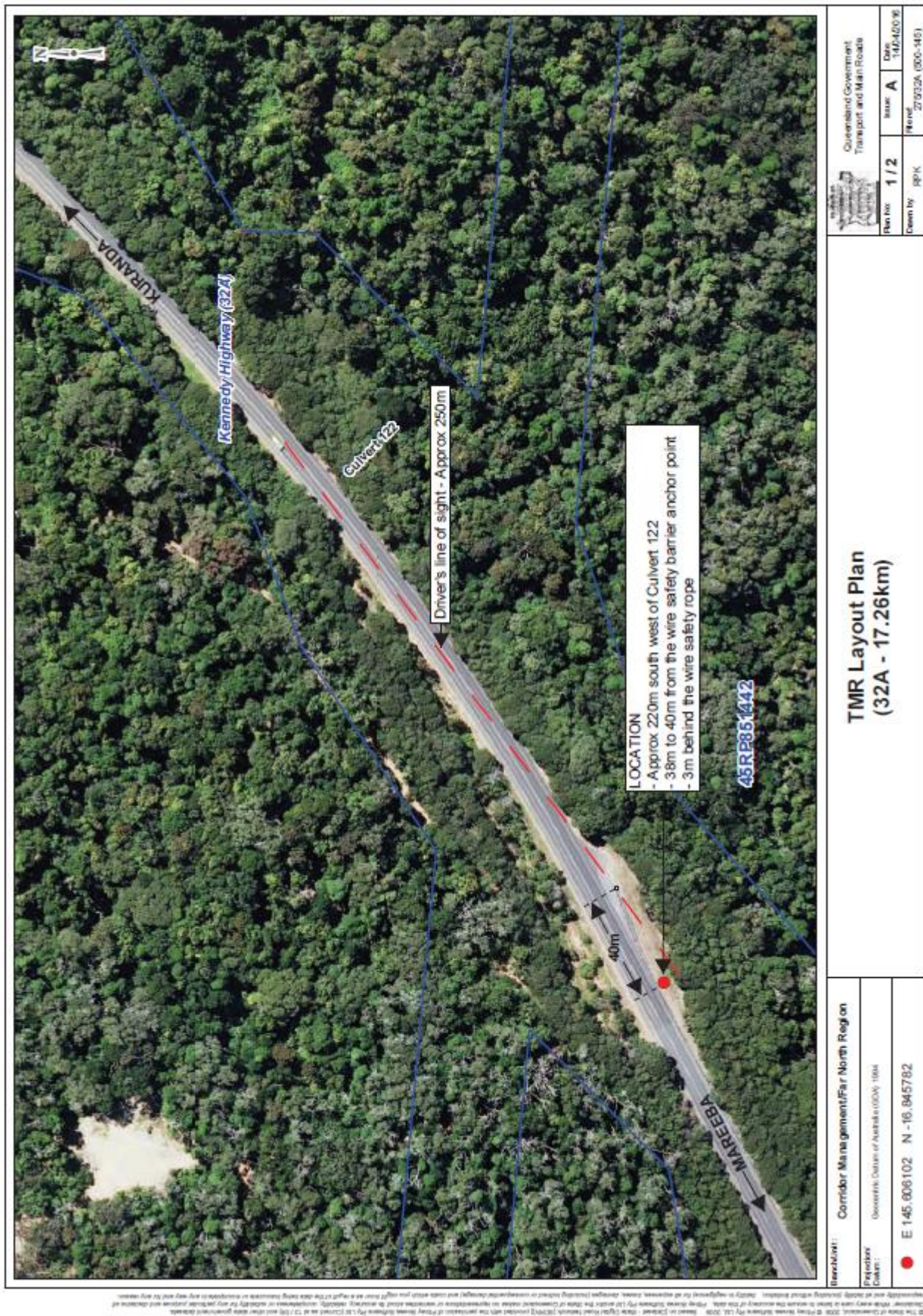
KENNEDY HIGHWAY ROAD RESERVE

NORMAN PROPERTIES PTY LTD

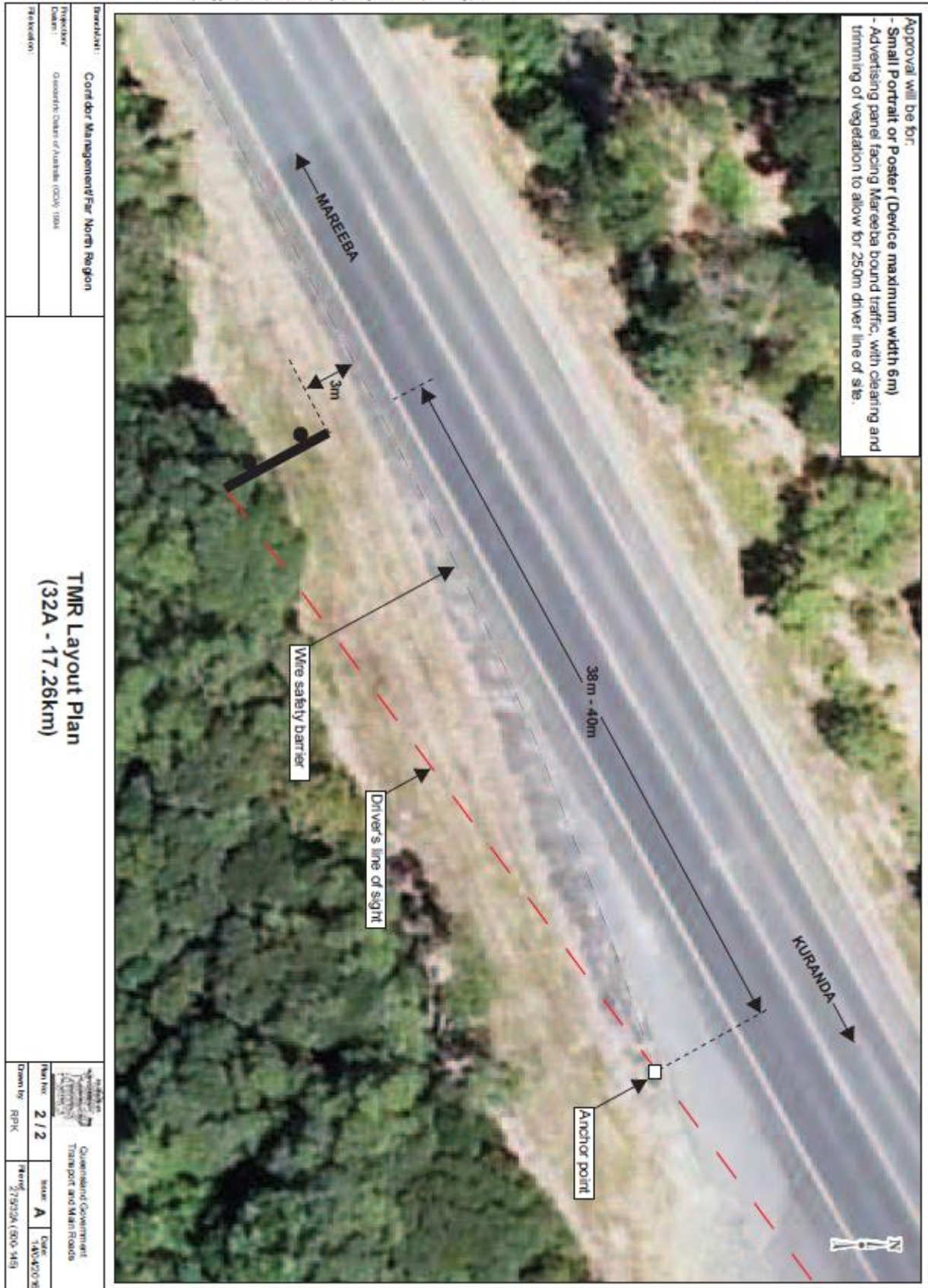
ADVERTISING DEVICE LOCATION - DETAIL

FIGURE 3 MAY 2016





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32A - 17.26km GAZ



ATTACHMENT 3**REPORT****for****ASSESSMENT OF ADVERTISING BILLBOARD****on****LAND WITHIN THE KENNEDY HIGHWAY
ROAD RESERVE, SPEEWAH****for****NORMAN PROPERTIES PTY LTD****VGF – C1041B
MAY 2016****Victor G Feros Town Planning Consultants**

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REPORT FOR ASSESSMENT OF ADVERTISING BILLBOARDS
KENNEDY HIGHWAY ROAD RESERVE, SPEEDWAH

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TOWN PLANNING CONSULTANTS



REPORT FOR ASSESSMENT OF ADVERTISING BILLBOARD

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FIGURES

- FIGURE 1 Location
FIGURE 2 Locality
FIGURE 3 Surrounding Land Uses

APPENDICES

- APPENDIX A DTMR INVESTIGATION REPORT
APPENDIX B DTMR EMAIL DATED 15 APRIL 2016
APPENDIX C PROPOSED ARTWORK
APPENDIX D KENNEDY HIGHWAY CORRIDOR INVESTIGATION PLAN

Amended 30/5/2016

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**TOWN PLANNING REPORT FOR
ASSESSMENT OF ADVERTISING BILLBOARDS
ON LAND LOCATED WITHIN THE KENNEDY HIGHWAY ROAD RESERVE, SPEEWAH****1.00 INTRODUCTION**

This Town Planning Report has been commissioned by Norman Properties Pty Ltd the owner of land located at Possum Close and Whipbird Close, Speewah.

The development is known as "Possum Ridge" and contains 20 lots with area ranging from 2 ha to 3 ha.

It is proposed to establish one (1) single faced advertising billboard within the Kennedy Highway road reserve. The proposed advertising billboard is to advertise the location and the sale of land owned by the proponent within Speewah. The billboard will address the southbound vehicle traffic only travelling between Kuranda and Mareeba. Refer to **Figure 1 – Location** and **Figure 2 – Locality**.

IN CONTINUOUS PRACTICE SINCE 1976

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2.00 DEPARTMENT OF TRANSPORT AND MAIN ROADS

The following actions have undertaken with regard to the Department of Transport and Main Roads (DTMR):-

- a) Preparation of an Investigation Report dated 9 March 2016 to identify preferred advertising billboard locations adjoining the Douglas Track and Kennedy Highway Intersection to Speewah.

The scope of this Investigation Report included the following:-

- i) Detailed site inspection of proposal area, including identification of existing commercial and traffic signs within the Kennedy Highway road reserve;
- ii) Review the DTMR Roadside Advertising Guide dated August 2013; and
- iii) Identify preferred advertising billboard locations based on our investigations.

The Investigation Report was submitted to the DTMR by email dated 9 March 2016. Refer to Appendix A – DTMR Investigation Report.

- b) The DTMR responded by email dated 15 March 2016 offering the opportunity for the proponent to accompany a DTMR Officer on a site inspection to investigate possible advertising billboard locations.
- c) Site Inspection was undertaken between the proponent and a DTMR Officer on 22 March 2016.
- d) DTMR responded by email dated 15 April 2016 attaching plans detailing proposed advertising billboard locations considered during the site inspection on 22 March 2016. These plans include detailed assessment of the driver's line of sight, exclusion zone from nearby powerlines and allowable vegetation trimming. The location offered by the Department of Transport and Main Roads form the basis of this application. Refer to Appendix B – DTMR Email dated 15 April 2016.



- e) Further discussions were held with an Officer from DTMR on 17 May 2016 regarding the suitability of the proposed location for advertising billboards. In this regard, the following further advices are provided:-
- i) The extent of the area investigated by DTMR as part of item c) above, extended from the Koah Road intersection north to the Warril Drive intersection;
 - ii) A number of potential locations were investigated both on location and in the office on engineering matters by the DTMR. The outcome of these investigations reduced the number to two (2) locations in accordance with the requirement of the proponent;
 - iii) Other locations were dismissed as being unsuitable on the basis of the following:-
 - a. Adverse impact on nearby overhead powerlines;
 - b. Impact on intersection visibility or potential distraction to motorists;
 - c. Heavy vegetation, topography or existing waterways and creeks.
- f) Further to item e) above, it is significant to note that based on recent DTMR investigations that there are two (2) suitable locations for advertising billboards for the section of the Kennedy Highway extending from the Koah Road intersection to the Warril Drive Intersection.

It is noted that this application seeks approval for one of the identified locations and a separate application been lodged by the proponent for the other suitable location.

It is submitted that given the DTMR has identified that there are no other locations suitable for advertising billboards within the nominated section of the Kenned Highway, support for further locations would not receive the support by the DTMR. Accordingly Council would not be likely to receive further applications for advertising billboards.

Given the continued advices provided by the Cairns Branch of DTMR to identify suitable advertising billboard locations within the vicinity of the Speewah locality and that the DTMR have reviewed the proposed location in accordance with their guidelines, including vehicle safety and visibility, it is submitted that DTMR considers that the proposal meets the relevant requirements and is therefore supportable.



3.00 STATUTORY CONSIDERATIONS

It is submitted that following review of the Mareeba Shire Planning Scheme (2004) and discussions with a Senior Council Planning Officer that the proposal to establish one (1) dual sided advertising billboard does not require Town Planning Approval. This proposal requires the lodgement of an application to be assessed under the Mareeba Shire Council Policy for the Assessment of Advertising Billboards (2015).

It is noted that within the Mareeba Shire Planning Scheme (2004) that the proposed sign location adjoins land within the Rural Zone.

4.00 PROPOSAL

The proposal advertising billboard will be located within the Kennedy Highway road reserve between Mareeba and Speewah and nearby Lot 45 on RP851442 as detailed by Figure 3 – Advertising Billboard Location.

The following submissions are made in relation to the location and design features of the advertising billboard:-

- a) The advertising billboard will be sited and constructed to the standards required in the Department of Transport and Main Roads' Guidelines for Roadside Advertising Guide dated August 2013;
- b) The proposed location of the advertising billboard is separated 480 metres to the south from an events facility and adventure business on a Rural Zone block and 490 metres to the west from a dwelling on a Rural Residential Zone block. It is submitted that existing dense vegetation and topography will visually separate these uses from the proposed advertising billboard.

The proposed location is otherwise surrounded by densely vegetated land;

- c) The advertising billboard is proposed to have one "face" that faces facing southbound traffic only. It is submitted that the position of the advertising billboard on the eastern side of the Kennedy Highway carriageway will limit visibility of the rear of the billboard by the northbound vehicle traffic



- d) The face has a dimension of 6m x 3m and will be mounted on a frame constructed to the required standard for roadside advertising purposes. The positioning of the advertising billboard within the road reserve would give consideration to appropriate setbacks to the carriageway for safety and visibility purposes in accordance with the Road Advertising Guide dated August 2013.
- e) Specific vegetation clearing will be undertaken in accordance with Department of Transport and Main Roads requirements.
- f) The proposed advertising billboard will contain information advertising the availability of land for sale, the location of the development and the contact details for the proponent. The sign would not be illuminated. The proposed artwork is attached as **Appendix C**.

Further responses in relation to Council requirements for advertising billboards are provided by Section 6.00 of this Report.

5.00 ANALYSIS OF EXISTING ADVERTISING BILLBOARDS

It is submitted that the Kennedy Highway road reserve between Mareeba and Speewah contains a number of existing advertising billboards.

An inspection of existing advertising billboards for both northbound and southbound vehicle traffic within the entire length of the Kennedy Highway between Mareeba and Kuranda was undertaken on 11 May 2016.

In this regard the following observations are made:-

- a) The existing billboards advertise a range of goods and services of local businesses within Mareeba and the Tablelands Region.
- b) The existing advertising billboards are generally located in the following areas:-
 - i) Between the Tinaroo Creek Road intersection and the Kay Road intersection within the Kennedy Highway. This is a distance of 10.5km. Advertising billboards located in this area are sited on both sides of the carriageway. It is noted that these signs are located within the "Kennedy Highway - Mareeba to Kay Road" designated area detailed in Section 6.00 of this Report; and



ii) Between the Grieveson Road intersection and the Palm Valley Road intersection. This is a distance of 1.8km. Advertising billboards in this area are limited. It is noted that this area is located outside the "Kennedy Highway - Mareeba to Kay Road" designated area. This existing area is located 1km south of the proposed advertising billboard location.

iii) A large single faced vertical billboard is located on the western side of the Kennedy Highway within Waril Drive that faces towards southbound traffic.

c) The existing advertising billboards are generally "landscape orientated" dual faced advertising billboards and address both northbound and southbound vehicle traffic.

The location of existing advertising billboards and the above observations are detailed in the plan attached as **Appendix D – Kennedy Highway Corridor Investigation Plan**.

6.00 RESPONSE TO POLICY FOR THE ASSESSMENT OF ADVERTISING BILLBOARDS (2015)

The proposal requires assessment against the Policy for the Assessment of Advertising Billboards (2015). In this regard, responses to the Policy Statements are addressed below.

(a) the advertising billboard, including any structure associated with the support of the advertising billboard, must be structurally sound and safe; and

Response

The advertising billboard will be constructed to the required standard to be structurally sound and safe.

(b) the display of the advertising billboard must not cause obstruction of, or distraction to, pedestrian or vehicular traffic on a road or any road-related area; and

Response

The location of the advertising billboard has been chosen based on site inspections and discussions with the Department of Transport and Main Roads. It is submitted that obstruction or distraction concerns for vehicles on the Kennedy Highway are addressed by the proposed placement.

REPORT FOR ASSESSMENT OF ADVERTISING BILLBOARD
KENNEDY HIGHWAY ROAD RESERVE, SPEEWAH

VICTOR G FEROS
TOWN PLANNING CONSULTANTS



(c) an advertising billboard must not be located so as to form a background to a road or road related area when viewed from any direction; and

Response

The location of the advertising billboard is not located as to form a background to road or road related area.

(d) an advertising billboard must not reflect any vehicle headlight glare towards-
(i) a road; or
(ii) a road-related area; or
(iii) a sensitive place; and

Response

The proposed advertising billboard is located within the Kennedy Highway road reserve. It is submitted that the sign angle and materials will ensure that the billboard does not reflect any vehicle headlight glare. It is further submitted that no sensitive places are located within the vicinity of the proposed advertising billboard.

(e) an advertising billboard that is illuminated must be shielded to prevent the illumination of any road or road-related area and the illumination of the advertising billboard must not extend further than 3m from the advertising billboard; and

Response

The advertising billboard is not illuminated so this criterion does not apply.

(f) an advertising billboard may only be erected on premises with the written consent of the registered owner or trustee of the premises and the advertiser must produce the written consent to the local government on demand; and

Response

The advertising billboard will be located in the Kennedy Highway, a State Controlled Road. Agreement is provided by the Department to the location of the sign. (Refer to **Appendix B**)

REPORT FOR ASSESSMENT OF ADVERTISING BILLBOARD
KENNEDY HIGHWAY ROAD RESERVE, SPEEWAH

VICTOR G FEROS
TOWN PLANNING CONSULTANTS



(g) an advertising billboard that advertises premises, or an activity conducted on the premises, must not diminish the visual amenity of the locality on which the advertising billboard is installed; and

Response

It is submitted that the proposed advertising billboard artwork does not diminish the visual amenity of the locality. The proposed artwork is attached for Council's consideration.

(h) only 1 advertising billboard that is visible from a road may be installed on premises; and

Response

Only one billboard is proposed to be established within the Kennedy Highway Road Reserve as part of this application.

(i) an advertiser must not install an advertising billboard within 200m of an intersection of 2 roads unless the advertising billboard does not cause obstruction of, or distraction to, pedestrian or vehicular traffic; and

Response

The advertising billboard is located in accordance with Department of Transport and Main Roads email advice dated 15 April 2016.

(j) the advertiser of an advertising billboard must maintain the advertising billboard in good order and repair; and

Response

The advertising billboard will be maintained in good order and repair.



(k) the advertiser on an advertising billboard installed on a State-controlled road must produce documentary evidence of the approval of the State to the installation of the advertising billboard on the State-controlled road on demand; and

Response

Documentary evidence of the approval of the Department of Transport and Main Roads is attached as **Appendix B**.

(l) an advertising billboard installed on a local government controlled area or road must not be attached to, or supported by, a tree, shrub or similar vegetation that is in its natural state (whether dead or alive); and

Response

The advertising billboard is not located on a local government controlled area or road.

(m) an advertising billboard must not be attached to local government or main roads infrastructure or signs; and

Response

The advertising billboard will not be attached to main roads infrastructure or signs.

(n) an advertising billboard must not be situated on the paved area of the road or on traffic islands; and

Response

The advertising billboard is not situated on the areas described above.

(o) the advertiser of an advertising billboard must maintain a public liability insurance policy that complies with the local government's published standards for public liability insurance for advertising devices; and

Response

The advertiser will maintain a public liability insurance policy in accordance with Council's requirements.



(p) an advertiser of an advertising billboard must produce documented evidence of public liability insurance mentioned in paragraph (o) to an authorised person upon request; and

Response

The advertiser will make available the documented evidence of public liability insurance mentioned in item (o) above upon request.

(q) the dimensions of the advertising billboard bear a reasonable relationship to the dimensions of surrounding buildings and allotments so that-

- (i) its presence is not unduly dominating or oppressive; and*
- (ii) it does not unreasonably obstruct existing views; and*

Response

The advertising billboard will have dimensions consistent with other billboards located within the Mareeba – Kuranda section of the Kennedy Highway.

