



AGENDA

Wednesday, 16 February 2022

Ordinary Council Meeting

I hereby give notice that an Ordinary Meeting of Council will be held on:

Date: Wednesday, 16 February 2022

Time: 9:00am

Location: Council Chambers

Peter Franks
Chief Executive Officer

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- 1 MEMBERS IN ATTENDANCE**
- 2 APOLOGIES/LEAVE OF ABSENCE/ABSENCE ON COUNCIL BUSINESS**
- 3 BEREAVEMENTS/CONDOLENCES**
- 4 DECLARATION OF CONFLICTS OF INTEREST**
- 5 CONFIRMATION OF MINUTES**
Ordinary Council Meeting - 19 January 2022
- 6 BUSINESS ARISING OUT OF MINUTES OF PREVIOUS MEETING**
- 7 DEPUTATIONS AND DELEGATIONS**

8 CORPORATE AND COMMUNITY SERVICES

8.1 ANTONIO BRUNO DI MAGGIO - MATERIAL CHANGE OF USE - TRANSPORT DEPOT (TAXI DEPOT) - LOT 8 ON SP183708 - SUNRISE CLOSE, MAREEBA - MCU/21/0011

Date Prepared: 4 February 2022

Author: Senior Planner

Attachments: 1. [Proposal Plans](#) ↓
2. [Submissions](#) ↓

APPLICATION DETAILS

APPLICATION		PREMISES	
APPLICANT	Antonio Bruno Di Maggio	ADDRESS	Sunrise Close, Mareeba
DATE LODGED	12 November 2021	RPD	Lot 8 on SP183708
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Material Change of Use - Transport Depot (Taxi Depot)		
FILE NO	MCU/21/0011	AREA	4,633m ²
LODGED BY	Antonio Bruno Di Maggio	OWNER	Antonio Bruno Di Maggio
PLANNING SCHEME	Mareeba Shire Council Planning Scheme 2016		
ZONE	Emerging community zone		
LEVEL OF ASSESSMENT	Impact assessment		
SUBMISSIONS	8 Submissions Received		

EXECUTIVE SUMMARY

Council is in receipt of an impact assessable development application described in the above application details. During the mandatory public notification period, eight (8) properly made submissions were received, all of which objected to the proposed development.

The applicant proposes the establishment of a transport depot (taxi depot) to accommodate a maximum of seven (7) taxis. The taxi depot will serve as a storage facility for taxis (when not in use in the community) and staff personal vehicles (while on shift). Shift/driver changes will occur on the site between the hours of 4:30am and 9:00pm. No buildings or structures are proposed to house the taxis or staff vehicles.

The subject site and all surrounding land, including land along Blacks Road is situated within the Emerging community zone and are earmarked for future residential development. The Planning Scheme's Strategic Framework and Emerging community zone code includes provisions to discourage the establishment of non-residential development within these areas in order to protect existing and future residential uses from a loss of residential amenity. The proposed development conflicts with these provisions. In this particular situation, the proposed taxi depot has previously operated from the site, albeit unlawfully, for an extended period of time. During this time, it was evident that the use could not exist on-site without conflict with surrounding residential uses. The

additional traffic proposed to be generated by the depot, coupled with likely noise, lighting and privacy issues represents a significant risk to the residential amenity of the area.

The development site contains a shed only, with no dwelling present, making the proposed development a stand-alone non-residential use on the site. Council officers do not consider it reasonable to expect surrounding residents to endure any degree of amenity impact as a result of the taxi depot when no loss of residential amenity is being experienced on the development site itself. The proposed taxi depot is contrary to the community's expectation of what could reasonably be allowed to occur within a built up residential area. Although the proposed development may benefit the applicant, there is certainly no overriding benefit to the surrounding area or residents. Ample industrial land exists within the Mareeba Township that would provide a more suitable alternate location.

The application conflicts with multiple provisions in the Mareeba Shire Council Planning Scheme 2016 and there is no sufficient grounds to justify approval.

It is recommended that the application be refused.

OFFICER'S RECOMMENDATION

- That in relation to the following development application:

APPLICATION		PREMISES	
APPLICANT	Antonio Bruno Di Maggio	ADDRESS	Sunrise Close, Mareeba
DATE LODGED	12 November 2021	RPD	Lot 8 on SP183708
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Material Change of Use - Transport Depot (Taxi Depot)		

and in accordance with the Planning Act 2016, 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 Material Change of Use - Transport Depot (Taxi Depot)

(B) ASSESSMENT MANAGER'S REASONS FOR REFUSAL:

- The proposed development is in conflict with the following aspects of the Strategic Framework:*

- 3.3.8 Element - Urban expansion and investigation areas

3.3.8.1 Specific outcomes

- (1)** *Urban expansion areas and investigation areas are anticipated to provide for development beyond the life of the planning scheme and are preserved for this purpose, with interim development not compromising future residential development.*

3.3.8.2 Land use strategies

(1) Investigation areas are to be investigated to accommodate future development beyond the life of the planning scheme. Investigation areas are not to be developed unless there is an insufficient supply of land for the purpose intended to be developed. The purpose of development in an investigation area should promote a logical land use pattern, having regard to nearby land use and the established hierarchy of activity centres. In the instance that new or expanded areas are investigated, these are to be supported by detailed land use investigations that must demonstrate:

- (a) need for land for the proposed land use;
- (b) mitigation or avoidance of impacts on sensitive receiving environments;
- (c) where involving good quality agricultural land:
 - (i) there is no alternative land available that is not good quality agricultural land; and
 - (ii) the need for future development represents a public benefit.
- (d) suitable mitigation or offset arrangements in respect to impacts on areas of high ecological significance
- (e) consistency with the Strategic Framework.
- (f) consistency with State and Regional Planning requirements.