(r) the advertising billboard is consistent, in colour and appearance, with buildings and natural features of the environment in which it is to be situated; and

Response

The advertising billboard will be consistent with the surrounding natural features of the local environment.

(s) the advertising billboard is in other respects consistent with the character and values of the environment in which it is to be situated.

Response

The advertising billboard will be consistent with the surrounding natural features of the local environment.



To comply with some of the criteria above, Council considers the advertising billboard must comply with the following minimum provisions:

A. Advertising billboard with a sign face area in excess of 3 square metres

(i) The advertising billboard must only be located in one of the following designated areas:

Mareeba - As indicated on Plan No. AB-MAR

- ☐ Kennedy Highway - Mareeba to Vicary Road
- ☐ Kennedy Highway - Mareeba to Kay Road
- ☐ Mulligan Highway - Mareeba to Hodzic Road
- ☐ Mareeba-Dimbulah Road - Mareeba to Gorge Creek

Response

The proposed advertising billboard has a face visible to southbound traffic only. Each direction has a sign face area of 18m² (3m x 6m). These are the typical dimensions of an advertising billboard located on a highway.

It is submitted that the proposed advertising billboard is located 15.2km north of the "Kennedy Highway – Mareeba to Kay Road" section on Plan No. AB-MAR. It is noted that notwithstanding the Policy requirement that any proposed advertising billboard is located within one of the designated areas it is submitted that the proposed location is appropriate in this instance. In this regard the following further aspects are submitted:-

- i) The proposed location has been selected based on advice received from DTMR;
- ii) The proposed location does not adjoin rural residential or residential zoned land;
- iii) The proposed location has a level of visual separation to nearby lots provided by existing vegetation and topography within the surrounding area;
- iv) The proposed advertising billboard is intended to promote the sale of land within the nearby Speewah locality and it is submitted that the effectiveness of the advertisement could potentially be lessened if the sign was located a significant distance away from the lots for sale.
- v) The site selected for the advertising billboard is one (1) of two (2) available sites as determined by DTMR for the section of Kennedy Highway extending from Koah Road to Warril Drive.



(ii) The advertising billboard has a maximum single face area of 18 square metres and a maximum sign face width of 6 metres.

Response

The advertising billboard has a maximum single face area of 18 square metres (6 metres wide x 3 metres high).

(iii) The advertising billboard must be sited a minimum of 500 metres from all existing advertising billboards.

Response

The proposed advertising billboard is sited 2.2km from existing billboards to the north and 8km from existing billboards to the south.

(iv) The advertising billboard is perpendicular to the abutting road.

Response

The proposed advertising billboard is situated perpendicular to the abutting road. Refer to Appendix B - DTMR Email dated 15 April 2016.

(v) The advertising billboard is of a shape, design and colour that is consistent with existing adjacent structures and streetscape.

Response

The advertising billboard has a typical rectangular shape and design and will contain colours that are consistent with the surrounding natural environment. Refer to Appendix C – Proposed Artwork.

(vi) The advertising billboard is located as close to the centre of the site frontage as is practicable.

Response

The advertising is not located on freehold land.



(vii) The number of sign faces per advertising billboard is no more than two.

Response

The advertising billboard has one sign face that is oriented to address southbound vehicular traffic only.

(viii) A minimum of \$10,000,000 public liability insurance is obtained for the advertising billboard.

Response

The advertiser will maintain a public liability insurance policy in accordance with Council's requirements.

(ix) The location of the advertising billboard must be approved by the Department of Transport and Main Roads.

Response

The location of the advertising billboard is approved by the Department of Transport and Main Roads (Refer to Appendix B).

(x) The advertising billboard is not illuminated.

Response

The advertising billboard is not proposed to be illuminated.



7.00 CONCLUSION

The following conclusions are drawn in relation to the proposal:

- a) The proposed advertising billboard is located on the eastern side of the Kennedy Highway road reserve and located 2.8km north of the Speewah intersection;
- b) The proposed advertising billboard is nearby to Lot 45 on RP851442;
- c) The proposal does not require Town Planning Approval;
- d) The proposal either complies or can show compliance with the intent of the relevant Council Policy requirements having regard to the development constraints imposed by the subject site;
- e) The Department of Transport and Main Roads has provided support for the proposed location;
- f) The proposed advertising billboard will be constructed to the required Council and Department of Transport and Main Roads standards; and
- g) The proposed location is suitable and will have minimal adverse impact on the users of the Kennedy Highway.
- h) The proposed location for the advertising billboard is one (1) of only two (2) suitable locations identified by DTMR for the Section of the Kennedy Highway extending from Koah Road to Warril Drive.

REPORT FOR ASSESSMENT OF ADVERTISING BILLBOARD
KENNEDY HIGHWAY ROAD RESERVE, SPEEWAH

VICTOR G FEROS
TOWN PLANNING CONSULTANTS



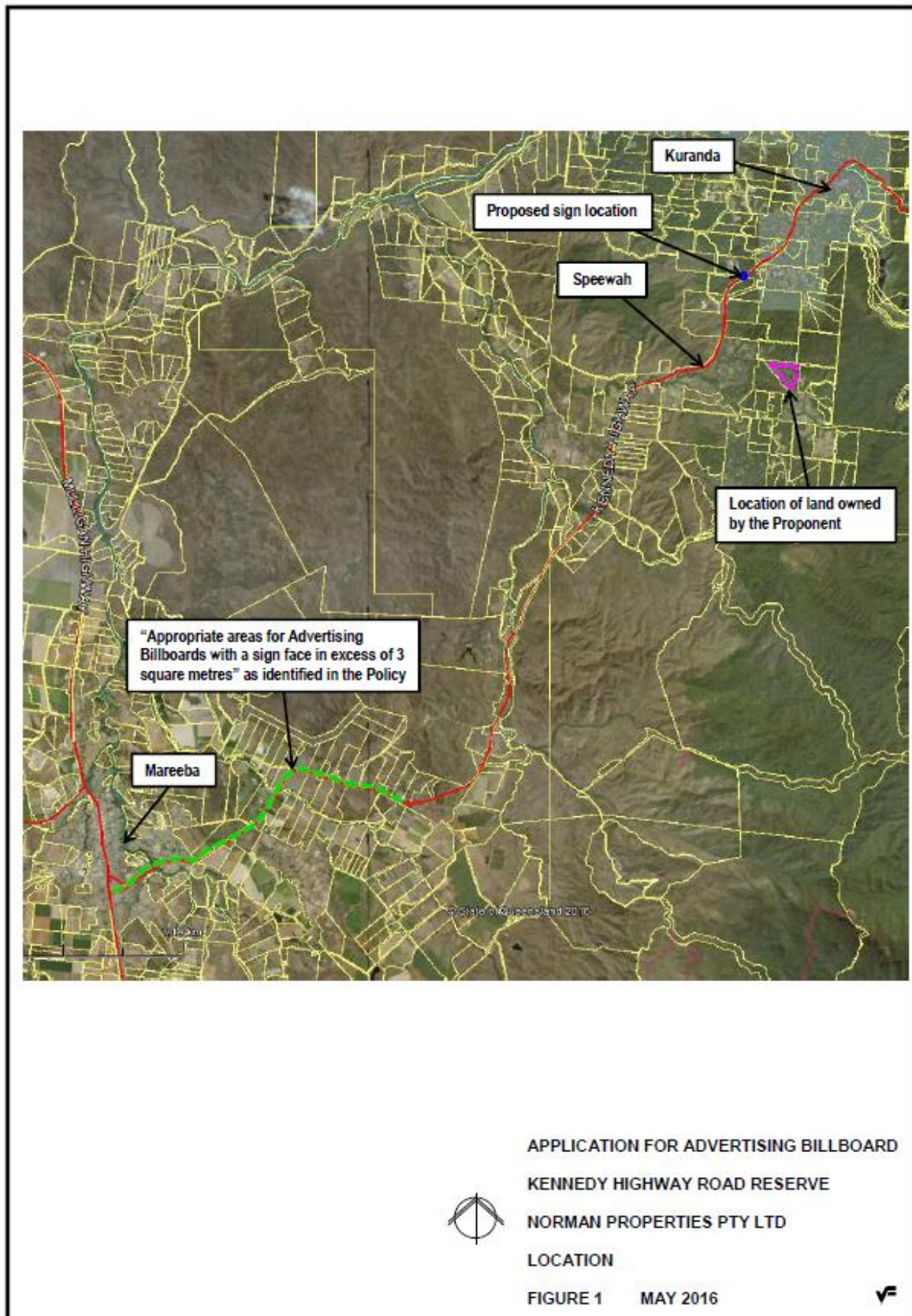
8.00 RECOMMENDATIONS

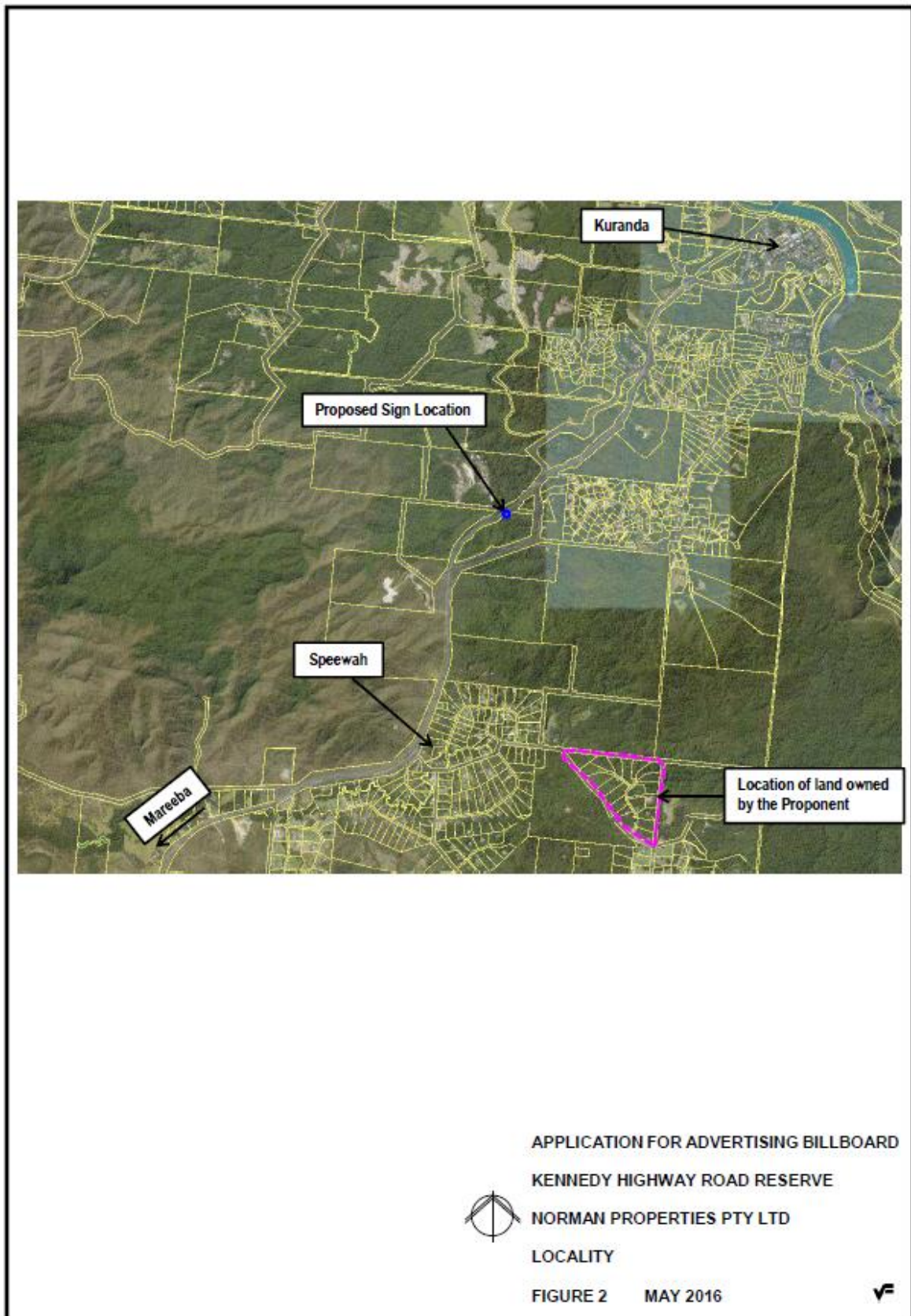
Having regard to the above facts, considerations and circumstances addressed in this Report for the proposed advertising billboard located within the Kennedy Highway road reserve and located nearby Lot 45 on RP851442, the application for an advertising billboard, is supportable in accordance with the intent of the Policy and is supported.

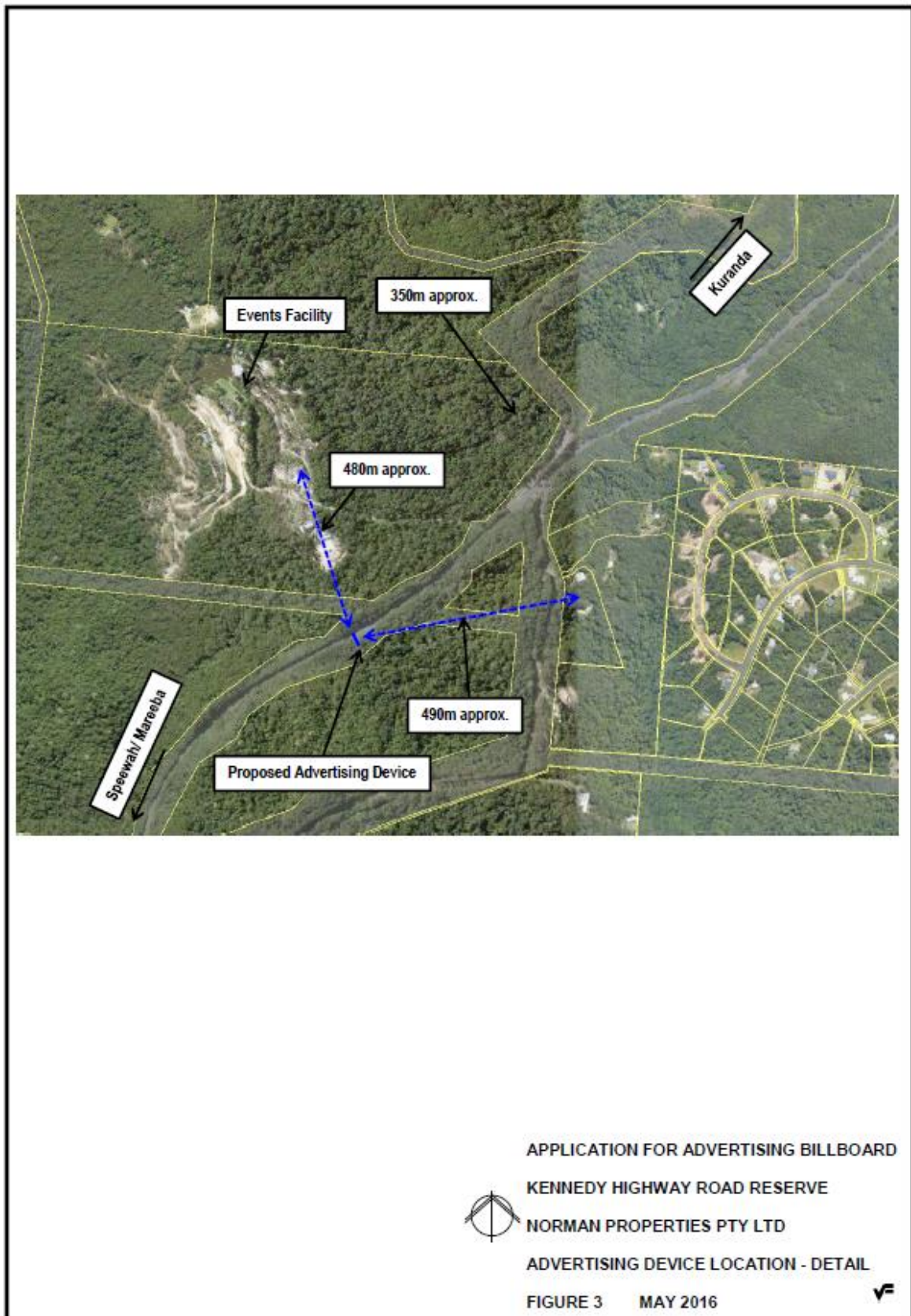
Council's favourable consideration of this Application is commended.

Victor G Feros Town Planning Consultants
May 2016

FIGURES







FINANCE

ITEM-6 FINANCIAL STATEMENTS FOR PERIOD ENDING 31 MAY 2016

MEETING: Ordinary

MEETING DATE: 15 June 2016

**REPORT OFFICER'S
TITLE:** Manager Finance

DEPARTMENT: Corporate and Community Services

EXECUTIVE SUMMARY

The purpose of this report is to provide Council with an overview of financial matters for the period 1 July 2015 to 31 May 2016.

OFFICER'S RECOMMENDATION

"That Council note the financial report for the period ending 31 May 2016."

BACKGROUND

Financial Summary

Each month, year to date financial statements are prepared in order to monitor actual performance against budgets.

For the period ending 31 May 2016, Council shows an operational surplus of \$4,465,869 compared to a budgeted surplus of \$4,328,550. There are no major issues to discuss or areas of concern so only variances over/under 10% variances will be discussed below.

It should be noted that Council's cash position, after the repayment of the de-amalgamation loan, is currently \$27,490,566 and this represents an initial transfer of \$17,000,000 from TRC. The Deputy Premier (Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade) made a decision on 8 April regarding the cash split. MSC is to receive a sum total of \$26,053,002 of the total cash of \$52,077,050 which results in MSC receiving a further \$9,053,002 plus interest from TRC. On 22 May 2015, TRC made a part payment of \$1,719,752. TRC commenced legal action with the trial taking place on 14 & 15 December 2015.

The Judge's decision from the trial was handed down on the 22 April 2016, with the Judge dismissing TRC's application. This decision should now see the TRC paying MSC the remaining outstanding cash.

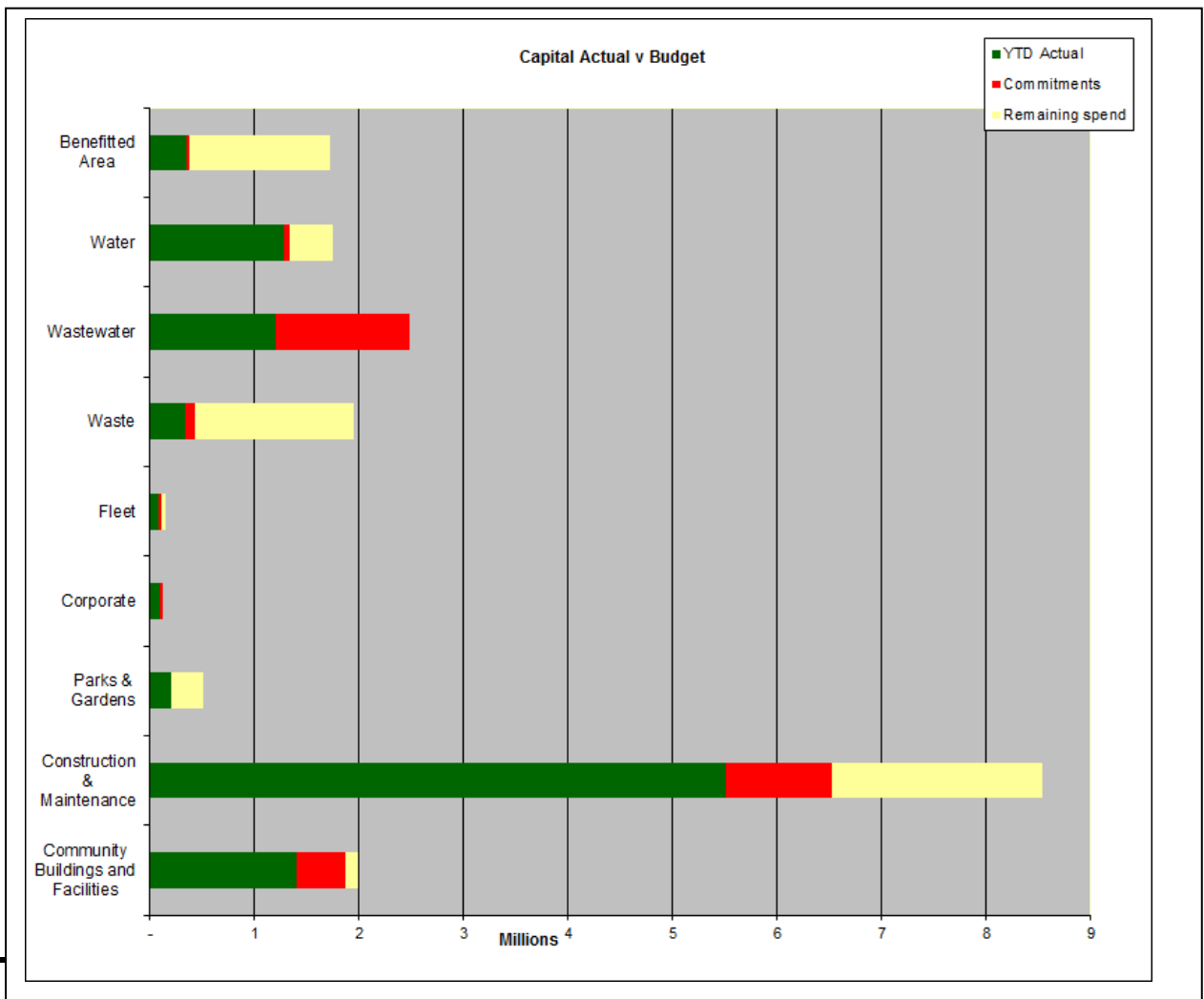
May 2016 - Snapshot

Total Operating Income	\$	44,850,344
Total Operating Expenditure	\$	40,384,475
Operating Surplus	\$	4,465,869
Total Capital Income (grants, developer contributions)	\$	4,419,753
Net Result - Surplus	\$	8,885,622

Capital Expenditure

Total capital expenditure of \$13,960,900 (including commitments) has been spent for the period ending 31 May 2016 of the annual capital budget of \$20,484,153. Excluded in the figures below are two (2) projects which will span over two (2) financial years; the Mareeba Sewerage Treatment Plant upgrade (\$12.8M) and the Mareeba Airport upgrade (\$13M).

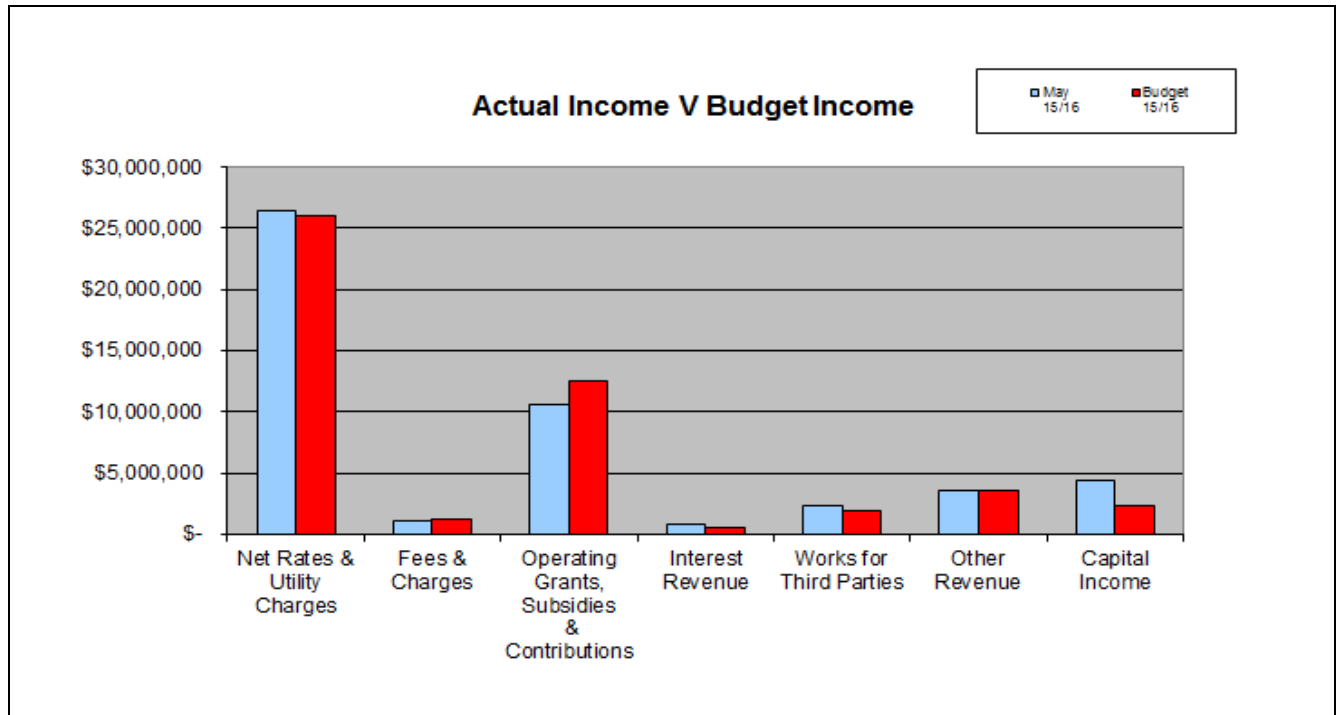
The graph below illustrates actual YTD expenditure and committed costs against the annual budget. It must be noted that the Benefited Area (Therwine Street) has been delayed due to lack of tenders. This will be reprogrammed in the next financial year. Secondly, in the waste area tenders have closed for the capping and are under consideration prior to reporting to Council.



Income Analysis

Total income (including capital income of \$4,419,753) for the period ending 31 May 2016 is \$49,270,097 compared to the YTD budget of \$48,108,185.

The graph below shows actual income against budget for the period ending 31 May 2016.



Description	Actual YTD	Budget YTD	Note
Net Rates & Utility Charges	26,409,523	26,026,600	
Fees & Charges	1,122,891	1,206,881	
Operating Grants, Subsidies & Contributions	10,635,162	12,558,461	1
Interest Received	806,729	496,018	2
Works for Third Parties	2,301,074	1,968,663	3
Other Revenue	3,574,965	3,541,298	
Capital Income	4,419,753	2,310,264	4

Variances to note are:

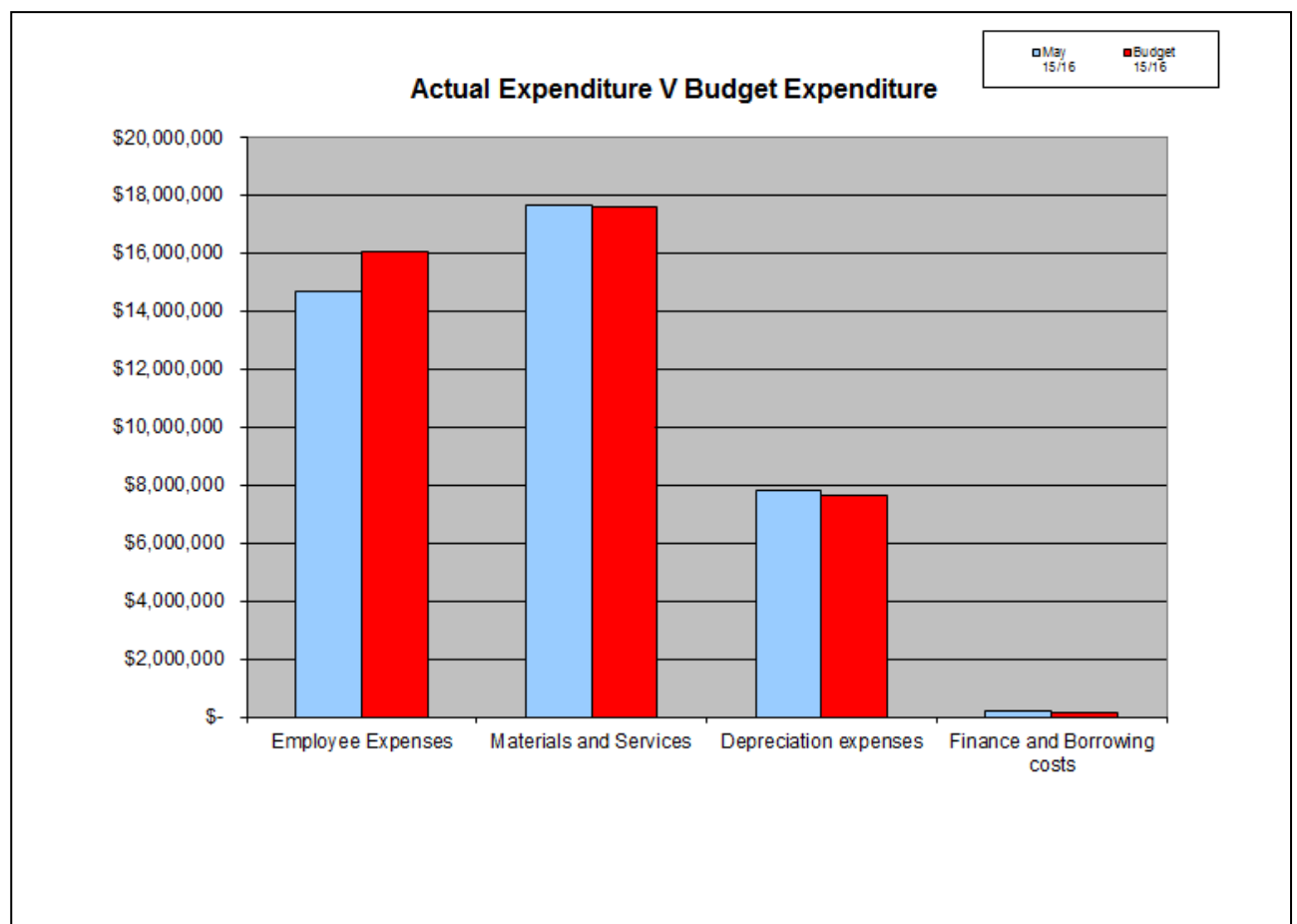
1. Unfavourable variance is relating to Council Flood Damage Works 2014 and how the budget has been apportioned. Total submission is worth \$6.2M and to date we have claimed \$2M. Works will be finished by 30 June 2016 and claims are expected shortly after. This is also the case for materials and services actual expenditure lower than budget.

2. Favourable variance as interest revenue has been more than first anticipated, even though commercial interest rates have remained very low. A term deposit matured in April (\$131k). Council has re-invested \$12M in two short term deposits, maturing in Mid-October.
3. RMPC income is currently above the annual budget, which offsets the increase in materials and services.
4. \$634k relates to developer contributions. Capital grants received totals \$3.7M mainly relating to Kuranda Water, Mareeba Wastewater, R2R and TIDS.

Expenditure Analysis

Total expenses for the period ending 31 May 2016 is \$40,384,475 compared to the YTD budget of \$41,469,371.

The graph below shows actual expenditure against budget for the period ending 31 May 2016.



Description	Actual YTD	Budget YTD	Note
Employee expenses	14,702,092	16,039,577	1
Materials & Services	17,634,719	17,607,432	
Depreciation expenses	7,830,369	7,657,173	
Finance & Borrowing costs	217,295	165,189	

1. The majority of the reported variance in employee expenses relate to staff costs being debited to construction/capital projects. This positive variance is expected to reduce next month as staff are concentrating on maintenance activities.

Loan Borrowings

Council's loan balance as at 31 May 2016 is as follows:

QTC Loans	\$1,894,142
-----------	-------------

The old loans above will be reduced by approximately \$600,000 with final settlement of the land sales at the Mareeba Industrial Park.

Council will be drawing down the \$5 million loan required for the construction of the sewerage treatment plant before the end of the financial year.

Rates and Sundry Debtors Analysis

Rates and Charges

The total rates and charges payable as at 31 May 2016 is \$1,838,656. There are currently 232 properties with arrangements to pay, which totals \$157k.

Rates were issued on 17 February 2016 for the six (6) months January to June 2016, with the discount period closing on 24 March 2016. Total Gross Rates & Charges levied for this six (6) month period was \$15,012,523.

Any properties that had an outstanding balance of \$50 or higher have been transferred to Collection House where they have issued first demand letters.

Collection House collected \$179,889 for the month of May. The outstanding amount for properties currently with debt collection is \$366,417.

Sundry Debtors

The total outstanding for Sundry Debtors as at 31 May is \$495,774 which is made up of the following:

Current	30 days	60 days	90 + days
\$451,224	\$27,470	\$4,511	\$12,569
73%	19%	7%	1%

LINK TO CORPORATE PLAN

Nil

CONSULTATION*Internal*

Director Corporate & Community Services
Financial Accountant

External

Nil

LEGAL IMPLICATIONS (STATUTORY BASIS, LEGAL RISKS)

Section 204 of the Local Government Regulation 2012 requires the financial report to be presented to local government if the local government holds its ordinary meetings more frequently (than once per month) - to a meeting in each month.

POLICY IMPLICATIONS

Nil

FINANCIAL & RESOURCE IMPLICATIONS*Capital*

Nil

Operating

Nil

IMPLEMENTATION/COMMUNICATION

Nil

ATTACHMENTS

1. Financial Statements - May 2016

Date Prepared: 6 June 2016

MAREEBA SHIRE COUNCIL
**Budgeted Income Statement by Fund
For the period ended 31 May 2016**

	Consolidated		General Fund		Waste Services	
	Actual YTD	Budget YTD	Actual YTD	Budget YTD	Actual YTD	Budget YTD
		2015/16		2015/16		2015/16
Revenue						
Rates and utility charges	28,123,837	27,731,074	15,597,945	15,402,373	3,275,784	3,234,864
Less Discounts and Pensioner Remissions	(1,714,314)	(1,704,474)	(1,714,314)	(1,704,474)	-	-
Net Rates and Utility Charges	26,409,523	26,026,600	13,883,631	13,697,899	3,275,784	3,234,864
Fees and Charges	1,122,891	1,206,881	1,093,681	1,179,381	-	-
Operating Grants and Subsidies	9,942,443	11,833,410	9,941,943	11,833,410	-	-
Operating Contributions	692,719	725,051	-	-	-	-
Interest Revenue	806,729	496,018	311,687	309,696	239,811	72,547
Works for Third Parties	2,301,074	1,965,663	2,223,104	1,881,029	-	-
Other Revenue	3,574,965	3,541,298	1,539,952	1,412,431	1,969,264	2,056,117
Total Operating Revenue	44,850,344	48,797,921	28,993,898	30,313,946	5,484,859	5,363,528
Expenditure						
Employee Expenses	14,702,092	16,039,577	13,091,939	14,147,228	509,047	571,377
Materials and Services	17,634,719	17,607,432	10,656,356	10,382,850	3,477,531	3,428,737
Depreciation expense	7,830,369	7,657,173	5,698,916	5,671,875	71,100	66,547
Finance and Borrowing costs	217,295	165,189	217,295	165,189	-	-
Total Operating Expenses	40,384,475	41,469,371	29,664,506	30,366,942	4,057,678	4,066,661
Operating Surplus/(Deficit)	4,465,869	4,328,550	(670,608)	(53,096)	1,427,181	1,296,867
Capital Income						
Capital Contributions	633,966	5,250	487,360	5,250	-	-
Capital Grants and Subsidies	3,785,767	2,305,014	2,787,976	1,905,014	-	-
Profit/(Loss) on Sale of Asset	-	-	-	-	-	-
Net Result	4,419,753	2,310,264	3,275,336	1,910,264	1,427,181	1,296,867
	8,885,622	6,638,814	2,604,728	1,857,168	1,427,181	1,238,199

MAREEBA SHIRE COUNCIL
**Budgeted Income Statement by Fund
For the period ended 31 May 2016**

	Sewerage Services		Water Services		Benefitted Areas	
	Actual YTD	Budget YTD	Actual YTD	Budget YTD	Actual YTD	Budget YTD
		2015/16		2015/16		2015/16
Revenue						
Rates and utility charges	4,164,284	4,121,755	4,761,619	4,647,149	324,305	324,933
Less Discounts and Pensioner Remissions	-	-	-	-	-	-
Net Rates and Utility Charges	4,164,284	4,121,755	4,761,619	4,647,149	324,305	324,933
Fees and Charges	29,210	27,500	-	-	-	-
Operating Grants and Subsidies	-	-	500	-	-	-
Interest Revenue	143,301	49,208	67,863	31,770	692,719	725,051
Works for Third Parties	15,258	9,167	62,712	78,487	44,067	32,797
Other Revenue	-	-	30,241	24,750	-	-
Total Operating Revenue	4,352,053	4,207,630	4,922,935	4,782,136	35,508	48,500
					1,096,599	1,130,781
						1,143,611
Expenditure						
Employee Expenses	375,464	505,921	650,539	737,614	75,103	77,437
Materials and Services	1,116,882	1,292,227	2,209,444	2,224,528	174,506	279,290
Depreciation expense	821,830	806,229	1,147,117	984,902	91,406	127,620
Finance and Borrowing costs	-	-	-	-	-	-
Total Operating Expenses	2,314,176	2,604,377	4,007,100	3,947,044	341,015	513,378
Operating Surplus/(Deficit)	2,037,877	1,603,253	915,835	835,092	755,584	630,233
Capital Income						
Capital Contributions	65,386	-	81,240	-	-	-
Capital Grants and Subsidies	225,291	-	772,500	400,000	-	-
Profit/(Loss) on Sale of Asset	-	-	-	-	-	-
Net Result	2,328,554	1,603,253	1,769,575	1,235,092	755,584	630,233

INFRASTRUCTURE SERVICES

TECHNICAL SERVICES

ITEM-7 INFRASTRUCTURE SERVICES - TECHNICAL SERVICES MONTHLY ACTIVITIES REPORT - MAY 2016

MEETING: Ordinary

MEETING DATE: 15 June 2016

**REPORT OFFICER'S
TITLE:** Manager Technical Services

DEPARTMENT: Infrastructure Services, Technical Services Group

EXECUTIVE SUMMARY

This report summaries Council's Technical Services activities undertaken by Fleet, Design, Soils Lab, Survey, Quality, GIS, Project Management and Investigation Sections of Infrastructure Services during the month of May 2016.

OFFICER'S RECOMMENDATION

"That Council receive and note the Infrastructure Services Technical Services Monthly Report for the month of May 2016."

BACKGROUND

TECHNICAL SUPPORT SECTION

Design

- 2016/17 Capital Works
 - Springmount Road, Arriga - Formation rehabilitation, widening and seal - Initial site inspection conducted
 - Myola Road, Kuranda - Formation widening and seal, initial site inspection conducted
- 2015/16 Capital Works
 - Anzac Avenue / Ceola Drive, Mareeba - Design prepared and being reviewed by management
 - Mareeba Aerodrome - Vicary / Ray Road, Mareeba - Formation widening and seal, design plans complete and awaiting final review
 - Western Beef Roads Causeway Construction - Design plans complete and awaiting final review
 - Euluma Creek Road, Julatten, Causeway upgrade - Design plans complete and awaiting final review
 - Mareeba Swimming Pool Car Park Upgrade, Stage 1 - Design plans complete

- Waste Water Treatment Plant - Design visualisation presentation and assistance with plans
- Vaughan Street, Mareeba - Pavement widening

Soils Lab

- MSC
 - Koah Road, Road Widening
 - Cater Road, Mareeba Bus Stop
 - Mclver Road, Mareeba Causeway Upgrade
 - Cobra Road, Mareeba Widening and Seal
 - Euluma Creek Road, Julatten Concrete Causeway
 - Herberton / Petford Road resheeting
 - Vaughan Street, Mareeba
- External Contractors
 - Work has been undertaken for eight (8) external clients.

Survey

- 2015/16 Capital Works
 - Cater Road, Mareeba - Pavement marking works complete
 - Mclver Road, Mareeba - Construction set out works for Civil being undertaken
- External Works
 - Dimbulah Pistol Club - Survey works undertaken to find "Danger Area Template".
- Mareeba Landfill - Monthly Survey
- Bicentennial Lake, Mareeba
- Chillagoe Aerodrome - Pavement marking reinstatement survey undertaken
- Mareeba Industrial Park
- Oak Forest Road, Kuranda - Boundary identification opposite High Chapparal Road for MSC infrastructure

Technical Investigations

- CRM/16/01256 Sutherland Street (Mareeba Primary School) Conversion to One Way
 - Letter drop residents in vicinity and engage residents seeking opinions on the proposal

SUBDIVISIONS AND INVESTIGATIONS**Subdivisions**

- Current - Under construction
 - Christensen Road, Kuranda Stage 2 - Currently on hold
 - Wylandra Stage 6B and 6C (85% completed)
 - Mareeba Industrial Park - Effley Street - Mareeba Investments No. 10 Pty Ltd (95% completed)
- On Maintenance - Monitoring for 12 months as the Defects Liability Period prior to becoming a Council Asset
 - Howe Farming - Kay Road - Drainage
 - Amaroo Stage 7
 - Bellevue Estate
 - Rhane (Keegan Road)

- Gateway Development (Landgold)
- Amaroo Stage 6
- SunWater (Costin Street)
- Bright Acquisitions (Tinaroo Creek Road)
- Blacks Road
- Kuranda Springs, Stage 3B
- Off Maintenance - Council Asset
 - Metzger Road (Mutchilba)

FLEET AND WORKSHOP SECTION

- Routine Vehicle/Plant Services 28
- Planned routine maintenance 53
- Breakdowns < 8 hrs Downtime 8
- Breakdowns > 8 Hrs Downtime 3

FACILITIES SECTION

Caravan Parks

Dimbulah Caravan Park

In May 2016, 482 total bookings were recorded for Dimbulah Caravan Park, showing a slight decrease of 25 compared to last month. The total figures this year compared to May 2015 were down by 229. The unpowered sights were favourable due to the Wheelbarrow Race being held this month.