▪ 3.4.8 Element - Air and noise quality

3.4.8.1 Specific outcomes

(1) The health, well-being, amenity and safety of the community and the environment is protected from the impacts of air emissions, noise and odour through appropriate management and adequate separation distances.

2. The proposed development conflicts with Overall outcome (h), Performance outcome PO7 and Performance outcome PO9 of the Emerging Community zone code:

(h) Non-residential development may be supported where such uses directly support the day to day needs of the immediate residential community or the precinct is identified for non-residential uses and is planned for as part of a structure plan.

PO7

1. Development occurs as outlined in a Structure Plan that:

- (a) is prepared in accordance with Planning Scheme Policy 8 Structure Planning;
- (b) takes into consideration land use need and the type, scale, density of proposed urban development;
- (c) includes a road network that:
 - (i) is logically designed;
 - (ii) can be delivered sequentially;
 - (iii) includes an urban morphology that is consistent with the surrounding area;
 - (iv) provides pedestrian links to centres and open space;
- (d) locates any non-residential development:
 - (i) on major roads;
 - (ii) where not introducing non-residential traffic to residential streets; and
 - (iii) to provide the day to day needs of the immediate residential community;
- (e) scales any non-residential development to:

- (i) *be consistent with the scale of surrounding residential development;*
- (ii) *not undermine the viability of nearby centres or the centres network; and*
- (iii) *not unduly detract from the amenity of nearby residences.*

Amenity**PO9**

Development must not detract from the amenity of the local area, having regard to:

- (a) *noise;*
- (b) *hours of operation;*
- (c) *traffic;*
- (d) *advertising devices;*
- (e) *visual amenity;*
- (f) *privacy;*
- (g) *lighting;*
- (h) *odour; and*
- (i) *emissions.*

3. *The proposed development conflicts with Performance outcome PO17 of the Mareeba local plan code:*

If in the Northern investigation precinct**PO17**

Development does not compromise the long term future urban intent of this precinct.

4. *The proposed development conflicts with Performance outcome PO1 of the Industrial activities code:*

Separation**PO1**

Industrial activities are appropriately separated from sensitive uses to ensure their amenity is maintained, having regard to:

- (a) *noise;*
- (b) *odour;*
- (c) *light; and*
- (d) *emissions*

5. *There are not sufficient town planning grounds to justify approval of the application despite these identified conflicts.*

THE SITE

The subject site is situated at Sunrise Close, Mareeba and is described as Lot 8 on SP183708. The site is generally regular in shape with a total area of 4,633m² and is zoned Emerging community under the Mareeba Shire Council Planning Scheme 2016. The site contains approximately 50 metres of frontage to Sunrise Close which is constructed to an asphalt/bitumen sealed standard including kerb and channel. Access is gained from Sunrise Close in the north-west corner of the property.

The site is improved by a 7m x 7m shed only situated adjacent the southern boundary. The remainder of the property is cleared and grassed with some scattered mature trees in the northeast corner and along the northern and eastern boundaries. Open earthen grassed drains are present along both the north and eastern boundaries used to drain sections of both Sunrise Close and Dawson Road to the Barron River, situated approximately 130 metres to the north of the site. A drainage easement exists in the north-west corner. The majority of the property is mapped within the Extreme flood hazard area by the Planning Scheme's Flood hazard overlay mapping. All urban services are present on-site except town sewer.

All surrounding lots are zoned Emerging Community and are predominately used as larger residential allotments. The property immediately to the north of the site is vacant and the property immediately to the east contains a commercial nursery accessed from Dawson Road.



Map Disclaimer:

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BACKGROUND AND CONTEXT

Antonio Bruno Di Maggio, the applicant/developer of this application, previously operated a transport depot (taxi depot) on the subject site between July 2020 and November 2021 without an effective development permit. This matter proceeded to the Mareeba Magistrates Court (Mareeba Shire Council vs Antonio Bruno Di Maggio - No. MAG-95854/21(4)). The Court ultimately ruled in favour of Council and ordered that the unlawful transport depot (taxi depot) use cease by 26 November 2021 and that all aspects of the taxi depot use (taxis, vehicles, parts of vehicles etc.) be removed from the site by 12 December 2021.

This application has been lodged in an effort to obtain the necessary development permit to lawfully operate a transport depot (taxi depot) from the subject site.

PREVIOUS APPLICATIONS & APPROVALS

Nil

DESCRIPTION OF PROPOSED DEVELOPMENT

The development application seeks a Development Permit for Material Change of Use - Transport Depot (Taxi Depot) in accordance with the plans shown in **Attachment 1**.

The application states the following regarding the proposed development:

"The Proposed Development

The proposed development is for a Material Change of Use — Transport Depot in the 4633M2 Precinct of the Rural Residential Zone (council requested addition of emerging community) within the Mareeba Shire Council's Planning Scheme. The site is located at Lot 8 Sunrise Close Mareeba 4880 Qld and is more particularly described as Lot 8 on sp183708. The site is generally regular in shape, has an area of 4633M2 and an existing structure.

A Development Permit for a Material Change of Use is sought to facilitate the construction of Transport Depot over the site. The proposed development will provide parking for a total of up to Seven (7) Taxis over the property. The construction of a Transport Depot approximately 10 metres in a curved shape as per provided on the Proposal Plans is required to house the Taxis but not limited to this area and maybe parked outside this area on various occasions within the property. The location of the proposed Depot is to be erected alongside the existing structure and will be hard standard with a decomposed granite composite or similar material.

The outline of the general day to day running of the Transport Depot:

The proposal is to house currently up to Seven Taxis (7) over the property but currently the townships growth only requires the use of 5 Taxis but in the future when the town will grow the taxi numbers will grow to a maximum of (7) Seven Taxi's current owner of (7) Taxi Licences.

The taxis will not be housed inside a dwelling at this point of time, possibly in the future it may be a possibility but a building permit will be submitted at the such time it comes to it. Currently the property mainly facilitates the storage of (2) Two Taxis as all other Taxis are shift changed at each next commencing shift driver's residence.

This diverse shift change minimises multiple issues:

- 1) the number of vehicles on the proposed site,*
- 2) reduced traffic on the road,*
- 3) reduced noise pollution from vehicles carrying out shift change,*
- 4) reduced light pollution to neighbouring properties and residences within the area,*
- 5) improved ease and comfort for drivers by carrying out shift changes closer to their work area (the township)*

Currently the only day of the week of to which there will be (5) Five Taxis is on a Sunday after 8am to which a contract cleaner comes in and details the interior of the vehicle, (external is currently being washed at the townships carwash).

The shift changes for taxi drivers are from 4:30am to 9am and then again, at the same times in the afternoon 4:30pm to 9pm. The diverse shift change times is required between these times to stager start shifts along with accommodating for single parents to be able to drop off children to school and collect from after school care through to drivers who work more than 1 occupation. The taxis don't have to return to the property outside these time frames unless but not limited to; for emergency reasons or to exchange taxis etc. the driver shifts are on average a (12) twelve-hour shift.

A total of (1) staff member is required per taxi to attend the site to access the Taxi. No customers or other members of the public need to access the block for any reason whatsoever for the day to day running of the business.

Discussions were undertaken with the adjoining and adjacent neighbours prior to purchasing the property advising the owners on either boundary of the property of the intentions of the use and they are fine with having the Taxi's next door. The neighbour directly across the road

also does not have an issue with the Taxi's as long as the drivers drive at a speed of no faster than 40km/h down Sunrise Close, this request has been imposed to all drivers as a rule in their driver contract. I have had discussions with many other people living on Blacks Road and they have all said the Taxis are not an issue.

In relation to the possible noise of the proposed Use the proponents note that 'Audibly, the only noise is Taxi's leaving and entering the property. The property has had a 2m corrugated Iron fence along with vegetation planted to minimise light and sound as much as possible.

The site contains frontage to the existing Road Network, being Sunrise Close with no change to the existing council approved crossover required. The site is connected to all available services and provided with the necessary services with the proposed development connecting to these provided services. The site is large enough to ensure the appropriate disposal of stormwater occurs.

The proposed development is for the construction of a Transport Depot within Mareeba ensuring that the day to day essential needs and services of Mareeba and surrounding Townships are met by providing a transport service so that Mareeba and surrounding areas residents can stay mobile and keeping its residences safe, Especially after functions of to which people are usually intoxicated and should not be in control of a vehicle to a range of other services like but not limited to the general public to be able to attend medical services etc. This helps Mareeba to remain a Major Urban Area and Regional Centre of the Tablelands while providing a much needed and relied upon service within the Township."

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 site does not contain any areas of Regional Ecological Significance.

PLANNING SCHEME DESIGNATIONS

Strategic Framework:	Land Use Categories ▪ <i>Investigation Area</i>
Zone:	Emerging Community Zone
Local Plan:	Mareeba Local Plan ▪ <i>Mareeba Northern Expansion</i>
Overlays:	Airport Environs Overlay Bushfire Hazard Overlay Flood Hazard Overlay Hill and Slope Overlay Transport Infrastructure Overlay

Planning Scheme Definitions

The proposed use is defined as:-

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Transport Depot	<i>Premises used for the storage, for commercial or public purposes, of more than one motor vehicle. The use includes premises for the storage of taxis, buses, trucks, heavy machinery and uses of a like nature. The term may include the ancillary servicing, repair and cleaning of vehicles stored on the premises.</i>	<i>Contractor’s depot, bus depot, truck yard, heavy machinery yard</i>	<i>Home based business, warehouse, low impact industry, service industry</i>

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

Separate assessment against the Regional Plan is not required because the Mareeba Shire Council Planning Scheme appropriately advances the Far North Queensland Regional Plan 2009-2031, as it applies to the planning scheme area.

(B) State Planning Policy

Separate assessment against the State Planning Policy (SPP) is not required because the Mareeba Shire Council Planning Scheme appropriately integrates all relevant aspects of the SPP.

(C) Mareeba Shire Council Planning Scheme 2016

Strategic Framework

3.3 Settlement pattern and built environment

3.3.3 Element—Major regional activity centre

3.3.3.1 Specific outcomes

- (1) *The role and function of Mareeba as the major regional activity centre for services in Mareeba Shire is strengthened. Mareeba is to accommodate the most significant concentrations of*

regional-scale business, retail, entertainment, government administration, secondary and tertiary educational facilities and health and social services within the shire.

- (2) *Development within Mareeba over time enhances the Shire's self-sufficiency in terms of services offered, business and employment opportunities.*

Comment

The proposed transport depot (taxi depot) is considered an essential service for the community and does strengthen Mareeba role as the Shire's major regional activity centre. The development complies with Specific Outcomes (1) and (2).

However, it is considered that the proposed depot could be located in a more suitable location appropriately buffered from sensitive land uses. Ample industrial land exists in the Mareeba Township capable of providing a more suitable alternate location.