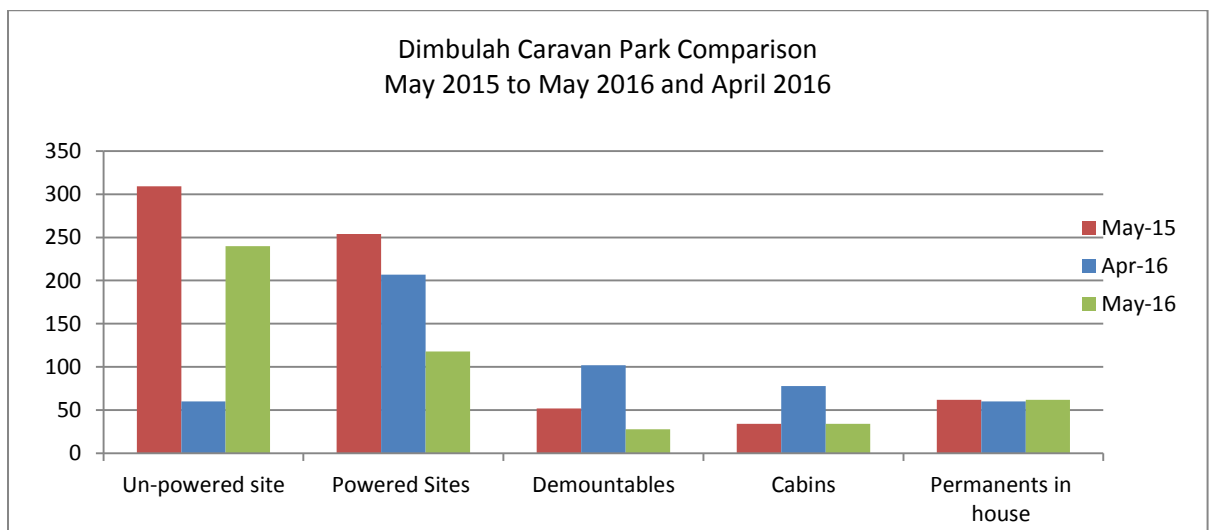


Figure 1. Monthly comparison Dimbulah Caravan Park

Mareeba Riverside Caravan Park

In May 2016, 2528 total bookings were recorded for Riverside Caravan Park, showing a very slight decrease of 8 compared to last month. The total figures this year compared to May 2015 were slightly down by 137. The permanent tenants have been reasonably stable for the past three months with a slight decrease in May 2016.

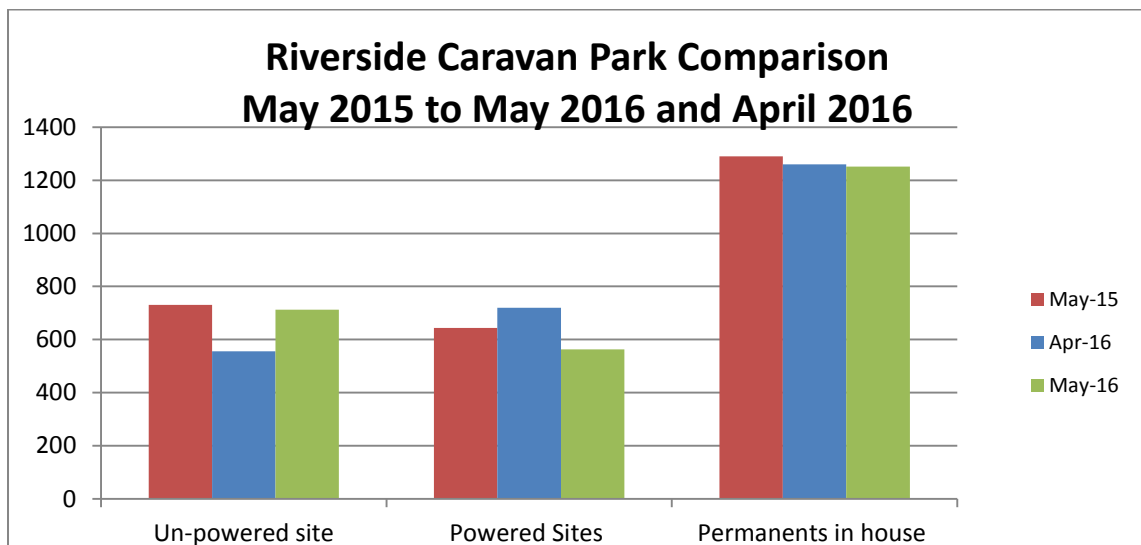


Figure 2. Monthly comparison Mareeba Riverside Caravan Park

Public Halls

The total number of hall bookings in May 2016 has increased to 106 days from 89 last month. The hall hire in comparison to May 2015 has increased by 52 days. Koah Hall hire has increased again this month to 40.

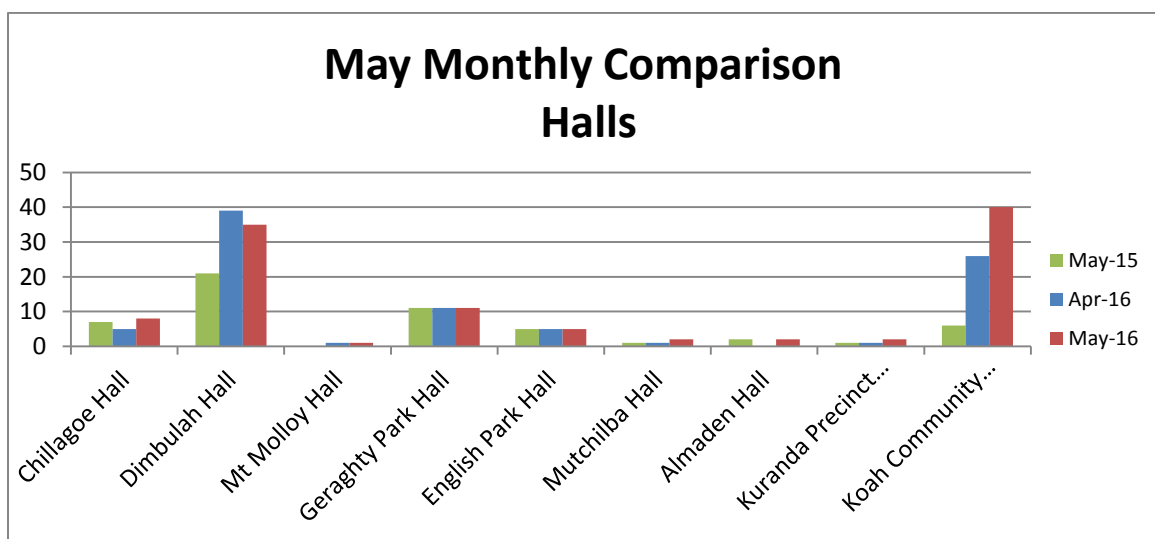


Figure 3. Monthly comparison halls

Swimming Pools

For May 2016 the total number of patrons that used all 3 pools was 2647. This is a decrease by 2170 from April 2016. However compared to May 2015 the figures had increased from 168 patrons.

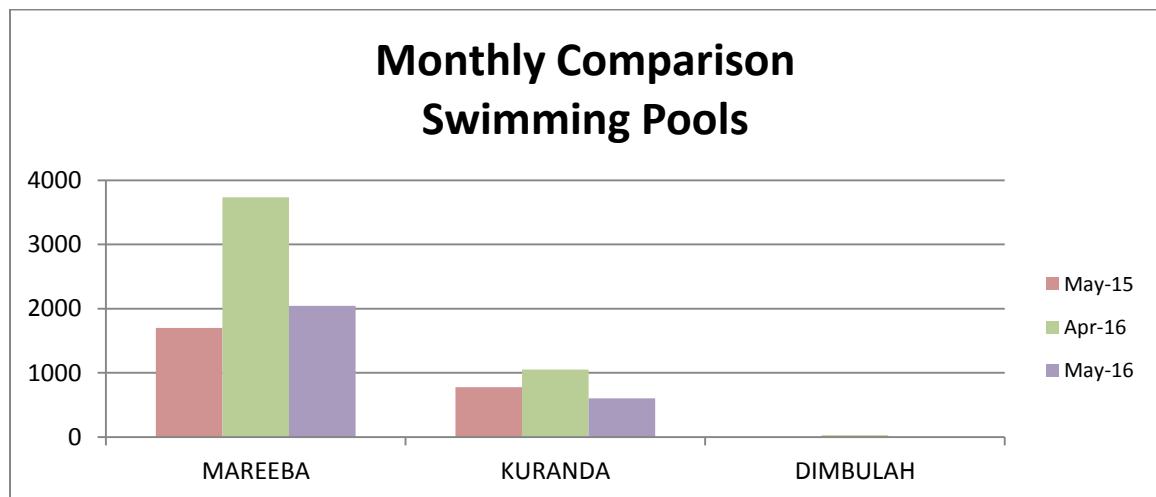


Figure 4. Monthly comparison swimming pools

Park Hire

Council parks bookings have increased this month with 18 bookings recorded.

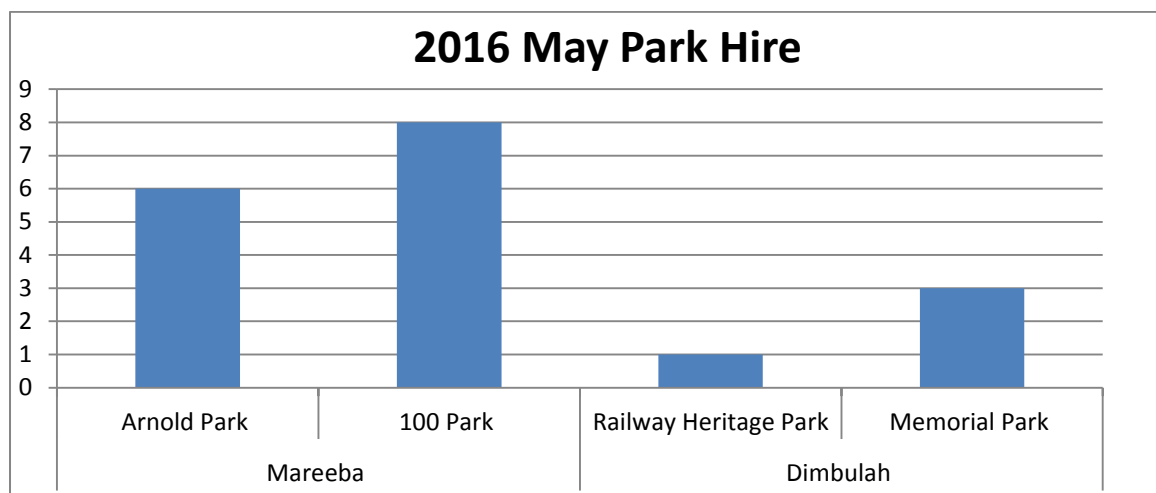


Figure 5. Monthly comparison Park Hire

Vandalism and Graffiti

During May 2016 Facilities received 2 reports of vandalism and graffiti.

Mareeba CWA Toilets

Graffiti on the men's toilet wall - exterior side facing the vacant block. Graffiti has been removed.

Mareeba Arnold Park

Graffiti in the old rotunda - yellow paint and black permanent marker pen used to write over the floor of the rotunda.

Graffiti has been removed.

LINK TO CORPORATE PLAN

ECON 3 - Undertake the management of Council's assets in accordance with the long term asset management plans developed for all infrastructure asset classes to ensure the Shire's infrastructure networks are maintained and renewed to maximise their long term benefit to industry and the community.

CONSULTATION

Internal
Nil

External
Nil

LEGAL AND RISK IMPLICATIONS (STATUTORY BASIS, LEGAL AND RISKS)

Nil

POLICY IMPLICATIONS

Nil

FINANCIAL & RESOURCE IMPLICATIONS

Capital
Nil

Operating
Nil

IMPLEMENTATION/COMMUNICATION

Nil

ATTACHMENTS

Nil

Date Prepared: 7 June 2016

ITEM-8 **EOI-MS2016-01 PANEL OF PREFERRED PROVIDERS -**
2016/2017 OCCASIONAL PLANT HIRE

MEETING: Ordinary

MEETING DATE: 15 June 2016

REPORT OFFICER'S
TITLE: Senior Fleet Allocation Officer

DEPARTMENT: Infrastructure Services, Technical Services

EXECUTIVE SUMMARY

The expression of interest for Panel of Preferred Providers, Occasional Plant Hire 2016/2017 closed at 11:00am Tuesday, 22 March 2016. Council received 125 submissions with 5 (five) further submissions received after the closing time. Included with the agenda is a list of names of contractors that are recommended to be empanelled as suitable providers under the terms and conditions of the Expression of Interest (EOI) documentation and the Local Government Act.

OFFICER'S RECOMMENDATION

"That Council empanel the contractors listed in the documentation attached to this report for the purpose of providing Occasional Plant Hire EOI-MS2016-01 for the 2016/2017 financial year."

BACKGROUND

In accordance with Section 231 of the *Local Government Regulation 2012* titled “Exception for contractor on approved contractor list”, Council is required to empanel the applicants that Council deem to be suitable providers in order for them to provide occasional plant hire.

Only these contractors who are listed in the panel of suitable suppliers can be used for the purpose of providing occasional plant hire. This does not exclude other contractors from being engaged on a job by job basis should empanelled contractors not be available as long as they have been engaged under the conditions of the Mareeba Shire Council.

Local Supplier

The definition of local suppliers must comply with the definition adopted by Council in the Mareeba Shire Council procurement policy and which:

- i. is beneficially owned by persons who are residents or ratepayers in the Mareeba shire Council; or*
- ii. has its principle place of business/registered office within the Mareeba Shire Council; or*
- iii. Otherwise has a place of business within the Mareeba Shire Council which solely or primarily employs persons who are residents or ratepayers of the Shire.*

In addition to the procurement policy a “local supplier” for the purpose of the EOI is a supplier nearest to the township where the goods or services are required. Both local and non-local suppliers are included in the panel of suitable providers. However, when considering a non-local supplier a 10% margin is proposed to be applied for the purpose of assessment.

A schedule of the suitable suppliers sorted by plant type, zones (1, 2, 3, 4, and 5 on attached map) and price is available from both the personal assistant to the CEO.

A detailed listing of names and addresses of contractors tendered for 2016/2017 EOI is attached below.

CONSULTATION

Internal

Director Infrastructure Services
HR Department
Finance Department
Senior Plant Allocation Officer
Fleet Administration Assistant
Tenders and Contracts Officer
Senior Advisor Workplace Health and Safety

External

Nil

LEGAL AND RISK IMPLICATIONS (STATUTORY BASIS, LEGAL AND RISKS)

Nil

POLICY IMPLICATIONS

Complies with Mareeba Shire Council Procurement Policy with Local Government Act

FINANCIAL & RESOURCE IMPLICATIONS

Capital

Nil

Operating

To ensure cost effective selection of contractors to undertake occasional work for Council.

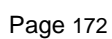
IMPLEMENTATION/COMMUNICATION

1. Once the Mareeba Shire Council empanels the listed contractors with the purpose of providing Occasional Plant Hire for 2016/17, all contractors will be notified in writing by the Tenders and Contracts Officer
2. From 1 July 2016, those contractors empanelled by the Mareeba Shire Council can be called upon to carry out various works for the Mareeba Shire Council.

ATTACHMENTS

1. List of Panel of Providers EOI-MSC2016-01

Date Prepared: 2 June 2016



<i>Business Name</i>	<i>Town</i>
AA Taylors Treeclipping	TOLGA 4882
Anderson's slashing & Tilt Tray Services	TOLGA 4882
ALJ & CA Evans	MAREEBA 4880
AC & KL Pedersen	MT MOLLOY 4871
Arkey Haulage Pty Ltd	MAREEBA 4880
Atherton Location Services	ATHERTON 4883
Aussie Drill Kings Pty Ltd	NORTH CAIRNS 4870
Avalon Group Services	YUNGABURRA 4884
B & L Dozer Hire	MAREEBA 4880
B & S Wilson Earthmoving	MAREEBA 4880
BJS Plumbing & Civil Contracting	ATHERTON 4883
Bono's Excavations	ATHERTON 4883
Byrnes Earthmoving Pty Ltd	KAIRI 4872
Cairns Mulch	BABINDA 4861
Cheshire Contractors Pty Ltd	BUNGALOW 4870
Chris Dempsey Cranes	RAVENSHOE 4888
Civil Teknix Pty Ltd	RAVENSHOE 4888
Coates Hire Operations P/L	CAIRNS, 4870
Dale Mattsson Backhoe Hire	KOAH 4881
D & D Backhoe hire	MAREEBA 4880
Davis Transport Pty Ltd	MAREEBA 4880
DJ & DS McLean	GORDONVALE 4865
Dun-Movin' Earthworks	RAVENSHOE 4888
Dusty Roads Truck Hire	KAIRI 4872
Easy Bobcat Hire	MAREEBA 4880
Edmonds Transport	MT MOLLOY 4871
Elite Earthmoving Machinery Training Services NQ P/L	DIMBULAH 4872
Erroll Fitzgerald	RAVENSHOE 4888
Far Northern Concrete Pumping	MAREEBA 4880
Far North Towing	MAREEBA 4880
Flexihire Pty Ltd	CAROLE PARK 4300
FNQ Concrete Pumping	MOSSMAN 4873
G A Shearer	MOOROOBOOL 4870
George Bailey Truck Hire	KURANDA 4881
George Fitzgerald	INNOT HOT SPRINGS 4872
GGs Watercarts	MAREEBA 4880
Giovanni Earthworks	ATHERTON 4883
Gosper Slashing & Mowing Service	MAREEBA 4880
Gregg Construction Pty Ltd	MAREEBA 4880
Gregg Cummings - Small Dozer hire	MAREEBA 4880
GR & RL Fielding Tipper Hire	OAK VALLEY 4811
GS & SM Jones	GORDONVALE 4865
Gus Cerasani & Son Engineering	MAREEBA 4880

<i>Business Name</i>	<i>Town</i>
Harry's Backhoe Hire Pty Ltd	MT GARNET 4872
Hastings Deering (Aust) Ltd	CAIRNS, 4870
Heavy Equipment Hire Pty Ltd	MAREEBA 4880
Hepworth Truck Hire Pty Ltd	EDMONTON 4869
Hockey Machinery Sales Pty Ltd	CAIRNS, 4870
Hodi Backhoe Hire	MAREEBA 4880
Howlett Plant Hire Pty Ltd	ATHERTON 4883
Hydro-Vac Excavations FNQ	TRINITY BEACH 4879
Ironbark Holding Pty Ltd	JULATTEN 4871
James Miles	EINASLEIGH 4871
James Trimble Backhoe Hire	ATHERTON 4883
J & R Grego	FRESHWATER 4870
J A Slashing	REDLYNCH 4870
JC & DK Simpson	CHILLAGOE 4871
Kaban Sawmill Timber & Trucks	CHILLAGOE 4871
K & S Martin	MAREEBA 4880
Kinsella Excavations	KURANDA 4881
Kuranda Backhoe Hire	KURANDA 4881
Kuranda Hire	KURANDA 4881
Kuranda Landscape Supplies	KURANDA 4881
LC Bensted & CL Leet	MAREEBA 4880
M & C Zillfleisch	JULATTEN 4871
M & P Goldfinch Enterprises Pty Ltd	MAREEBA 4880
Mareeba Crane Hire	MAREEBA 4880
Mareeba Hire	MAREEBA 4880
Mareeba Mowing & Slashing	MAREEBA 4880
Mareeba Transport	MAREEBA 4880
Marrin Pty Ltd	MOSSMAN 4873
Marton Mechanical Services	COOKTOWN 4895
MDG Earthmoving Pty Ltd	RAVENSHOE 4888
1300 Meteor Rentals	PORTSMITH 4870
MGH Excavations	EDMONTON 4869
Mia Buona Ricchezza Pty Ltd	CLIFTON BEACH 4879
Millers Contractors	COOKTOWN 4895
Nash Truck & Machinery Hire	KURANDA 4881
Nastana Pty Ltd	MALANDA 4885
NCH Civil & Construction	ATHERTON 4883
North Queensland Haulage Pty Ltd	YUNGABURRA 4884
North West Services Pty Ltd	PROSERPINE 4800
O'Brien Grader Hire	NORMANTON 4890
Osborne partnership	DIMBULAH 4872
Paul Jennings	MAREEBA 4880
PF & PL Arkey	MAREEBA 4880
PJ Porter & S DeVecchi	DIMBULAH 4872
Puglisi Brothers	MOSSMAN 4873

LATE TENDER, NOT TO BE USED UNLESS TENDERED CONTRACTORS ARE UNAVAILABLE	
<i>Business Name</i>	<i>Town</i>
Puma Earthmoving Plant Hire Pty Ltd	PROSERPINE 4800
RAKS Earthmoving	WALKAMIN 4872
RC & KR Mahoney	MALANDA 4885
Rex Petersen's Bobcat Hire	MAREEBA 4880
Robinson Civil Group	HERBERTON 4887
Rope & Rail	EDMONTON 4869
S & K Civil Contracting	ATHERTON 4883
Shane Simpson	CHILLAGOE 4871
Sharpe Bros (Aust) Pty Ltd	WEST GOSFORD NSW 2250
Sherrin Rentals Pty Ltd	PINKENBA 4008
SO & KG Chatfield	RAVENSHOE 4888
Sparky's Mini Excavator Truck & Bobcat Hire	JULATTEN 4871
Stabilised Pavements of Australia	GARBUTT 4814
Sticklizard Transport	ATHERTON 4883
STJ Earthmoving	MAREEBA 4880
Suck It Up Vactron Trucks	MAREEBA 4880
Taffy's Backhoe Hire	MAREEBA 4880
T & C White Grader Hire Pty Ltd	MOSSMAN 4873
TESSLEX	WALKAMIN 4872
TMC Transport & Machinery Contractors	MAREEBA 4880
Tropic Excavations	MAREEBA 4880
Tutt Bryant Hire	CAIRNS, 4870
Viv Bowyer Contracting	MAREEBA 4880
Wade Venturato	MAREEBA 4880
W & J Truck Hire	CAIRNS 4892
WAR NQ Pty Ltd	CHARTERS TOWERS 4820
Wallace Quarrying & Mining Pty Ltd	MAREEBA 4880
Watto's Earthmoving and Machinery Hire Pty Ltd	TOLGA 4882
Whiterock Earthmoving Pty Ltd	WHITEROCK 4868
Wongabel Quarries N Concrete	ATHERTON 4883
WP & MD Dal Santo	DIMBULAH 4872
IM & SJ Hayman Pty Ltd	MT GARNET 4872
Komatsu Australia Pty Ltd	FAIRFIELD, NSW 2165
MPDT Pty Ltd	MOSSMAN 4873
Rusca Bros Services Pty Ltd	DARWIN, NT 0800
Knights Transport	SIPPY DOWNS 4556

ITEM-9 COMMUNITY RESILIENCE FUND - TATE RIVER BEEF CAUSEWAY UPGRADE

MEETING: Ordinary

MEETING DATE: 15 June 2016

**REPORT OFFICER'S
TITLE:** Director Infrastructure Services

DEPARTMENT: Infrastructure Services

EXECUTIVE SUMMARY

Council has received funding under the State Government Community Resilience Fund towards improving the flood immunity of the Tate River causeway on Bolwarra Road.

Council officers have instigated a condition assessment of the existing crossing to determine whether the existing crossing can be utilised as part of the upgrading works.

This report sets out the findings of the condition assessment.

OFFICER'S RECOMMENDATION

"That Council note the progress report on the Tate River Beef Causeway Upgrade Project."

BACKGROUND

Council has previously been approved under the Community Resilience Fund, \$384,000 towards the upgrading of the Tate River Causeway on Bolwarra Road. The funding approval was based on an application Council made to the State Government to lift the existing causeway to improve flood immunity, as on occasions, crossing of the causeway can be restricted for significant periods during the wet season.

Prior to executing the Deed of Agreement with the State Government, it was considered necessary that a condition assessment of the existing causeway be undertaken to determine whether the concept of constructing an upgraded causeway on top of the existing causeway was feasible. This condition was recently completed and a report prepared by GHD.

The condition assessment has revealed that the existing crossing will not provide any support for an upgraded crossing. The concrete structure has deteriorated to the extent that the overall reliability of the crossing is deemed to be unacceptable. The report has recommended that Council place load limits on the existing crossing as well as a speed limit on vehicles utilising the crossing.

The GHD report has removed the scenario of constructing an upgraded causeway on top of the existing structure. It will therefore be necessary that any upgraded structure be provided on the adjacent rock bar and at a greater height than the existing crossing in order to achieve the improved flood immunity proposed. It is considered this is possible by using pre-cast culverts and link slabs.

The Deed of Agreement with the State Government under the Community Resilience Fund has been executed.

An application has also been made under the State Government Building Our Regions Program for further funding of \$336,000 towards the project. Works are proposed not to commence until such time as the outcome of this application is known.

LINK TO CORPORATE PLAN

ECON 3 - Undertake the management of Council's assets in accordance with the long term asset management plans developed for all infrastructure asset classes to ensure the Shire's infrastructure networks are maintained and renewed to maximise their long term benefit to industry and the community.

CONSULTATION

Internal
Nil

External
Nil

LEGAL AND RISK IMPLICATIONS (STATUTORY BASIS, LEGAL AND RISKS)

Nil

POLICY IMPLICATIONS

Nil

FINANCIAL & RESOURCE IMPLICATIONS

Capital
Included in proposed 2016/2017 capital budget.

Operating
Nil

IMPLEMENTATION/COMMUNICATION

Nil

ATTACHMENTS

Nil

Date Prepared: 06 June 2016

**ITEM-10 FNQROC - SUPPLY & DELIVERY OF REGIONAL
BITUMEN RESEAL PROGRAMME 2016/2017****MEETING:** Ordinary**MEETING DATE:** 15 June 2016**REPORT OFFICER'S
TITLE:** Project Manager**DEPARTMENT:** Infrastructure Services, Technical Services

EXECUTIVE SUMMARY

The Far North Queensland Regional Organisation of Councils (FNQROC) invited suitably qualified suppliers to quote for the supply and delivery of a collective bitumen reseal programme involving member Councils:

- Mareeba Shire Council (MSC)
- Cairns Regional Council (CRC)
- Cassowary Coast Regional Council (CCRC)
- Douglas Shire Council (DSC)
- Tablelands Regional Council (TRC)
- Cook Shire Council (CSC)
- Yarrabah Aboriginal Shire Council (YASC)

The intent of the contract is to provide bitumen reseal works to the region providing efficiencies and cost savings to participating Councils and economy of scale opportunities to the successful contractor.

OFFICER'S RECOMMENDATION

"That Council;

1. Award contract TMSC2016-09 Regional Bitumen Reseal Program to Fulton Hogan Industries Pty Ltd for the tendered amount of \$651,544.40 (including GST).
2. Adopt the Register of Prequalified Suppliers in accordance with the attached supplier listing for 24 months with the option of a further 12 month extension at Council's discretion.
3. Delegate authority to the Chief Executive Officer in accordance with Government Act 2009 to negotiate, finalise and execute any and all matters in relation to these arrangements.

BACKGROUND

Mareeba Shire Council capital budget for its annual Reseals Bitumen and Asphalt Programs is currently \$1.54 million dollars. The annual bitumen reseal program undertaken in order to maintain roads to a suitable standard and extend the life of existing road networks.

The past three bitumen reseal programs were delivered under a collective procurement arrangement coordinated by the Far North Queensland Regional Organisation of Councils (FNQROC). The collective arrangement has enabled participating member Councils to achieve economy of scale cost savings and eliminate the risk of individual Councils competing against each other for limited supplier resources.

FNQROC on behalf of member Councils invited tenders for the 2016/2017 regional bitumen reseal program. The public Tender was advertised in the Cairns Post and on individual Council websites from 2 April 2016 closing on 28 April 2016 with a tender briefing held on 11 April 2016 attended by all potential suppliers.

The project steering committee comprising FNQROC representatives and officers from each of the participating Councils evaluated tender submissions and based on the results of the criteria weighted tender evaluation it recommended the 2016-17 bitumen reseal contract be award to Fulton Hogan Industries Pty Ltd.

The Fulton Hogan submission proved to be the most competitive in regards value for money providing a significant overall cost benefit for all participating Councils when compared to previous programs.

The cost for each individual Councils reseal program is estimated against the reseal work schedules provided using nominal bitumen spray rates (l/m²) and aggregate spread rates (m³/m²) calculated based on bitumen and aggregate supply rates tendered for each region. It should be noted that anticipated savings are subject to the rise and fall in the price of bitumen.

Councils will be required to enter into individual contracts with the successful supplier as FNQROC does not have formal delegated authority to contract on behalf of Councils. The reseals contract effective for 12 months and indicative of the preliminary reseals work schedule provided for tendering purposes.

The tender also included an invitation to provide information to be used in the establishment of a Register of Prequalified Suppliers (ROPS) for the provision of other bitumen and asphalt services. Eight (8) submissions were received, all of which were deemed conforming.

Submissions were received from the following suppliers:

ASPIC Infrastructure Pty Ltd	Koppen Developments Pty Ltd
Boral Resources (Qld) Pty Ltd	Pioneer North Queensland Pty Ltd
FGF Bitumen Pty Ltd	Stabilised Pavements of Australia Pty Ltd
Fulton Hogan Industries Pty Ltd	Sunstate Road Services Pty Ltd

The submissions were evaluated against the following weighted criteria;

- Relevant Experience and Personnel (15%)
- Proposed Works Program (20%)
- Capabilities - Work Procedures and Methodology (15%)
- Local Business (10%)
- Value for Money (40%)

Recommended Respondent: Fulton Hogan Industries Pty Ltd

Fulton Hogan provided the most competitive submission with their pricing being significantly lower than the other submissions. It is noted that the proposed productivity rates are considerably higher than those achieved in previous arrangement however, Fulton Hogan have advised that they are confident the productivity is achievable. Fulton Hogan is based in Townsville and has access to significant resources across the wider region to assist with delivery of the program if necessary.

While Fulton Hogan has delivered services around the region, Council has had no real experience in dealing with Fulton Hogan who are well regarded in the industry and are experienced in the delivery of road maintenance services to both State and Local Government.

Register of Prequalified Suppliers (RoPS)

The Register of Prequalified Suppliers is attached and lists the services offered. The register increases Council efficiency when engaging suppliers for the provision of bitumen and asphalt services through the use of pre-qualified resources. With the establishment of the RoPS, Council is under no obligation to rank submissions and should Council elect to utilise a supplier listed on the RoPS, there is opportunity to engage the supplier most able to deliver in accordance with Council requirements and timeframes.

LINK TO CORPORATE PLAN

ECON 3 - Undertake the management of Council's assets in accordance with the long term asset management plans developed for all infrastructure asset classes to ensure the Shire's infrastructure networks are maintained and renewed to maximise their long term benefit to industry and the community.

CONSULTATION

Internal

Manager Works

Manager Technical Services

External

FNQROC personnel and member Council representatives

LEGAL AND RISK IMPLICATIONS (STATUTORY BASIS, LEGAL AND RISKS)

Nil

POLICY IMPLICATIONS

Nil

FINANCIAL & RESOURCE IMPLICATIONS

Capital
Yes

Operating
No

Is the expenditure noted above included in the 2016/2017 budget?
Yes

IMPLEMENTATION/ COMMUNICATION

Consultation will be ongoing with member Council's regarding service delivery and coordination.

ATTACHMENTS

1. Register of Pre-Qualified Suppliers

Date Prepared: 3 June 2016

FNQROC 2016-2018 Register of Pre Qualified Suppliers for Bitumen & Asphalt Resurfacing Works						
Organisation	Contact Name	Street Address	Postal Address	Telephone	Email	Services Listed
ASPIC Infrastructure	Dave Symington	181 Enterprise Street, Bohle, Townsville, QLD 4818	PO Box 530, Deeragun, QLD 4818	4774 4400/ 0409 799412	dave@aspic.com.au	Spray sealing Asphalt Profiling Line Marking Insitu Stabilisation Jet Patcher
Boral	Rolan Marsch	21 Aumuller Street, Cairns, QLD 4870	PO Box 214, Cairns, QLD 4870	4035 1993/ 0409 173572	roland.marsch@boral.com.au	Full service spray seal & asphalt crews Ex bin supply of asphalt Supply of bulk and drummed emulsion Supply of bulk and drummed patching material both coldmix asphalt and PPR Spray seal design
FGF	Sonny Samuel	Dept 9-11 Marsh Street, Woree, QLD 4870	PO Box 6665, Cairns, QLD 4870	4041 4350/ 0433 039320	sonny.samuel@fgf.com.au	Spray seal Asphalt Profiling Supply & lay of asphalt
Fulton Hogan	Trevor Horsnell	46-60 Curley Circuit, Roseneath, Townsville, Qld 4811	PO Box 2485, Idalia, QLD 4811	4421 3200/ 0428 723396	trevor.horsnell@fulthorhogan.com.au	Spray sealing Manufacture of bituminous emulsions & PMB
Koppen Bitumen	Callum Koppen	Suite 4/10 Grafton Street, Cairns, QLD 4870	Suite 4, 10 Grafton Street, Cairns, QLD 4870	4052 2600	tenders@koppens.com.au	Civil Construction frontline management Bituminous Surfacing Supervising Civil Constructions Traffic Management
PNQ	Sunny NG	Lot 3, Hussey Road, Edmonton, WLD 4869	PO Box 12, Bungalow, QLD 4870	4047 8300/ 0437 540511	sunny.ng@pnq.com.au	Full service spray seal Seal design Sprayer, tipper & roller hire Full service asphalt laying & supply Transport - truck hire body, truck & dog Raw material supply, sand & gravel Road profiling Road sweeping
Stabilised Pavements of Australia	Matthew Devine	17 Titanium Place, Bohle, Townsville, QLD 4818	PO Box 7890, Garbutt, QLD 4814	4412 0100/ 0407 755 933	m.devine@stabilis.com.au	Profiling Full service stabilisation - all plant & equipment for full rehab, including earthworks & drainage & Part service stabilisation - mix only with stabiliser and operator, stabiliser & spreader combination & foreman to assist Bitumen spray seal
Sunstate Road Services	Brett Gartner	12 Makeling Street, Stuart, Townsville, QLD 4811	PO Box 1481, Hervey Bay, QLD 4655	4191 2971	bratner@sunstateroads.com.au	Supply & spraying of Bitumen Supply & spreading of pre-coated aggregates Line Marking Traffic Management

**ITEM-11 MAREEBA AIRPORT UPGRADING - MAY 2016
PROGRESS REPORT**

MEETING: Ordinary

MEETING DATE: 15 June 2016

**REPORT OFFICER'S
TITLE:** Director Infrastructure Services

DEPARTMENT: Infrastructure Services

EXECUTIVE SUMMARY

Council has received grant funding from the State and Commonwealth Governments towards the upgrading of the Mareeba airport.

Design work has commenced on the airport upgrading and this report sets out progress to date.

OFFICER'S RECOMMENDATION

"That Council note the May 2016 progress report on the Mareeba Airport Upgrading."

BACKGROUND

Council has been advised of two (2) grants - \$13M from the Queensland State Government and \$5M from the Commonwealth Government – towards the upgrading of the Mareeba airport. Both these grants are for specific aspects of the proposed upgrading project.

Funding

The final agreement with the Commonwealth Government has been reviewed, signed and executed by the Commonwealth Government. The final funding agreement with the State Government has been received and is being reviewed by Council officers prior to execution.

Master Concept Layout

The final draft concept layout for the airport upgrading as presented to Council at its meeting in March has not altered, but will be kept under consideration.

The full extent of the delivery of the master plan will be dependent on the final detailed design and estimates.

Programme

A programme of works has been prepared which reflects the works and wording of the funding agreements.

As indicated in the programme, the upgrade water supply services, widening works to Vicary and Ray Roads and the roadways around the existing Vicary Road lease areas were completed to design and documentation standard. There will now be three (3) tenders issued on Saturday 18 June 2016 for the construction of these works.

By the end of November 2016 the balance of the works will be designed and documented.

Construction of the balance of the upgrading works will occur post wet season 2017.

Runway

All pavement testing of the runway and taxiway has been completed. Review of the testing has shown that the runway can be upgraded to meet the requirements of the Commonwealth and State Government agreements by allowing a F100 aircraft to utilise the runway at Maximum Take Off Weight (MTOW). The actual design aircraft will have a MTOW that is less than that of a F100.

Expenditure

Expenditure until the end of May 2016 was \$398,809.

This expenditure comprises survey, design, ground clearing, soil testing, assistance with concept master planning and various committals for specialist services. Commitments included in the expenditure to date total \$158,237.

LINK TO CORPORATE PLAN

ECOM 3: Undertake the management of Council's assets in accordance with the long term asset management plans developed for all infrastructure asset classes to ensure the Shire's infrastructure networks are maintained and renewed to maximise their long term benefit to industry and the community.

CONSULTATION

Internal

Nil

External

Commonwealth and State Governments.

LEGAL AND RISK IMPLICATIONS (STATUTORY BASIS, LEGAL AND RISKS)

When the funding agreements are signed with the State and Commonwealth Governments, Council will be required to meet various milestone and reporting targets.

POLICY IMPLICATIONS

Nil

FINANCIAL & RESOURCE IMPLICATIONS*Capital*

The project is to be funded over the 2016 / 2017 and 2017 / 2018 financial years. Funding has been made available from the Commonwealth and State Governments for the project.

Operating

To be included in future budgets.

Is the expenditure noted above included in the 2015/2016 budget?

Yes

IMPLEMENTATION/COMMUNICATION

All communications are required to follow set out protocols within the funding agreements between the Commonwealth and State Governments.

ATTACHMENTS

Nil

Date Prepared: 6 June 2016

WORKS

ITEM-12 INFRASTRUCTURE SERVICES - WORKS SECTION PROGRESS REPORT - MAY 2016

MEETING: Ordinary Meeting

MEETING DATE: 15 June 2016

**REPORT OFFICER'S
TITLE:** Manager Works

DEPARTMENT: Infrastructure Services, Works Group

EXECUTIVE SUMMARY

This report sets out works undertaken by the Transport Infrastructure, Parks and Gardens and Bridge Sections of Infrastructure Services during the month of May 2016.

OFFICER'S RECOMMENDATION

"That Council receive and note the Infrastructure Services, Transport Infrastructure, Parks and Gardens and Bridge Sections, Progress Report for the month of May 2016."

BACKGROUND

Works Group

Maintenance Activities

Maintenance activities accruing more than \$1,000 in expenditure were carried out in May at the following locations:

Description	Activity
Ootann Road, Almaden	Grading unsealed roads
Spring Valley Road, Almaden	Grading unsealed roads
Chettle Road, Arriga	Slashing
Kimalo Road, Arriga	Slashing
McBean Road, Arriga	Grading unsealed roads
Fossilbrook Road, Barwidgi	Grading unsealed roads
Bilwon Road, Biboohra	Road furniture, slashing
Shanty Creek Track, Biboohra	Grading unsealed roads
Harrigan Road, Chewko	Grading unsealed roads
Healy Road, Chewko	Grading unsealed roads
Contract Clearing Account, Chillagoe	Cleaning, general operations, mowing
Bolwarra Road, Crystalbrook	Grading unsealed roads
Boonmoo Road, Dimbulah	Grading unsealed roads, slashing
Braund Road, Dimbulah	Grading unsealed roads
Inveradi Road, Dimbulah	Grading unsealed roads
Leadingham Creek Road, Dimbulah	Bitumen patching, grading unsealed roads, slashing
Leafgold Weir Road, Dimbulah	Slashing
Metzger Road, Dimbulah	Grading unsealed roads
Veness Road, Dimbulah	Grading unsealed roads, slashing
Amber Road, Fossilbrook	Grading unsealed roads
Bulleringa Road, Fossilbrook	Grading unsealed roads
Strathleven Road, Gamboola	Grading unsealed roads

Description	Activity
Drumduff Road, Highbury	Grading unsealed roads
Hales Siding Road, Irvinebank	Grading unsealed roads
Mount Misery Road, Irvinebank	Grading unsealed roads
Pedersen Road, Irvinebank	Grading unsealed roads
Euluma Creek Road, Julatten	Culvert repairs, customer request, road inspections, slashing, grading unsealed roads, road furniture
Mount Lewis Road, Julatten	Bridge furniture, road inspections
Pinnacle Road, Julatten	Road inspections, slashing
Rainforest Drive, Julatten	Road inspections, slashing
Windsor View Road, Julatten	Culvert repairs, slashing
Black Mountain Road, Julatten	Grading unsealed roads, road furniture, slashing
Barron Street, Koah	Road inspections, grading unsealed roads, slashing
Koah Road, Koah	Bitumen patching, grading unsealed roads, road inspections, slashing
Popovic Road, Koah	Culvert repairs
Barron Falls Road, Kuranda	Bitumen patching, road furniture, slashing
Black Mountain Road, Kuranda	Clean Inlet/Outlets culverts, Road Furniture, Slashing, Tree Clearing / Vegetation Management
Booroo Street, Kuranda	Slashing, line marking
Kuranda Crescent, Kuranda	Road inspections, slashing, tree clearing / vegetation management
Rob Veivers Drive, Kuranda	Bitumen patching, road inspections, road furniture, slashing
Bulimba Road, Lyndside	Grading unsealed roads
Atherton Street, Mareeba	Road furniture
Cobra Road, Mareeba	Grading unsealed roads, slashing
Constance Street, Mareeba	Line marking, road furniture
Copine Road, Mareeba	Grading unsealed roads
Emerald End Road, Mareeba	Road inspections, slashing
Emerald Falls Road, Mareeba	Grading unsealed roads
George Fabris Road, Mareeba	Grading unsealed roads
Godfrey Road, Mareeba	Grading unsealed roads
Hastie Street, Mareeba	Road furniture, line marking
Henry Hannam Drive, Mareeba	Grading unsealed roads
Kay Road, Mareeba	Grading unsealed roads
Leonardi Road, Mareeba	Grading unsealed roads, slashing
Lockwood Road, Mareeba	Grading unsealed roads, slashing
Mciver Road, Mareeba	Grading unsealed roads
Ray Road, Mareeba	Grading unsealed roads
Sabin Road East, Mareeba	Grading unsealed roads
Shanty Creek Road, Mareeba	Grading unsealed roads
Slape Road, Mareeba	Grading unsealed roads
Srhoj Road, Mareeba	Grading unsealed roads
Sutherland Street, Mareeba	Line marking, road furniture
Tinaroo Creek Road, Mareeba	Grading unsealed roads, slashing
Trimble Road, Mareeba	Grading unsealed roads
Wright Road, Mareeba	Grading unsealed roads
Kondaparinga Road, Mt Carbine	Grading unsealed roads
Arnold Street, Mt Molloy	Concrete footpath maintenance, pavement repairs, road inspections, slashing
Main Street, Mt Molloy	Road furniture, road inspections, slashing
Wetherby Road, Mt Molloy	Bitumen patching, grading unsealed roads, road furniture, road inspections, slashing
LA Road, Mona Mona	Clean Inlet/Outlets culverts, Grading Unsealed Roads
Collins Weir Road, Mutchilba	Grading unsealed roads, slashing
Springmount Road, Mutchilba	Bitumen patching, road furniture, slashing
Tabacum Road, Mutchilba	Grading unsealed roads
Springs Road, Paddy's Green	Slashing
Speewah Road, Speewah	Bitumen patching, grading unsealed roads, slashing
Veivers Drive, Speewah	Road inspections, slashing
Springfield Road, Springfield	Grading unsealed roads
Mt Mulligan Road, Thornborough	Grading unsealed roads
Thornborough-Kingsborough Road, Thornborough	Grading unsealed roads

Description	Activity
Bischoff Mill Road, Watsonville	Grading unsealed roads
Eichblatt Road, Watsonville	Grading unsealed roads
James Street, Watsonville	Grading unsealed roads
Sandridge Road, Watsonville	Grading unsealed roads
Walsh River Road, Watsonville	Grading unsealed roads
West Bischoff Mill Road, Watsonville	Grading unsealed roads
Mount Nolan Road, Watsonville	Grading unsealed roads
Arbouin Mine Road, Watsonville	Grading unsealed roads
Zaicz Road, Watsonville	Grading unsealed roads

The table below shows the current budget position of road maintenance for Mareeba Shire Council.