3.3.8 Element - Urban expansion and investigation areas

3.3.8.1 Specific outcomes

- (1) *Urban expansion areas and investigation areas are anticipated to provide for development beyond the life of the planning scheme and are preserved for this purpose, with interim development not compromising future residential development.*

Comment

The subject site is situated within an urban expansion area. It is anticipated that when demand dictates, the Blacks Road area will become a significant residential growth area. It is anticipated that the land on either side of Blacks Road will be developed to create residential allotments ranging in size from 600m² to 1,000m², consistent with other low density residential estates in Mareeba.

The proposed transport depot (taxi depot) use is considered to be interim non-residential development and is likely to impact on the amenity of both existing and future residential development in the area.

The development conflicts with Specific outcome (1).

3.3.8.2 Land use strategies

- (1) *Investigation areas are to be investigated to accommodate future development beyond the life of the planning scheme. Investigation areas are not to be developed unless there is an insufficient supply of land for the purpose intended to be developed. The purpose of development in an investigation area should promote a logical land use pattern, having regard to nearby land use and the established hierarchy of activity centres. In the instance that new or expanded areas are investigated, these are to be supported by detailed land use investigations that must demonstrate:*
- (g) need for land for the proposed land use;*
 - (h) mitigation or avoidance of impacts on sensitive receiving environments;*
 - (i) where involving good quality agricultural land:*
 - (iii) there is no alternative land available that is not good quality agricultural land; and*
 - (iv) the need for future development represents a public benefit.*

- (j) suitable mitigation or offset arrangements in respect to impacts on areas of high ecological significance*
- (k) consistency with the Strategic Framework.*
- (l) consistency with State and Regional Planning requirements.*

Comment

The subject site is situated within an urban expansion area. It is anticipated that when demand dictates, the Blacks Road area will become a significant residential growth area. It is anticipated that the land on either side of Blacks Road will be developed to create residential allotments ranging in size from 600m² to 1,000m², consistent with other low density residential estates in Mareeba.

The proposed transport depot (taxi depot) use is considered to be interim non-residential development and is likely to impact on the amenity of both existing and future residential development in the area. Ample industrial land exists within the Mareeba Township, which would provide a more suitable alternate location.

The development conflicts with Land use strategy (1).

3.3.14 Element—Natural hazard mitigation

3.3.14.1 Specific outcomes

- (1) The risk of loss of life and property associated with bushfires, cyclones, flooding, landslides and other weather related events are minimised through the appropriate use of land having regard to its level of susceptibility to the hazard or potential hazard.*
- (2) Development in an area subject to a natural hazard incorporates appropriate siting and design measures that mitigate risks to infrastructure, buildings and the community.*
- (3) Development considers the potential for increased occurrence of natural hazards as a result of climate change, including greater frequency of extreme weather events and increased rainfall intensities.*
- (4) Development incorporates emergency response measures to ensure the impacts of natural hazards can be minimised.*

Comment

The subject site is affected by the Flood hazard overlay, Bushfire hazard overlay and Hill and slope overlay.

The development avoids any sloping land on-site, so the risk of loss of life and property as a result of landslide or landslip is appropriately managed. The development will involve the parking of taxis and staff vehicles only with no buildings or structures proposed. As such, risks associated with bushfires and flooding can be avoided through appropriate emergency evacuation procedures and protocols.

The development can be conditioned to comply with Specific outcomes (1) - (4).

3.4 Natural resources and environment

3.4.8 Element - Air and noise quality

3.4.8.1 Specific outcomes

- (1) *The health, well-being, amenity and safety of the community and the environment is protected from the impacts of air emissions, noise and odour through appropriate management and adequate separation distances.*

Comment

Noise and light emissions, as well as commercial and non-local traffic generated by the proposed taxi depot is likely to have a significant impact on adjoining residential land uses, particularly over the more sensitive evening and night-time hours. In this instance, adequate separation distances cannot be achieved to help minimise these impacts.

The proposed development is likely to result in a significant loss of residential amenity. In this particular situation, the proposed taxi depot has previously operated from the site, albeit unlawfully, for an extended period of time. During this time, it was evident that the proposed taxi depot use could not exist on-site without conflict with surrounding residential uses.

It should be noted that the site contains a shed only, with no residential dwelling present, making the proposed development a stand-alone non-residential use on a residential allotment. Council officers do not consider it reasonable to expect the surrounding residents to endure any degree of amenity impact as a result of the proposed taxi depot when no loss of amenity is being experienced by any resident/s on the development site itself. Although the proposed development may benefit the applicant/developer through convenience, there is no overriding benefit to the immediate surrounding area or its residents. Ample industrial land exists within the Mareeba Township to provide a more suitable alternate location.

The development conflicts with Specific outcome (1).

3.6 Transport and infrastructure

3.6.2 Element - Road network

3.6.2.1 Specific outcomes

- (1) *The Shire's road network is upgraded and extended to provide for the safe, efficient movement of vehicles and to cater for new development.*
- (4) *Development provides off-street parking, loading and manoeuvring areas where possible and practicable.*
- (5) *Development of new roads and upgrades to existing roads are designed and constructed in accordance with the FNQROC Regional Development Manual as amended.*

Comment

Appropriate conditions can be applied to any approval to ensure the development complies with Specific outcomes (1), (4) and (5).