Annual Budget	Year to Date Budget	Year to Date Actual
\$3,216,730	\$2,948,318	\$2,829,683

Capital Work

Cater Road Bus Parking Improvements

The upgrading of the existing intersection of Cater Road and Mclver Road to allow bus turning movements was completed early May. The project scope included widening Cater Road, providing a bus parking area, installing a 600Ø RCP, asphalt and bitumen surfacing, kerb and channel, concrete footpath works and line marking.



Mclver Road Causeway Upgrade, Pavement Rehabilitation and Widen and Seal

Causeway upgrading works continued throughout May at Mclver Road. The existing causeway will be replaced, raised and widened to 9.6m.

Following the causeway upgrade 320m of the existing pavement will be widened and sealed to a width of 9.2m. The causeway works were completed mid-May. Road and additional drainage and kerb and channel works are expected to be completed by mid-June.

**Koah Road Widen and Seal**

The widening and sealing of 1.3km of Koah Road was completed in the second week of May. The existing single lane bitumen sealed road was widened to 6.5m.

Drainage works including the deepening of the existing table drains and the upgrade of accesses affected by the drainage works were also completed.



Chillagoe Aerodrome Reseal and Drainage Works

Significant drainage works to prevent scouring at the edge of the runway were carried out at the Chillagoe Aerodrome in early May prior to the application of a two coat 14mm/7mm reseal later in the month.

In accordance with the Civil Aviation Safety Authority guidelines the runway was line marked 24 hours after the completion of the resealing works. The line marking will require a second application close to the end of June to brighten the original lines as they will "yellow" as the volatiles evaporate out of the C170 binder.



\$600,000 Gravel Resheet Program

In the month of May resheeting works were carried out on sections of the following roads.

Lockwood Road
Henry Hannam Drive
George Fabris Road
Collins Weir Road
Inveradi Road
Mt Mulligan Road

It is anticipated that resheeting will commence on sections of Hodzic Road towards the end of June.

Cobra Road Widen and Seal

At the Ordinary Council Meeting 18 November 2015, Council endorsed the inclusion of Cobra Road widening in the non-year specific projects to be funded from Developers' Contributions.

Savings in the 2015/16 R2R funded projects have realised approximately \$200,000.

It is proposed that the funds from the Developers' Contributions reserve not be used and the length of the widening works be extended to acquit the R2R grant funding for 2015/16.

TMR Routine Maintenance Performance Contract (RMPC)

Routine maintenance activities were undertaken during May at the following locations;

Primary Location	Activity Name
Burke Developmental Road	Medium formation grading (western) with extras and 2 watercarts, excludes traffic control
	Other formation work
	Pothole patching, includes traffic control
Herberton / Petford Road	Tractor Slashing, Rural, Includes (2)x traffic Control
	Repair Signs (excluding Guide Signs)
	Medium formation grading (western) with extras and 2 watercarts
Kennedy Highway / Cairns, Mareeba Mareeba / Dimbulah Road	Other formation work
	Rest area servicing
	Tractor Slashing, Rural, Includes (2)x traffic Control
Mossman / Mt Molloy Road	Other culvert, pipe and pit work
	Pothole patching, includes traffic control
	Roadside litter collection, rural
Mulligan Highway / Mareeba, Mt Molloy Road	Tractor Slashing, Rural, Includes (2)x traffic Control
	Incident management- erect road closed signs
	Other vegetation control works
	Roadside litter collection, rural
	Incident management- erect road closed signs
	Repair signs (excluding Guide Signs)
	Tractor slashing, rural, includes (2)x traffic Control
	Other bituminous surface work
	Repair Signs (excluding Guide Signs)
	Other sign work
	Roadside litter collection, rural
	Rest area servicing

The total claim to DTMR for the works listed above for the month of May was \$235,558.41

Parks and Gardens Section

Maintenance Activities

Parks and Gardens maintenance activities accruing more than \$1,000 in expenditure were carried out in May at the following locations:

Location
Basalt Gully and Bi-Centennial Lakes, Mareeba
Mary Andrews Gardens, Mareeba
Arnold Park, Mareeba
Centenary Park, Mareeba
Barron Esplanade, Mareeba
Byrnes Street Medians, Mareeba
Anzac Park, Mareeba
Jack Bethel Park, Mareeba
Eales Park, Mareeba
Margeritha English Park, Mareeba
Parks, Library, CBD and Streets, Kuranda
Kuranda Esplanade, Kuranda
Town Hall Park, Dimbulah
Borzi Park, Mareeba
Davies Park, Mareeba
Firth Park, Mareeba
Vains Park, Mt Molloy
Mowing, Mareeba Streets
Gates at Earl Street, Mareeba
Furniture & Playground Equipment
Sunset /Sunbird Park, Mareeba
Pressure Cleaning Kuranda CBD Footpaths

The table below shows the current budget position of Parks and Gardens maintenance for Mareeba Shire Council.

Annual Budget	Year to Date Budget	Year to Date Actual
\$1,605,751	\$1,476,925	\$1,359,784

Capital Works

During May new soft fall was installed at Centenary Park Kuranda, Centenary Park Mareeba and the Hall Park in Dimbulah. Parks and Gardens staff have sourced a timber mulch from a Tablelands supplier that conforms to the Australian Standard for soft fall.

This type of soft fall has become the industry standard in the southern states of Australia and can be replenished when required at minimal cost





Bridge Section

Maintenance Activities

Bridge maintenance activities accruing more than \$1,000 in expenditure were carried out in May at the following locations:

Location
Hillview Road Boggy Creek Bridge, Julatten
Inspections & General Expenses
Culvert and Causeway Inspections and Maintenance

The table below shows the current budget position of Bridge maintenance for Mareeba Shire Council.

Annual Budget	Year to Date Budget	Year to Date Actual
\$535,950	\$491,170	\$360,407

LINK TO CORPORATE PLAN

ECON 3 Undertake the management of Council's assets in accordance with the long term asset management plans developed for all infrastructure asset classes to ensure the

Shire's infrastructure networks are maintained and renewed to maximise their long term benefit to industry and the community.

CONSULTATION

Internal
Infrastructure Services staff

External
Nil

LEGAL AND RISK IMPLICATIONS (STATUTORY BASIS, LEGAL AND RISKS)

Nil

POLICY IMPLICATIONS

Nil

FINANCIAL & RESOURCE IMPLICATIONS

Capital
Included in 2015/2016 budget

Operating
Included in 2015/2016 budget

Is the expenditure noted above included in the 2015/2016 budget?
Yes

IMPLEMENTATION/COMMUNICATION

Advice is provided to residents and businesses affected by any activities.

ATTACHMENTS

Nil

Date Prepared: 6 June 2016

WATER & WASTE

ITEM-13 INFRASTRUCTURE SERVICES - WASTE OPERATIONS REPORT - MAY 2016

MEETING: Ordinary

MEETING DATE: 15 June 2016

**REPORT OFFICER'S
TITLE:** Manager Water and Waste

DEPARTMENT: Infrastructure Services, Water and Waste Group

EXECUTIVE SUMMARY

This report summarises Council's Waste activities undertaken by the Infrastructure Services Department during the month of May 2016.

OFFICER'S RECOMMENDATION

"That Council receive and note the Infrastructure Services, Waste Operations Progress Report, May 2016."

BACKGROUND

The following is a summary of the waste activities undertaken during the month of May 2016.

1. Waste Operations

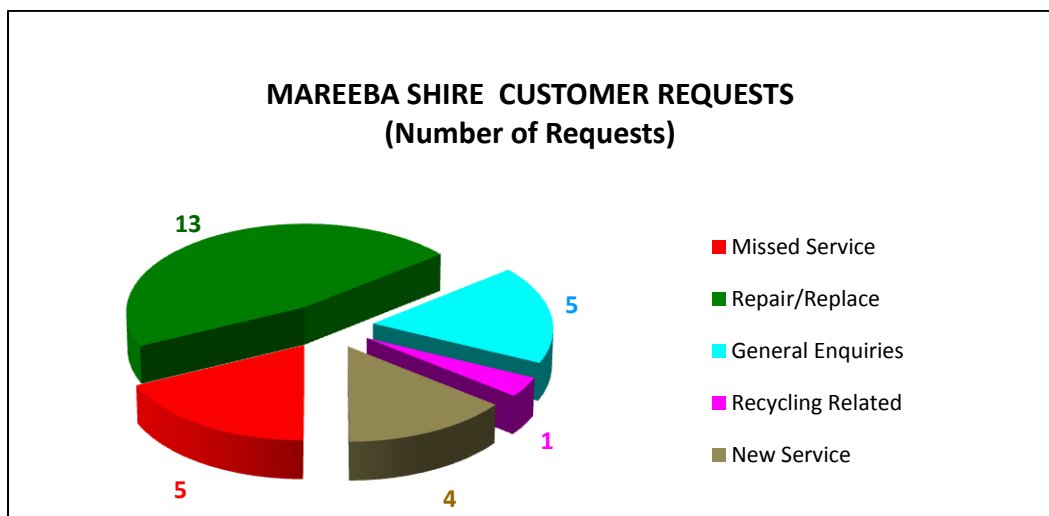
- 4,578 vehicles entered Mareeba Waste Facility (to drop off or pick waste).
- 506 vehicles deposited waste to Mareeba Landfill (total).
- 304 Suez vehicles deposited waste to Mareeba Landfill.
- 43 Suez vehicles removed waste from Mareeba WTS to recycling facility in Cairns.
- 1,107 m³ of mulch sold (1,054 in bulk sales and 53 in small lots less than 3 m³)
- 3 tonnes of recyclable material transported to Cairns MRF.
- Recycle Design Technologies (RDT) bailed and removed a total volume of 45.36 tonne of plastic waste for recycling. The waste included:
 - Trickle Tape
 - Chicken crates
 - Chemical drums
 - Old wheelie bins
 - Plastic Bumper bars
- All transfer stations and Mareeba landfill are currently operational.



Plastic waste for recycling removed by Recycle Design Technologies (RDT)

2. Customer Service Waste Statistics

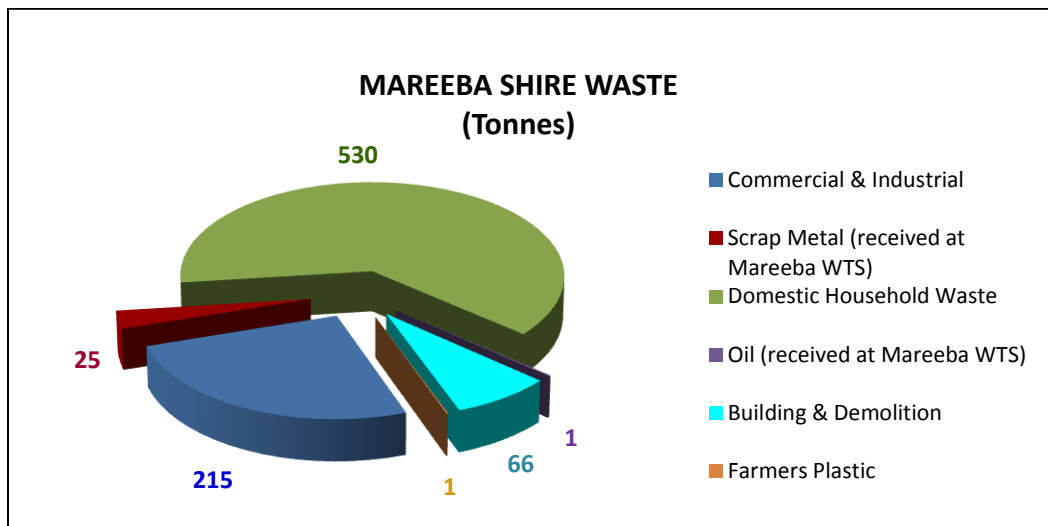
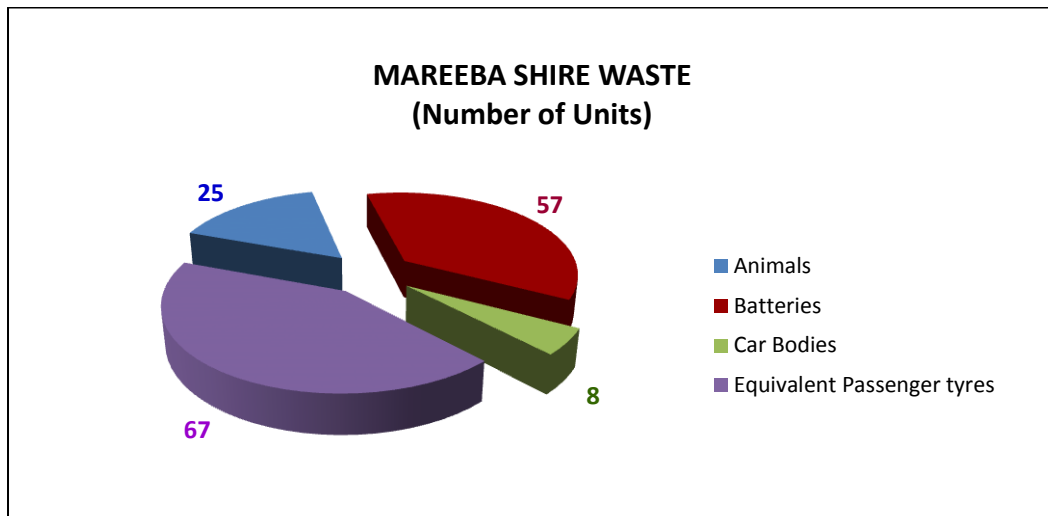
The following graph displays customer requests logged in the Customer Request Management (CRM) system during the month of May 2016.



3. Waste Collected at Each of the Transfer Stations

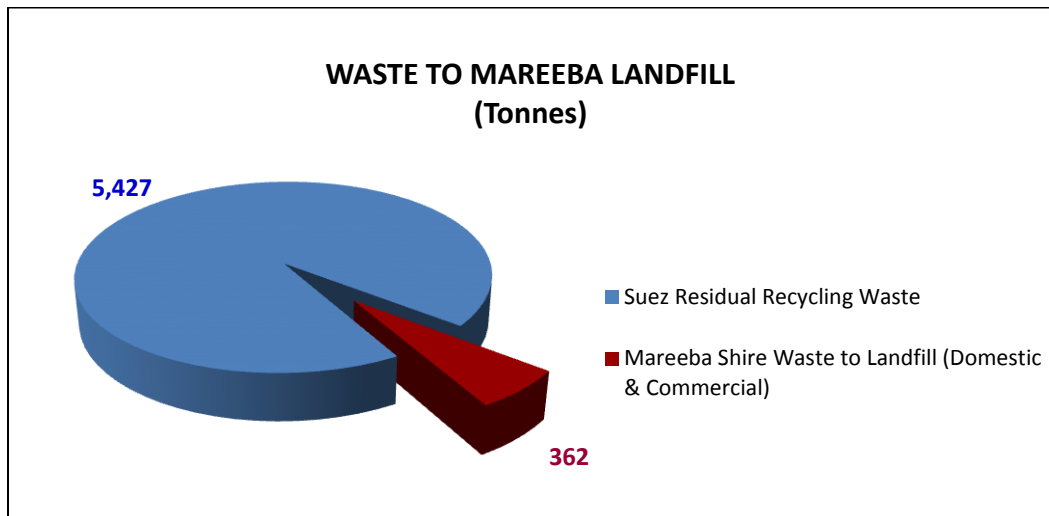
Waste material collected at each of the waste transfer stations is either deposited directly to the Mareeba landfill, recycled or transported to the Suez facility in Cairns for processing.

The following pie charts are separated into waste received as whole units and waste received as accrued tonnage.



4. Waste to Mareeba Landfill

The Mareeba Shire waste shown in the pie chart below is the waste collected at each of the waste transfer stations (Mareeba included), and deposited directly to the Mareeba landfill. The commercial waste shown below is derived from the Suez recycling plant in Cairns and deposited into the Mareeba landfill.



5. Revenue

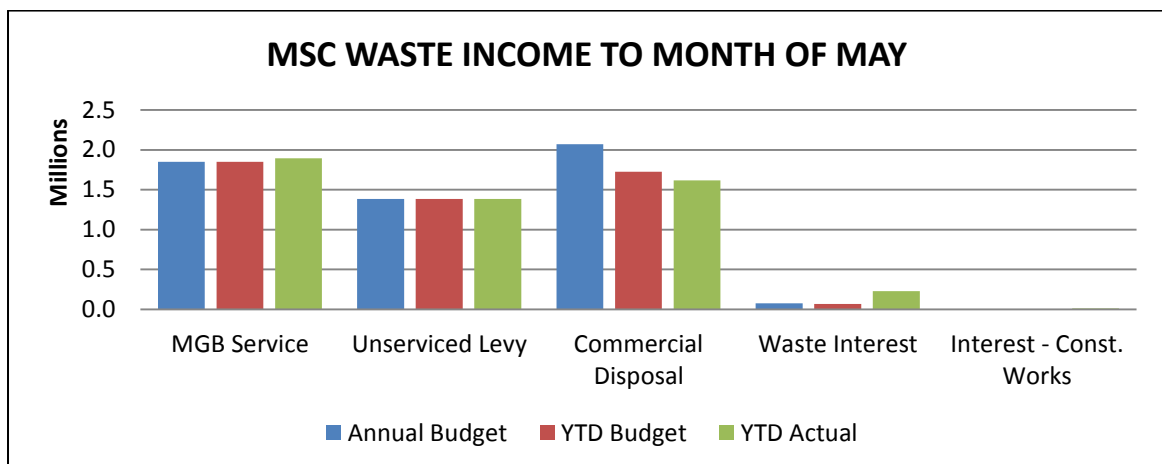
The income is derived from:

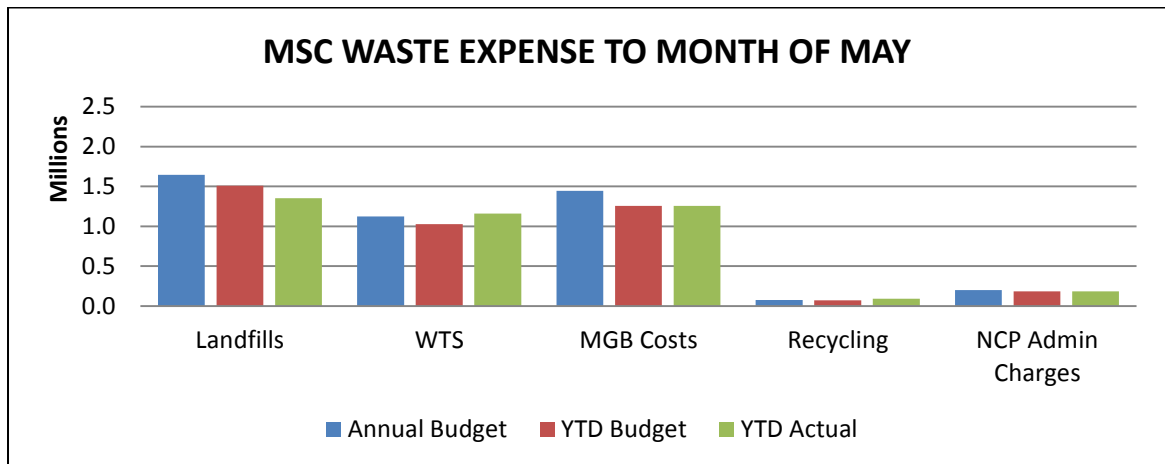
- Commercial disposal (predominantly Suez)
- Interest earned
- Interest on Constrained Works
- Recycling (steel, batteries)
- Rates

The expenditure is derived from:

- Waste administration
- Landfill management
- Transfer station management

6. Financial Operational Budget Information Per Budget Section Overall





LINK TO CORPORATE PLAN

ECON 3 Undertake the management of Council's assets in accordance with the long term asset management plans developed for all infrastructure asset classes to ensure the Shire's infrastructure networks are maintained and renewed to maximise their long term benefit to industry and the community.