Relevant Developments Codes

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

- 6.2.4 Emerging community zone code
- 7.2.2 Mareeba local plan code
- 8.2.2 Airport environs overlay code
- 8.2.3 Bushfire hazard overlay code

- 8.2.6 Flood hazard overlay code
- 8.2.8 Hill and slope overlay code
- 9.3.5 Industrial activities code
- 9.4.2 Landscaping code
- 9.4.3 Parking and access code
- 9.4.5 Works, services and infrastructure code

The application included a planning report and a partial assessment against the Planning Scheme. An officer assessment has found that the proposed development is in conflict with various assessment benchmarks (performance outcomes) contained in the relevant development codes as outlined in the table below. With the exception of those outlined below, the application is considered to comply or can be conditioned to comply with the relevant assessment benchmarks.

Relevant Codes	Comments
Emerging community zone code	The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code apart from the following: <ul style="list-style-type: none"> • Performance Outcome PO7 • Performance Outcome PO9 Refer to planning discussion section of report for further commentary.
Mareeba local plan code	The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code apart from the following: <ul style="list-style-type: none"> • Performance Outcome PO17 Refer to planning discussion section of report for further commentary.
Airport environs overlay code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is proposed) contained within the code.
Bushfire hazard overlay code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is proposed) contained within the code.
Flood hazard overlay code	The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Hill and slope overlay code	The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Industrial activities overlay code	The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes

	<p>where no acceptable outcome is provided) contained within the code apart from the following:</p> <ul style="list-style-type: none"> • Performance Outcome PO1 <p>Refer to planning discussion section of report for further commentary.</p>
Landscaping code	The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Parking and access code	The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Works, services and infrastructure code	The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.

(D) Planning Scheme Policies/Infrastructure Charges Plan

The following planning scheme policies are relevant to the application:

Planning Scheme Policy 4 - FNQROC Regional Development Manual

A condition can be attached to any approval requiring all development works be designed and constructed in accordance with FNQROC Development Manual standards.

REFERRAL AGENCY

This application did not trigger referral to any Referral Agencies.

Internal Consultation

Nil

PUBLIC NOTIFICATION

The development proposal was placed on public notification from 24 November 2021 to 14 December 2021. The applicant submitted the notice of compliance on 29 December 2021 advising that the public notification requirements were carried out in accordance with the requirements of the Act.

Eight (8) properly made submissions were received, all of which objected to the proposed development. These submissions are included as **Attachment 2**.

The grounds for objection are summarised and commented on below. **Note that any issues raised in the submissions that are not considered to be relevant town planning considerations have not been included below.**

Grounds for objection	Comment
<p>Lighting - Lighting from flood lights/security lights on the subject site cause unacceptable light spillage onto neighbouring residential properties. Headlights from taxi's/staff entering and exiting the property also causes nuisance.</p>	<p>This issue has been noted and discussed throughout this report, Council officers consider that the proposed taxi depot use would cause an unacceptable loss of amenity to immediate surrounding residents. The application is recommended for refusal.</p>
<p>Hours of operation - "Even though the Applicant states in his application that the taxis will run from 4:30am - 9:00pm, so far, this has not been the case. The taxis have been running from Lot 8 Sunrise Close for more than a year now and during this time, they come and go multiple times during the day and night. It's not usual for the taxis (and driver's personal cars) to be entering and exiting the block any time during the night - though most commonly at around 10pm - 2am."</p>	<p>The hours of operation are a concern for Council officers. Although the application states that generally, only 2 taxis are stored on-site, it is possible that from time to time driver exchanges involving more than 2 taxis will occur on the site. Depending on where staff reside, it is not considered practical to carry out shift changes where staff reside, particularly when you consider that the staff member that just finished his/her shift will then have to be dropped back at their residence. This will likely lead to an increase in driver exchanges occurring at the subject site as experienced in the past by submitters. Notwithstanding this, even the driver changeover of up to 2 taxis in a residential area during these hours is still likely to impact on residential amenity. The irregular operating hours are not compatible with surrounding residential uses.</p>
<p>Noise nuisance</p>	<p>As discussed in the Planning Discussion section of this report, Council officers have a considerable concern with the level of noise nuisance likely to be experienced at surrounding residences should the development proceed. The development will introduce additional commercial and non-local traffic to a no-through Close during highly sensitive night-time hours. Taxi radios and staff voices are also likely to be audible at neighbouring properties.</p> <p>Noise concerns have been considered by Council officers and the application is recommended for refusal.</p>
<p>The intersection of Blacks Road and the Mulligan Highway is not constructed to standard and the development will increase traffic down Blacks Road, thus making this intersection even more dangerous.</p>	<p>This intersection falls under the jurisdiction of the Department of Main Roads as the Mulligan Highway is a State controlled road. It is noted that this intersection and Blacks Road are not constructed to standard. The application has been recommended for refusal.</p>
<p>The local road network servicing the development site is not of a reasonable standard, particularly Blacks Road. The proposed development will increase traffic along these roads which will affect road safety.</p>	<p>It is acknowledged by Council officers that both Dawson Road and Blacks Road are not constructed to standard. Parts of Blacks Road in particular are well below standard and vehicles are required to use gravel shoulders to pass oncoming traffic. This concern is noted. The application is recommended for refusal.</p>
<p>Loss of privacy</p>	<p>The development will introduce additional commercial and non-local traffic to a no-through Street. The concern for loss of privacy is valid and has been noted in the Planning Discussion section of this report. The application is recommended for refusal.</p>
<p>The application material, particularly the development particulars is unclear and contradictory.</p>	<p>The information provided in the application is clear enough for Council officers to adequately assess the application. The application is recommended for refusal.</p>
<p>The majority of the site is mapped within the Extreme flood hazard area and the application states that during flood events the taxis will be stored off-site, however is unclear as to where this will occur.</p>	<p>Council officers are not concerned with where the taxis will be stored for a brief period of time if and when we experience a Q100 flood event that may inundate the property. If the application were to be approved, this could be addressed through a condition of approval.</p>

Other overlay codes have not been adequately addressed such as the Bushfire hazard overlay code and Hill and slope overlay code.	If approved, appropriate conditions of approval can be included to comply with the relevant overlay code. The application has been recommended for refusal, however not in relation to any conflicts with overlay codes.
The applicant has not addressed the Planning Schemes Strategic Framework.	Noted. Council officers have assessed the application against the Strategic Framework and any conflicts have been considered.
The application fails to demonstrate compliance with the Parking and access code, in particular in relation to the number, size, location and surface treatment of internal car parks and driveways. Leaving trafficable areas unsealed will cause a dust nuisance to neighbouring properties.	Noted. The application is recommended for refusal. If approved against officer recommendation, appropriate conditions will be applied requiring a hardstand seal over all internal car parks and trafficable areas. Additional plans demonstrating compliance with the Australian standards for access and mobility will also be required.
The proposed development conflicts with some aspects of the Emerging community zone code.	Noted. Conflicts identified and discussed throughout report.
Environmental impacts have not been addressed.	Most light industrial uses, if approved, can be conditioned to ensure minimum environmental harm. Notwithstanding this, the application has been recommended for refusal.
The application has not included any details as to whether the site access will be upgraded.	If the application was approved, a condition would be included on any approval requiring the access be upgraded to the required standard.
Overall, the proposed light industrial development is not consistent with surrounding uses and is not suitable for the site.	Noted. Conflicts identified and discussed throughout the report.
Loss of residential amenity	Noted. The developments potential to impact on residential amenity has been discussed throughout the report. The applicant has demonstrated, through the unlawful operation of the taxi depot over 2020/2021, that the proposed use is not compatible with the surrounding residential area. This non-compatibility will only worsen as the residential density increases in the Blacks Road area in future. The application has been recommended for refusal.
Many submitters mentioned the previous unlawful operation of the taxi depot from the site.	Council officers and Councillors are aware of this. The previous unlawful operation of the transport depot has provided an indication of the incompatibility between the proposed light industrial land use and surrounding residential uses.
Contrary to what is stated in the application, in the past cleaners were turning up to the site prior to 8am and their loud vacuum cleaners and voices were impacting on the residential amenity of the Street.	Noted. The use of contract cleaners on weekends has been considered by Council officers. The proposed development, including this cleaning component is likely to cause an unacceptable loss of residential amenity as discussed throughout the report.
The plans provided in the application are not clear on the extent of development proposed on-site.	The plans provided are adequate given that no buildings or structure are proposed as part of the development.
An acoustic assessment and traffic impact assessment was not submitted as part of the application demonstrating that the proposed use was not going to impact on residential amenity.	Noted. The application is recommended for refusal.
A detailed landscape plan was not provided.	Noted. This could be conditioned as part of any approval.

The public notification was not carried out in accordance with the Act. The notification period timeframes were not calculated correctly, and the content of the advertising sign was incorrect.	Council officers believe the public notification was carried out in accordance with the Act. The timeframes and sign content were compliant.
The development conflicts with the Planning Schemes Strategic Framework.	Council officers have identified and noted a number of conflicts with the Strategic Framework. The application is recommended for refusal.
The application has failed to demonstrate that the use cannot be suitably located elsewhere. A needs analysis has not been provided to demonstrate an overriding need for the development to be sited in a residential area.	Noted. The application is recommended for refusal. Council officers agree that there is ample industrial land in the Mareeba Township that would be more suitable for the siting of such a development than an established residential area.

Submitters

Name of Principal submitter	Address
1. Wendy Ann Gerdes	PO Box 2202, Mareeba QLD 4880
2. Richard Beechey	PO Box 2415, Mareeba QLD 4880
3. Patricia Fraser	Lot 9 Sunrise Close, Mareeba QLD 4880
4. Marie Beechey	PO Box 2415, Mareeba QLD 4880
5. Emmalyn Kraushaar	PO Box 2271, Mareeba QLD 4880
6. Brian Fraser	Lot 9 Sunrise Close, Mareeba QLD 4880
7. Glen Kraushaar	PO Box 2271, Mareeba QLD 4880
8. Vanessa & John Rosset	7 Sunrise Close, Mareeba QLD 4880

PLANNING DISCUSSION

Non-compliance with the Emerging community zone code, Mareeba local plan code and the Industrial activities code is discussed below.

6.2.4 Emerging community zone code

Overall outcome

(h) Non-residential development may be supported where such uses directly support the day to day needs of the immediate residential community or the precinct is identified for non-residential uses and is planned for as part of a structure plan.

Comment

The application proposes non-residential development within the Emerging community zone. A structure plan was not considered necessary in this instance as no reconfiguration is proposed. It is anticipated that when demand permits, the Blacks Road area will become a significant residential growth area. It is anticipated that the land on either side of Blacks Road will be developed to create residential allotments ranging in size from 600m² to 1,000m², consistent with other low density residential estates in Mareeba.

The Emerging community zone code allows for the establishment of non-residential land uses where they will directly support the day to day needs of the immediate residential community. The proposed taxi depot is not considered to be such a use. Although some residents in the immediate

surrounding area may use the taxi service from time to time, customers will predominantly be located outside the immediate catchment.