GOV 3 Undertake a whole of council service level review to establish sustainable operational costs across core local government business and consult with communities.

CONSULTATION

Internal
Director Infrastructure Services
Waste Staff

External
Nil

LEGAL AND RISK IMPLICATIONS (STATUTORY BASIS, LEGAL AND RISKS)

Nil

POLICY IMPLICATIONS

Nil

FINANCIAL & RESOURCE IMPLICATIONS*Capital*

Nil

Operating

Nil

Is the expenditure noted above included in the 2015/2016 budget?

Yes

IMPLEMENTATION/COMMUNICATION

Nil

ATTACHMENTS

Nil

Date Prepared: ***6 June 2016***

**ITEM-14 INFRASTRUCTURE SERVICES - WATER AND
WASTEWATER GROUP - MONTHLY OPERATIONS -
MAY 2016****MEETING:** Ordinary**MEETING DATE:** 15 June 2016**REPORT OFFICER'S
TITLE:** Manager Water and Waste**DEPARTMENT:** Infrastructure Services, Water and Waste Group

EXECUTIVE SUMMARY

The purpose of this report is to summarise Council's Water and Wastewater activities undertaken by the Infrastructure Services Department during the month of May 2016.

OFFICER'S RECOMMENDATION

"That Council receive and note the May 2016 Monthly Water and Wastewater Report."

LINK TO CORPORATE PLAN

GOV 3 Undertake a whole of Council service level review to establish sustainable operational costs across core local government business and consult with communities.

1. Capital and Maintenance Works Projects

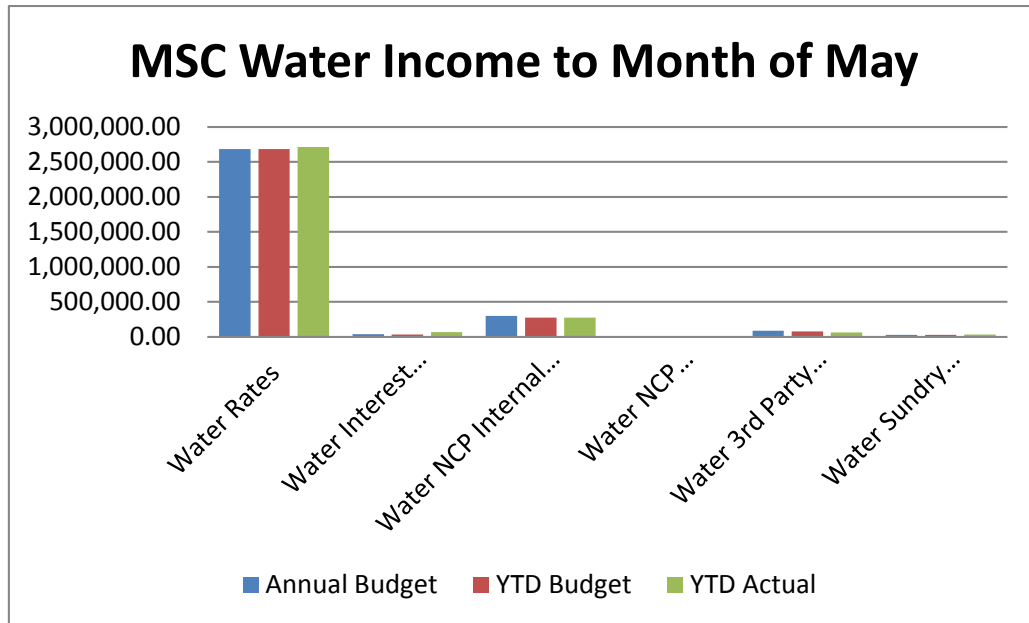
- Kuranda Sludge Management Project tender awarded to Abergeldie Constructions with initial site works to commence Monday 13 June 2016 and the Belt Filter Press expected to arrive in Australia Thursday 23 June 2016
- Taggle device installations and water meter replacement program complete except for 73 difficult installations and these outstanding require new meter pits and raising of meters.

2. Environmental Monitoring - Treatment

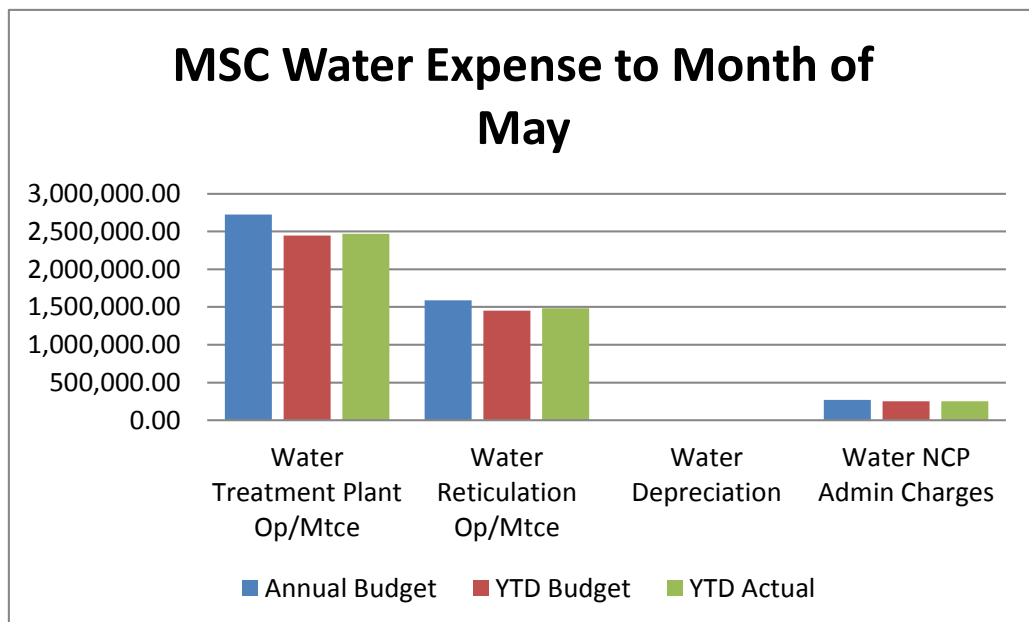
- Mareeba STP compliant except for exceedance on Ammonia.
- Kuranda STP remains compliant with licence conditions.

3. Budget - Water

Graphical - Revenue



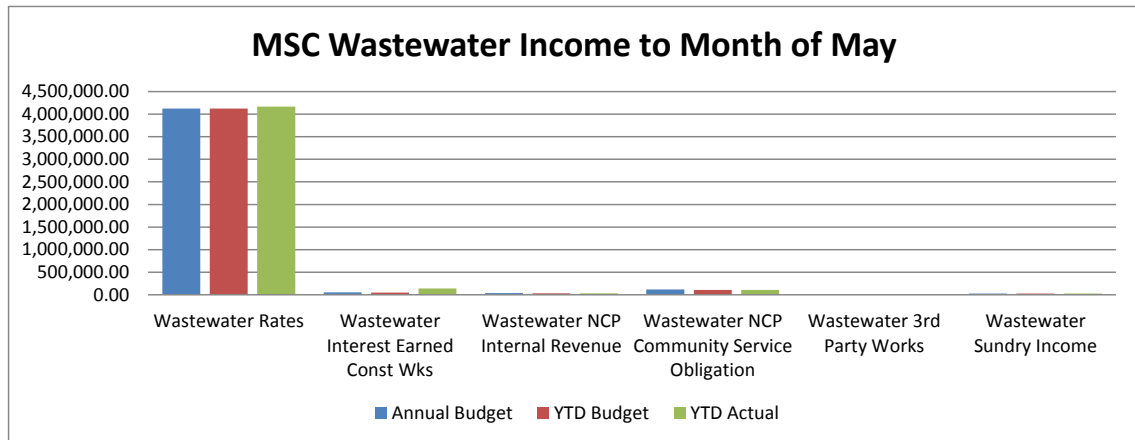
Graphical – Expense



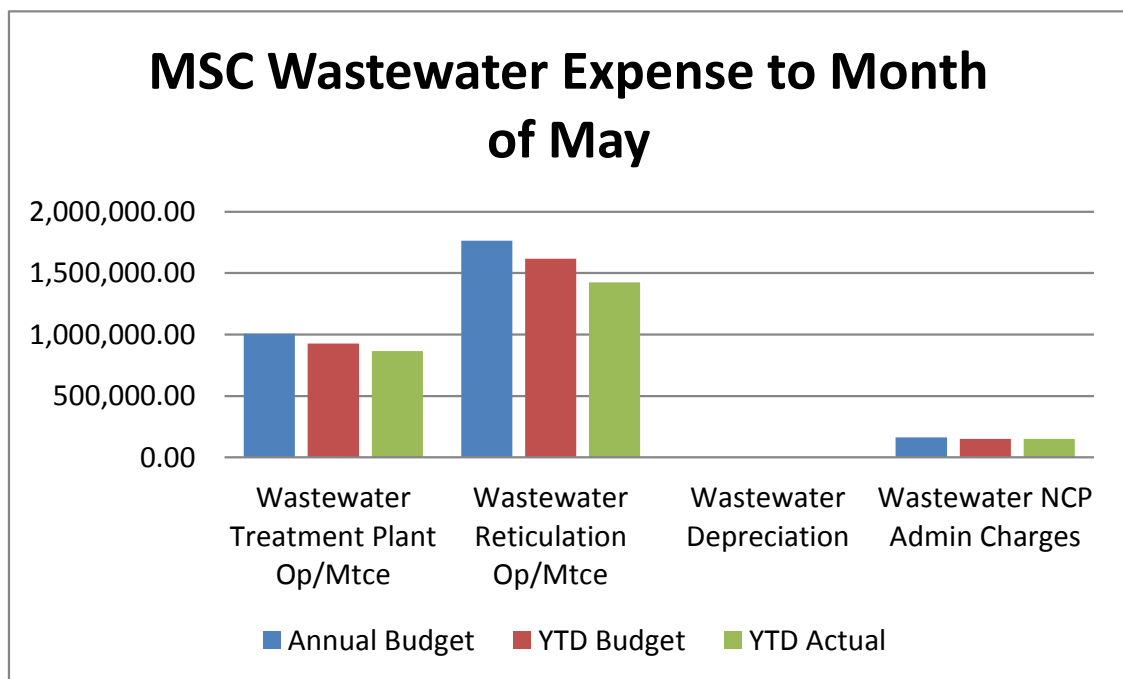
* Depreciation costs are now part of the operational expense

4. Budget - Wastewater

Graphical - Revenue



Graphical – Expense

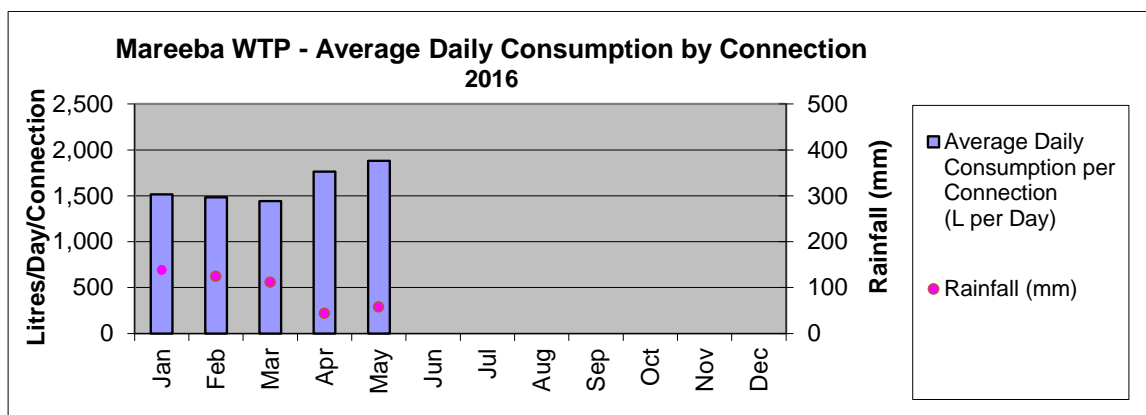
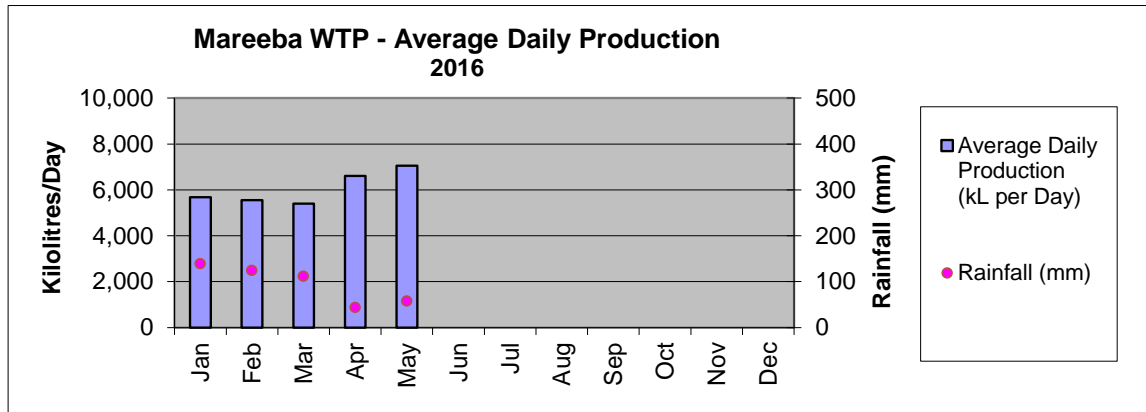


* Depreciation costs are now part of the operational expense

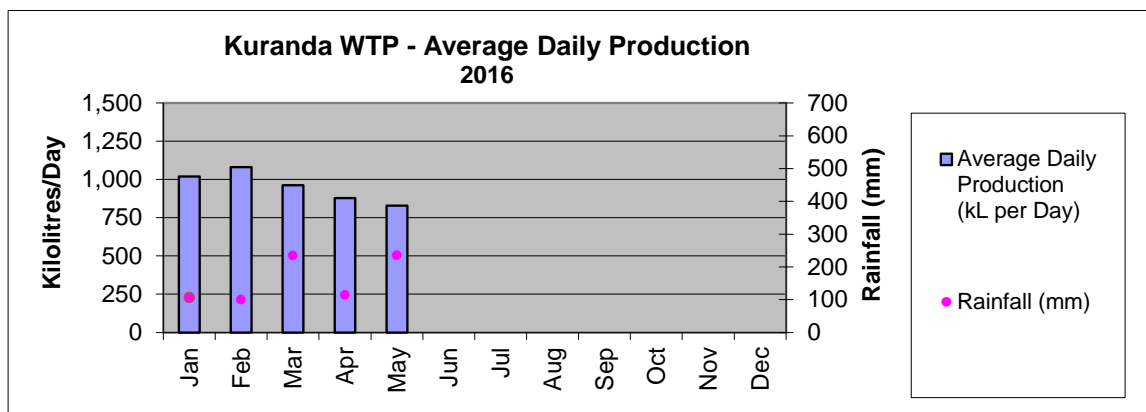
5. Chlorine Residual Readings

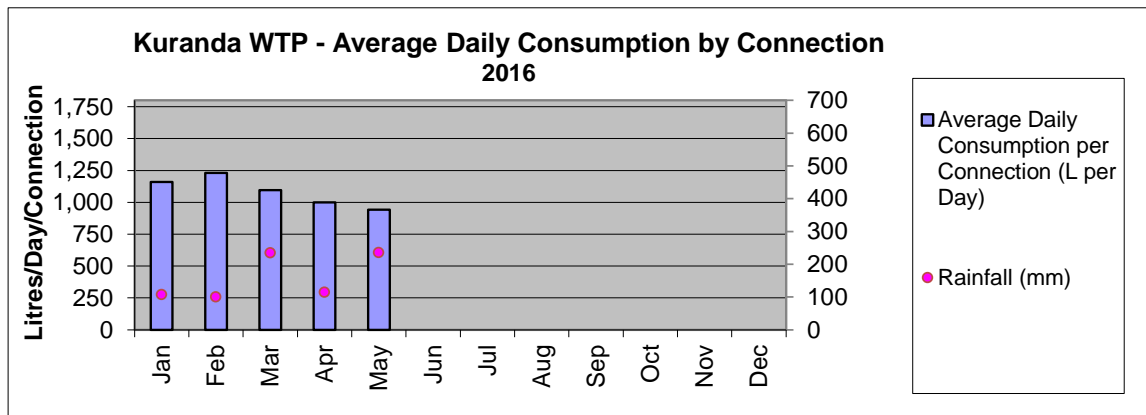
May 2016	Chlorine Residual Readings 2015 <small>Australian Drinking Water Guidelines Maximum 5mg/L</small>												
	Mon 2nd	Wed 4th	Fri 6th	Mon 9th	Wed 11th	Fri 13th	Mon 16th	Wed 18th	Fri 20th	Mon 23rd	Wed 25th	Fri 27th	Mon 30th
	Free Cl (mg/L)	Free Cl (mg/L)	Free Cl (mg/L)	Free Cl (mg/L)	Free Cl (mg/L)	Free Cl (mg/L)	Free Cl (mg/L)	Free Cl (mg/L)	Free Cl (mg/L)	Free Cl (mg/L)	Free Cl (mg/L)	Free Cl (mg/L)	Free Cl (mg/L)
Mareeba Rankine St	1.14	0.97	1.25	1.14	0.94	1.30	1.06	1.20	1.12	1.18	1.03	0.98	0.95
Wylandra Drive Mareeba	0.73	0.79	0.65	0.66	0.73	0.85	0.80	1.05	0.96	0.92	0.65	0.67	0.34
Gregory Terrace Kuranda	1.00	0.92	1.02	1.01	0.98	0.90	0.92	0.88	1.00	0.98	1.09	1.12	0.76
Mason Rd PS Kuranda	1.10	1.13	1.16	1.08	1.23	1.15	1.09	0.96	0.98	1.01	1.07	1.09	1.18
Chillagoe	0.93	0.84	0.61	0.80	0.76	0.71	0.80	1.16	1.07	0.89	1.22	1.08	1.20
Dimbulah	1.09	0.92	0.86	1.19	1.17	0.94	1.16	1.14	1.19	0.95	1.06	1.14	1.03

6. Mareeba Water Supply Scheme – Operations Data

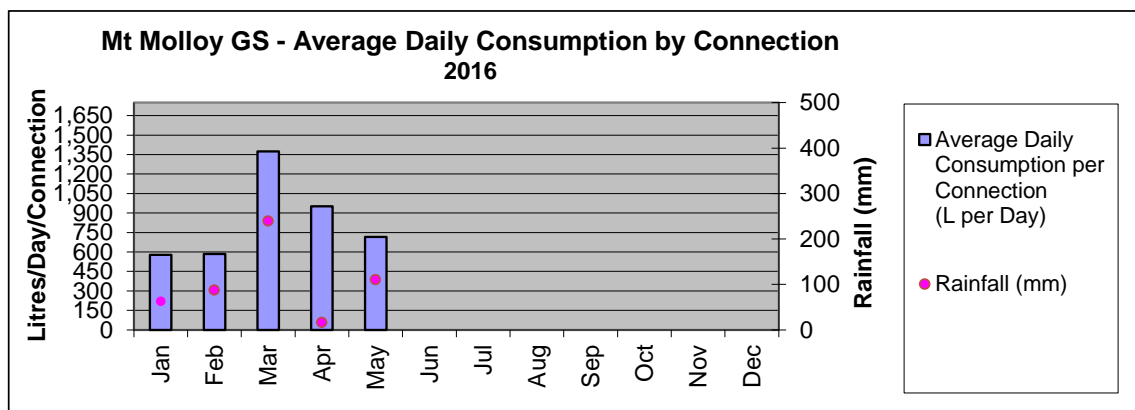
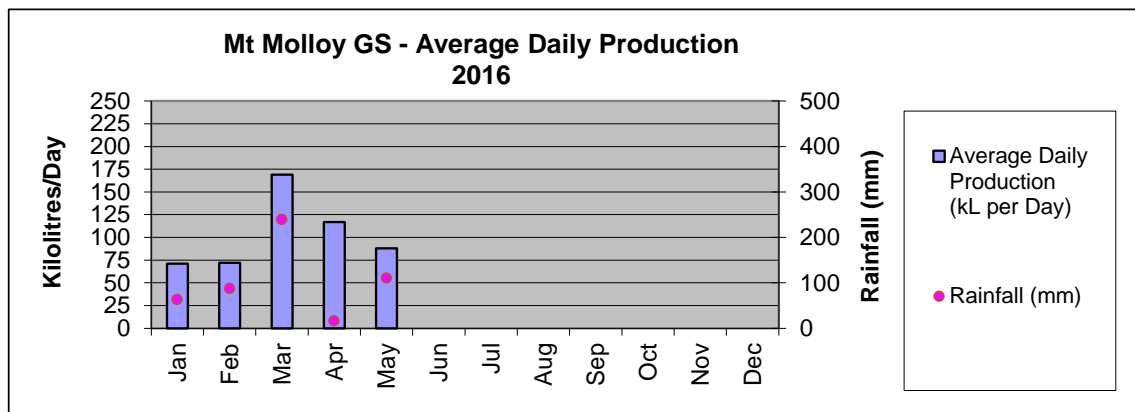