The Blacks Road area is earmarked to be developed to the densities consistent with the low density residential zone (Amaroo Estate or Sunbird Park as examples). It would be poor town planning to allow a taxi depot to operate in such a location when ample alternate industrial and light commercial locations exist.

The development conflicts with Overall outcome (h).

Structure Planning

2. PO7

3. *Development occurs as outlined in a Structure Plan that:*

- (f) is prepared in accordance with Planning Scheme Policy 8 Structure Planning;*
- (g) takes into consideration land use need and the type, scale, density of proposed urban development;*
- (h) includes a road network that:*
 - (i) is logically designed;*
 - (ii) can be delivered sequentially;*
 - (iii) includes an urban morphology that is consistent with the surrounding area;*
 - (iv) provides pedestrian links to centres and open space;*
- (i) locates any non-residential development:*
 - (i) on major roads;*
 - (ii) where not introducing non-residential traffic to residential streets; and*
 - (iii) to provide the day to day needs of the immediate residential community;*
- (j) scales any non-residential development to:*
 - (i) be consistent with the scale of surrounding residential development;*
 - (ii) not undermine the viability of nearby centres or the centres network; and*
 - (iii) not unduly detract from the amenity of nearby residences.*

Comment

Although a structure plan was not considered necessary for the application, the planning provisions in PO7 are still considered relevant to the assessment of the application as they relate to the siting of non-residential development within the zone.

The proposed transport depot (taxi depot) use will not be established on a major road, instead it will be sited on a quiet no-through Close and will result in a steady stream of commercial and non-local traffic along Sunrise Close, Dawson Road and Blacks Road. Traffic movements are also likely to occur well outside normal business hours and into the most sensitive night-time hours.

The proposed taxi depot use is not considered to be a land use required to provide for the day to day needs of the surrounding residential area (like a corner store or medical centre). Although some residents in the area may use the taxi service from time to time, customers will predominantly be located outside the immediate catchment.

The development proposed will be inconsistent in scale with surrounding residential development and is likely to detract from the amenity of nearby residences (refer to commentary for PO9 below).

The development conflicts with PO7.

Amenity**PO9**

Development must not detract from the amenity of the local area, having regard to:

- (i) noise;*
- (j) hours of operation;*
- (k) traffic;*
- (l) advertising devices;*
- (m) visual amenity;*
- (n) privacy;*
- (o) lighting;*
- (p) odour; and*
- (i) emissions.*

Comment

When determining the compatibility and suitability of non-residential development in a residential area, Council officers must be satisfied that the proposed use will not detract from the residential amenity of the area.

Noise - The proposed development will involve commercial taxis and other non-local traffic (staff) accessing the property between 4:30am and 9:00pm. As outlined in the submission received, the vehicle noise alone from the taxis and staff cars entering and exiting the site is audible at the residences of Sunrise Close. Additionally, staff conversations, taxi radios/2-ways, car doors and Sunday cleaning crews, including vacuum cleaners, are all audible at neighbouring residences.

Hours of operation - It is understood that the site will be operational as a taxi depot 24 hours a day, however, shift changes will predominantly occur between the hours of 4:30am and 9:00pm. These hours of operation are completely incompatible with surrounding residential uses. Generally speaking, any non-residential land use within a residential area is restricted to operating hours of 8am - 5pm Monday to Friday and 8am - 12/1pm Saturdays (closed Sunday's and Public Holidays). As outlined in the submissions, while the taxi depot was previously operating from the site these operating hours significantly impacted on adjoining properties.

Traffic - The proposed development will introduce commercial and other non-local traffic to a quiet no-through Close. Given how minimal the vehicle movements area is along Sunrise Close, the additional traffic generated by the taxi depot would be considered to be substantial.

Advertising devices - The application does not propose any advertising devices.

Visual amenity - Appropriate screen fencing and landscaping can be conditioned to minimise visual impact. Any landscaping would however likely take years to grow to a height that would effectively screen the development from view of the neighbouring western dwelling, which was required by Council to be raised 1-2 metres above ground level in order to achieve flood immunity.

Privacy - The proposed taxi depot will introduce commercial traffic and non-local traffic into the quiet no-through Close. Staff and cleaners that would ordinarily not be on-site or down Sunrise Close will be accessing the site between 4:30am and 9:00pm. The proposed development is likely to impact on the privacy of residents in Sunrise Close.

Lighting - As mentioned in the submissions, lighting has been installed on-site and is operated at night so that staff can see as well as for security. This lighting, combined with taxi and staff vehicle headlights, is likely to cause a significant nuisance to surrounding residences, particularly late at night and early in the morning.

Odour - Odour emissions are likely to be negligible and not likely to impact on neighbouring properties.

Emissions - As discussed above, noise and light emissions generated by the development are likely to significantly impact on neighbouring properties.

As previously mentioned, the proposed taxi depot has been operating from the subject site, albeit illegally, for over a year, having recently ceased pending this development application. In this time, as evidenced by the content of the submissions received, the applicant/developer has demonstrated that the proposed use cannot operate from the site without ongoing land use conflict.

The site contains only a class 10a shed, with no residential dwelling present. Therefore, the proposed development will be a stand-alone non-residential use on a residential allotment. Council officers do not consider it reasonable to expect the surrounding residents to endure any degree of amenity impact as a result of the proposed taxi depot when no loss of amenity is being experienced by any resident/s on the development site itself. Although the proposed development may benefit the applicant/developer through convenience, there is no overriding benefit to the immediate surrounding area or its residents.