7. Kuranda Water Supply Scheme - Operations Data

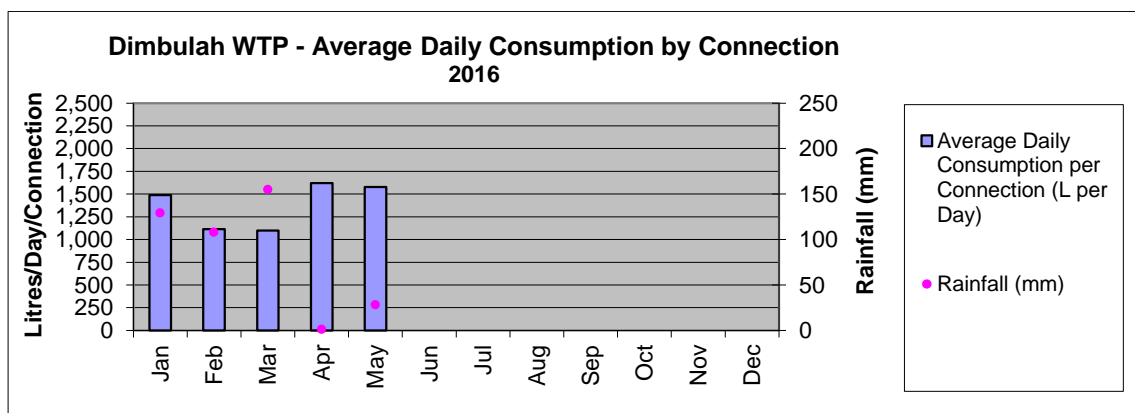
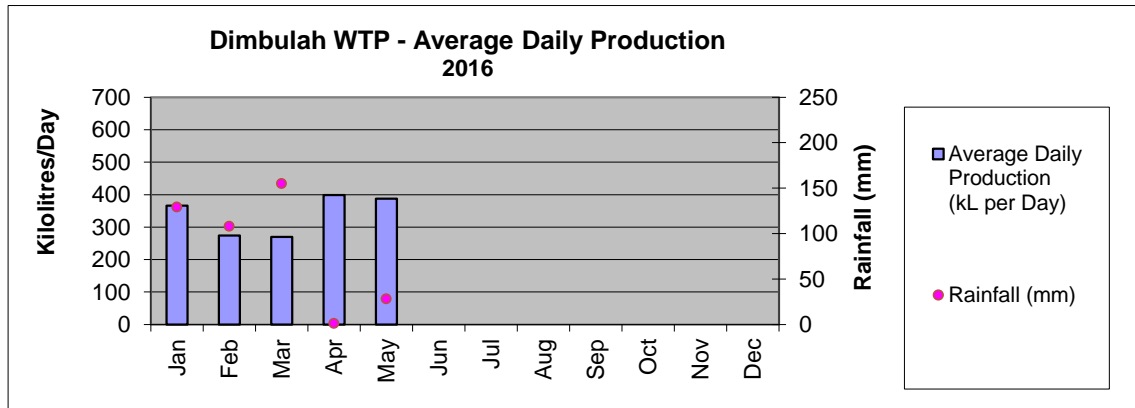




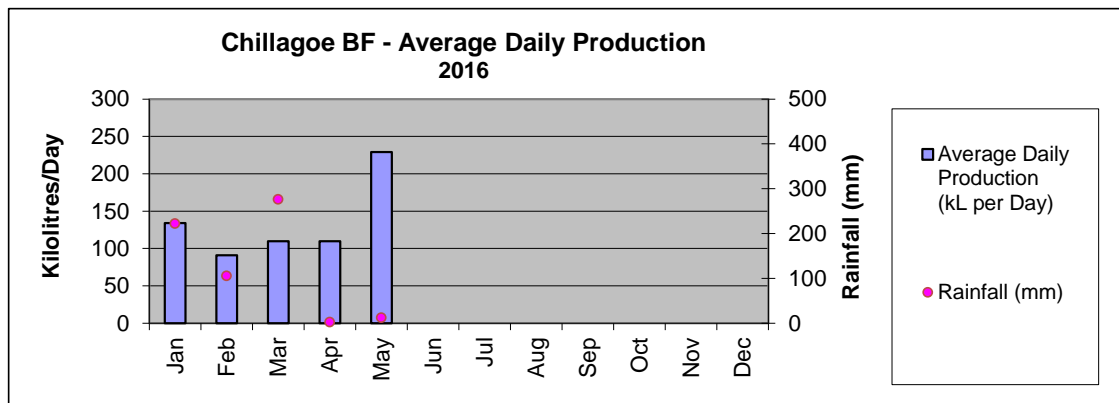
8. Mount Molloy Water Supply Scheme - Operations Data

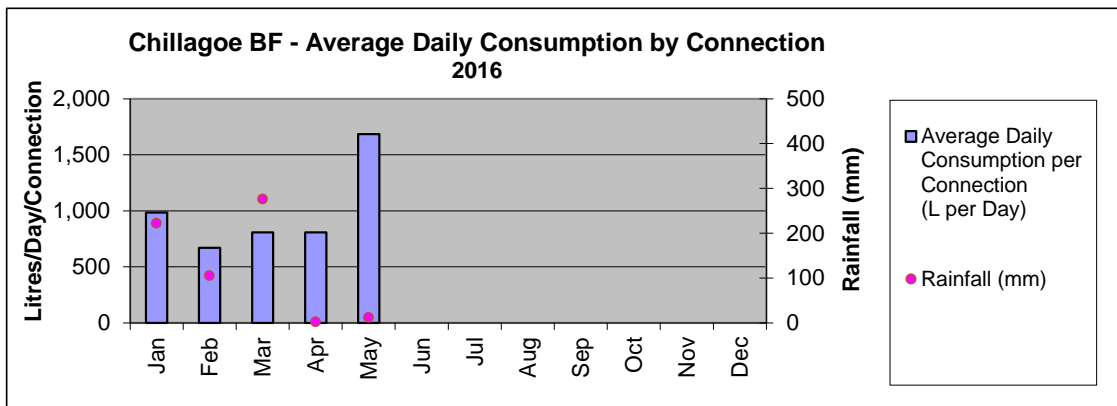


9. Dimbulah Water Supply Scheme - Operations Data

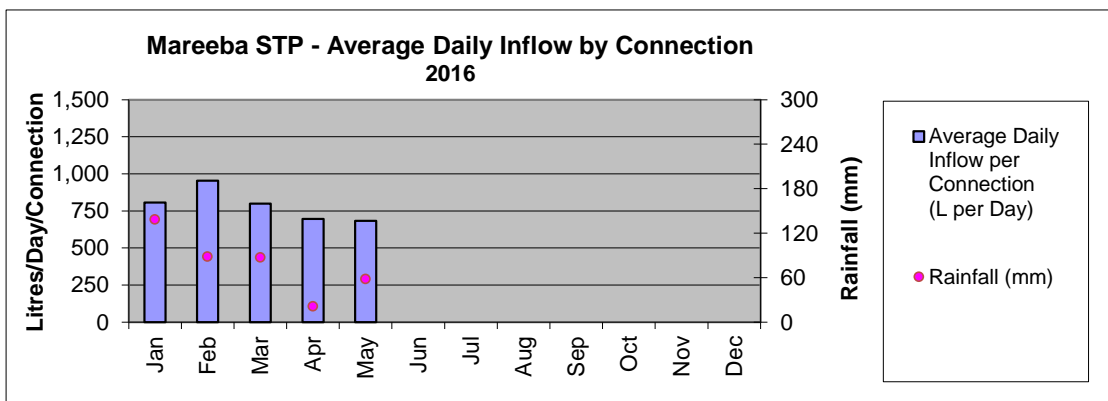
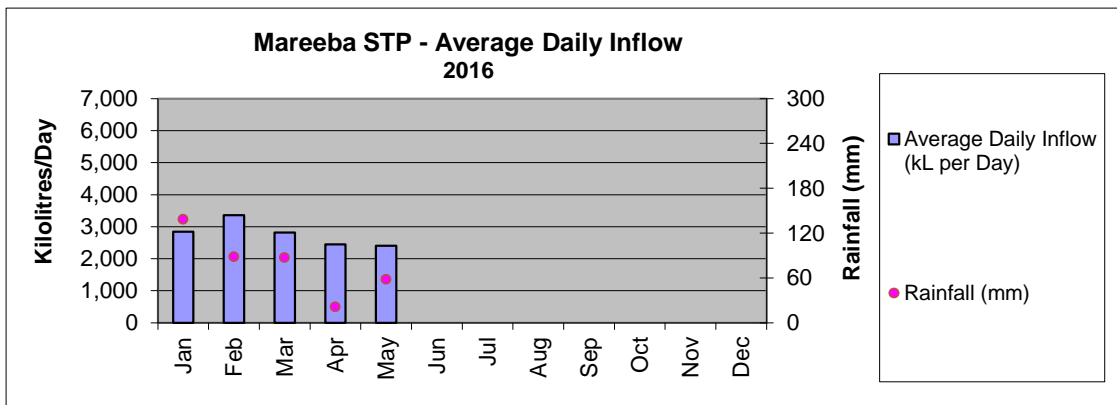


10. Chillagoe Water Supply Scheme - Operations Data

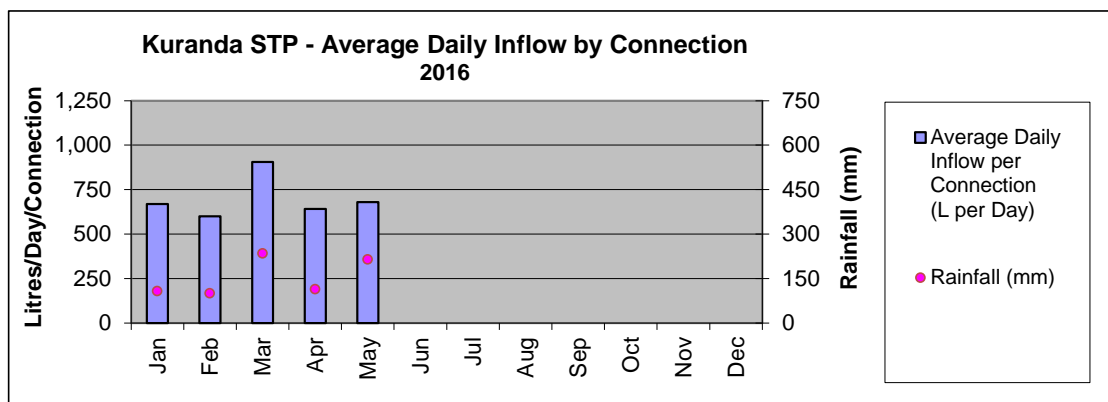
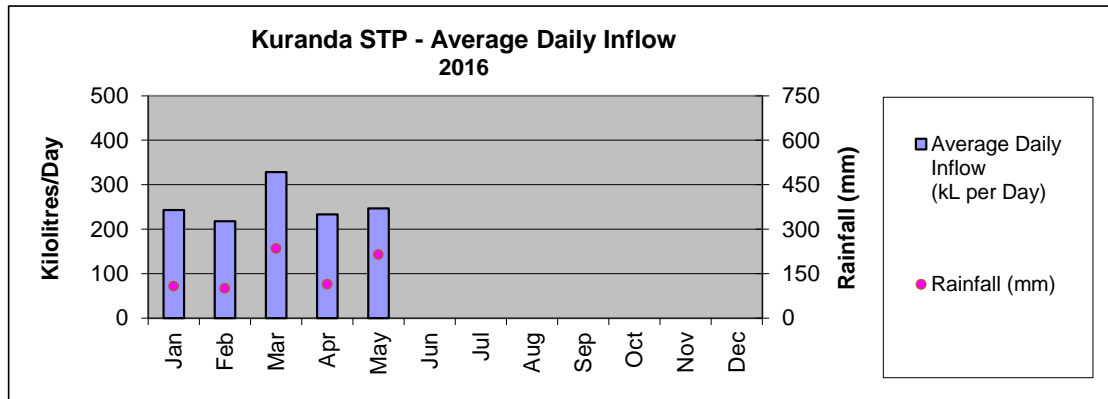




11. Mareeba Wastewater Treatment Plant - Operations Data



12. Kuranda Wastewater Treatment Plant - Operations Data



Date Prepared:

3 June 2016

**ITEM-15 CONTRACT TMSC2015-13 MAREEBA WASTEWATER
TREATMENT PLANT - DESIGN & CONSTRUCTION - MAY
2016 PROGRESS REPORT**

MEETING: Ordinary

MEETING DATE: 15 June 2016

**REPORT OFFICER'S
TITLE:** Director Infrastructure Services

DEPARTMENT: Infrastructure Services

EXECUTIVE SUMMARY

Council has accepted an offer from Downer Utilities Australia Pty Ltd for the design and construction of the Mareeba Wastewater Treatment Plant.

Design work has commenced on the plant and this report sets out progress to date,

OFFICER'S RECOMMENDATION

"That Council note the May 2016 progress report on the Mareeba Wastewater Treatment Plant."

BACKGROUND

Council has awarded Contract TMSC2015-13 Mareeba Wastewater Treatment Plant - Design and Construction to Downer Utilities Australia Pty Ltd.

A formal letter of acceptance and purchase order have been issued to the contractor.

The contractor has provided an updated program which indicates mobilisation to site in late May 2016 with pre-commissioning checks to commence in December 2016.

During May 2016, Council officers and the contractor held the follow up HAZOP meetings for the plant design as well as the CHAIR and HACCP meetings to sign off the functionality of the overall design. The 80% design submission from the contractor was held on 2 and 3 June 2016. This is then followed by the provision by the contractor of the 100% design submission, which is due on 15 July 2016.

Construction may commence prior to final design sign-off.

During late May 2016, the contractor mobilised to site and commenced the required clearing operations. During June 2016, the bulk earthworks will be undertaken. This will see the site for the bioreactor excavated over the footprint of the structure to a depth of at least 2.5 metres. A photo of the initial site clearing works is attached to this report.

Works on the pressure main contract has now reached practical completion.

Expenditure

Expenditure to date is \$15,940,509.

This amount includes expenditure from 2013 / 2014, 2014 / 2015 and current. It includes current committals of \$14,096,615 which is primarily made up of the purchase order raised on Downer Utilities Australia (balance committal is \$13,273,369) for Contract TMSC2015-13 Mareeba Wastewater Treatment Plant – Design and Construction, a purchase order on Bilfinger for the Inlet Works for \$735,604 and the balance of the purchase order for Celtic Utilities for the Pressure Main contract for \$11,833. Other minor committals are also included in the total expenditure to date.

LINK TO CORPORATE PLAN

ECON 3 - Undertake the management of Council's assets in accordance with the long term asset management plans developed for all infrastructure asset classes to ensure the Shire's infrastructure networks are maintained and renewed to maximise their long term benefit to industry and the community.

CONSULTATION

Internal
Council staff
Hunter H2O

External
Contractors

LEGAL AND RISK IMPLICATIONS (STATUTORY BASIS, LEGAL AND RISKS)

Council has an agreed TEP with the Department of Environment and Heritage Protection which sets out various milestones for the plant development.

POLICY IMPLICATIONS

Nil

FINANCIAL & RESOURCE IMPLICATIONS

Capital

The project is to be funded over the 2016/2017 and 2017/2018 financial years. Funding has been made available from the Commonwealth and State Governments for the project.

Operating

To be included in future budgets.

Is the expenditure noted above included in the 2015/2016 budget?

Yes

IMPLEMENTATION/COMMUNICATION

All communications are required to follow set out protocols within the funding agreements between the Commonwealth and State Governments.

ATTACHMENTS

1. Photo of initial site clearing works.

Date Prepared: 6 June 2016



BUSINESS WITHOUT NOTICE

NEXT MEETING OF COUNCIL

SUMMARY OF NEW PLANNING APPLICATIONS & DELEGATED DECISIONS FOR THE MONTH OF MAY 2016

Summary of new Planning Development Applications and Delegated Decisions for May 2016

New Development Applications					
Application #	Lodgement Date	Applicant/ Address	Property Description	Application Type	Status
DA/16/0023	10/05/2016	LM Mosch 57 Morrow Road, Dimbulah	Lot 191 on SP284101	Reconfiguring a Lot - Subdivision (1 into 9 lots)	Approved on 23 May 2016.
DA/16/0024	11/05/2016	A Guild-Schoeller Wolfram Road, Dimbulah	Lot 19 on HG755 & Lot 20 on HG143	Reconfiguring a Lot - Boundary Realignment	Approved on 24 May 2016.
DA/16/0025	11/05/2016	HS Grundling & JM Golzar 1 Spring Crescent, Kuranda	Lot 90 on SP214824	Reconfiguring a Lot - Subdivision (1 into 2 lots)	Approved on 30 May 2016.
DA/16/0026	13/05/2016	L & S Gould 360 Chewko Road, Mareeba	Lot 5 & 6 on SP175438	Reconfiguring a Lot - Boundary Realignment	Approved on 26 May 2016.
DA/16/0027	20/05/2016	Mareeba Shire Council Gowan Street, Mareeba	Lot 879 on SP276124	Reconfiguring a Lot - Subdivision (1 into 3 lots)	In referral stage.
DA/16/0028	20/05/2016	M & C Blackman 5-7 Thora Cleland Drive, Mareeba	Lot 33 on SP198053	Material Change of Use - Industry	Approved on 2 June 2016.
DA/16/0029	24/05/2016	SL Christensen Christensen Road, Kuranda	Lot 13 on SP103852 & Lot 12 on SP218651	Reconfiguring a Lot - Subdivision (2 into 9 lots in 2 stages)	In referral stage.
OW/16/0003	4/05/2016	S & R Brischetto 4497 Kennedy Highway, Mareeba	Lot 1 on RP735319	Operational Works - Roadworks	In decision making stage.
OW/16/0004	31/05/2016	Norman Properties Pty Ltd Kennedy Highway, Koah	Kennedy Highway adjacent to Lot 2 on RP748773	Operational Works - Advertising Sign	In decision making stage.
OW/16/0005	31/05/2016	Norman Properties Pty	Kennedy Highway	Operational Works -	In decision

May 2016 (Regional Land Use Planning)

		Ltd Kennedy Highway, Kuranda	adjacent to Lot 45 on RP851442	Advertising Sign	making stage.
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Decision Notices issued under Delegated Authority					
Application #	Date of Decision Notice	Applicant	Address	Property Description	Application Type
DA/16/0021	20/05/2016	NB2 Farming Ltd	301 Peters Road, Mareeba	Lot 6 on RP708157	Material Change of Use - Workers Cottage & Animal Husbandry (crocodile farm & snake farm)
DA/16/0023	24/05/2016	LM Mosch	57 Morrow Road, Dimbulah	Lot 191 on SP284101	Reconfiguring a Lot - Subdivision (1 into 9 lots)
DA/16/0024	25/05/2016	A Guild-Schoeller	Wolfram Road, Dimbulah	Lot 19 on HG755 & Lot 20 on HG143	Reconfiguring a Lot - Boundary Realignment
DA/16/0026	27/05/2016	L & S Gould	360 Chewko Road, Mareeba	Lot 5 & 6 on SP175438	Reconfiguring a Lot - Boundary Realignment
DA/16/0025	31/05/2016	HS Grundling & JM Golzar	1 Spring Crescent, Kuranda	Lot 90 on SP214824	Reconfiguring a Lot - Subdivision (1 into 2 lots)

Extensions to Relevant Period issued					
Application #	Date of Decision	Applicant	Address	Property Description	Application Type
OW/14/0007	4/05/2016	S Christensen	Christensen Road, Kuranda	Lot 12 on SP218651	Operational Works - Roadworks, Stormwater, Water Infrastructure, Drainage and Earthworks)
DA/14/0006	23/05/2016	S & C Torrisi	687 Springs Road, Mareeba	Lot 109 on CP867369 & Lots 193 & 194 on DA262	Reconfiguring a Lot - Subdivision (1 into 2 lots) Extension to 8 July 2018.

May 2016 (Regional Land Use Planning)

Building Work assessable against the Planning Scheme Decision Notices issued under Delegated Authority					
Application #	Date of Decision	Applicant	Address	Property Description	Application Type
BAP/16/0005	25/05/2016	P & P Barnes	8 Yarabee Close, Mareeba	Lot 120 on SP268698	Request for height dispensation to allow construction of a 4.5 metre high shed.

Survey Plans endorsed					
Application #	Date	Applicant	Address	Property Description	No of Lots
DA/15/0001	11/05/2016	Majik Holdings Pty Ltd	Douglas Track, Speewah	Lot 8 on RP748802	2 lots
DA/16/0015	16/05/2016	J & G Tynan	9 Ward Street, Mareeba	Lots 25 & 875 on NR4425	2 lots (boundary realignment)
MC2005/38	16/06/2016	M Nucifora	La Spina Road, Mareeba	Lot 200 on SP268673	2 lots

May 2016 (Regional Land Use Planning)