The Blacks Road area is earmarked to be developed to the densities consistent with the low density residential zone (Amaroo Estate or Sunbird Park as examples). It would be poor town planning to allow a taxi depot to operate in such a location when ample alternate industrial and light commercial locations exist.

The development conflicts with PO9.

7.2.2 Mareeba local plan code

If in the Northern investigation precinct

PO17

Development does not compromise the long term future urban intent of this precinct.

Comment

The subject site is situated within the Mareeba northern investigation precinct. The Mareeba northern investigation precinct is intended to support long term future urban development beyond the life of the Planning Scheme (approx. 2026). Development in this precinct should not compromise its future urban intent.

The proposed transport depot (taxi depot) use is considered to be a non-residential development and is likely to impact on the amenity of both existing and future residential development in the precinct. It would be poor town planning to allow a taxi depot to operate in such a location when ample alternate industrial and light commercial locations exist.

The development conflicts with PO17.

9.3.5 Industrial activities code

Separation

PO1

Industrial activities are appropriately separated from sensitive uses to ensure their amenity is maintained, having regard to:

- (d) noise;*
- (e) odour;*
- (f) light; and*
- (g) emissions.*

AO1

Development is separated from sensitive uses as follows:

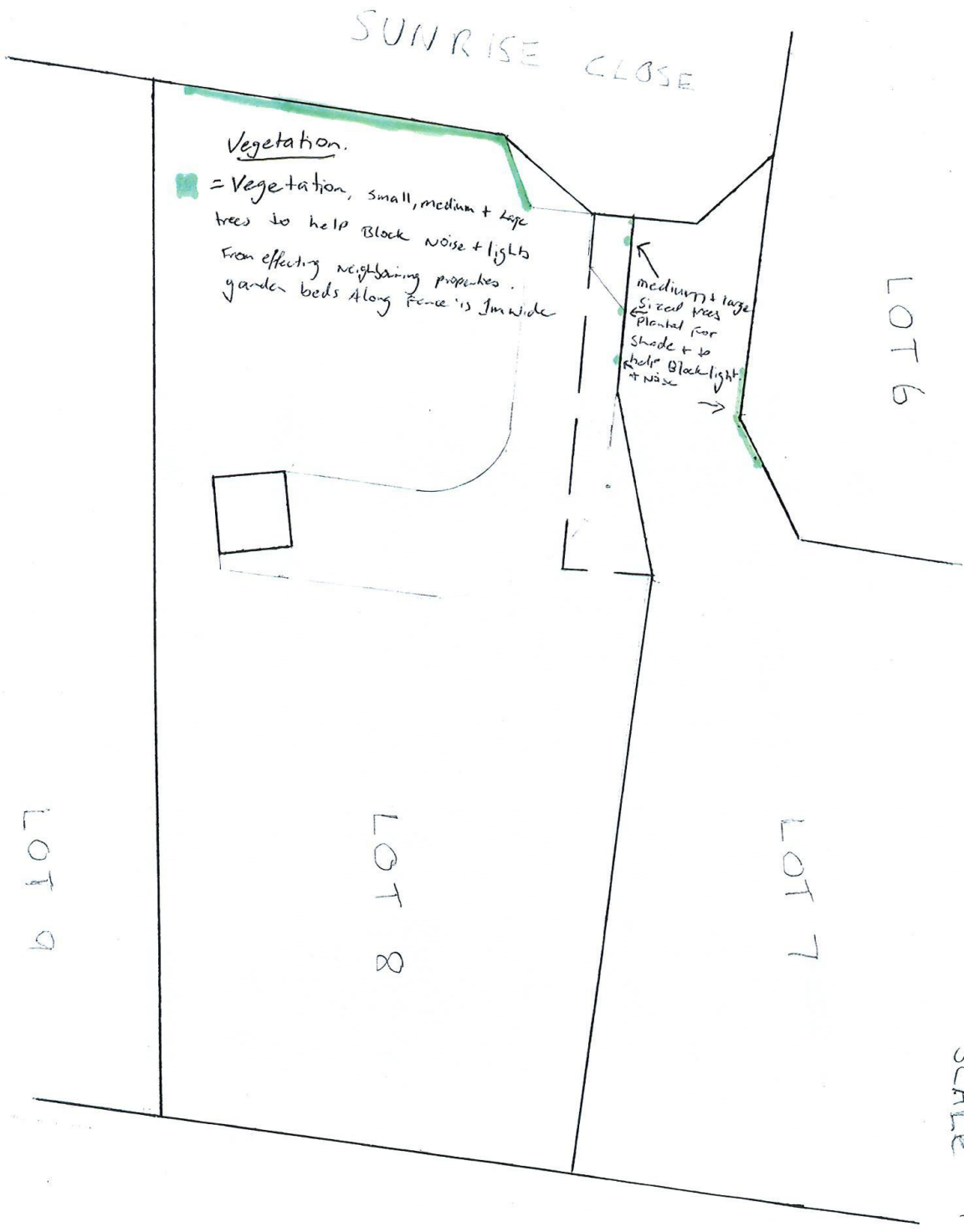
- (a) medium impact industry–250 metres; or*
- (b) high impact industry–500 metres; or*
- (c) special industry– 1.5 kilometres.*

Comment

Although the proposed use is not a medium impact, high impact or special industry, Performance Outcome PO1 is still relevant considering the transport depot use is akin to a light impact industry activity.

The previously discussed, the proposed use is not adequately separated from surrounding sensitive land uses (dwellings) and is likely to result in a significant loss of residential amenity. It would be poor town planning to allow a taxi depot to operate in such a location when ample alternate industrial and light commercial locations exist.

The proposed development conflicts with PO1.

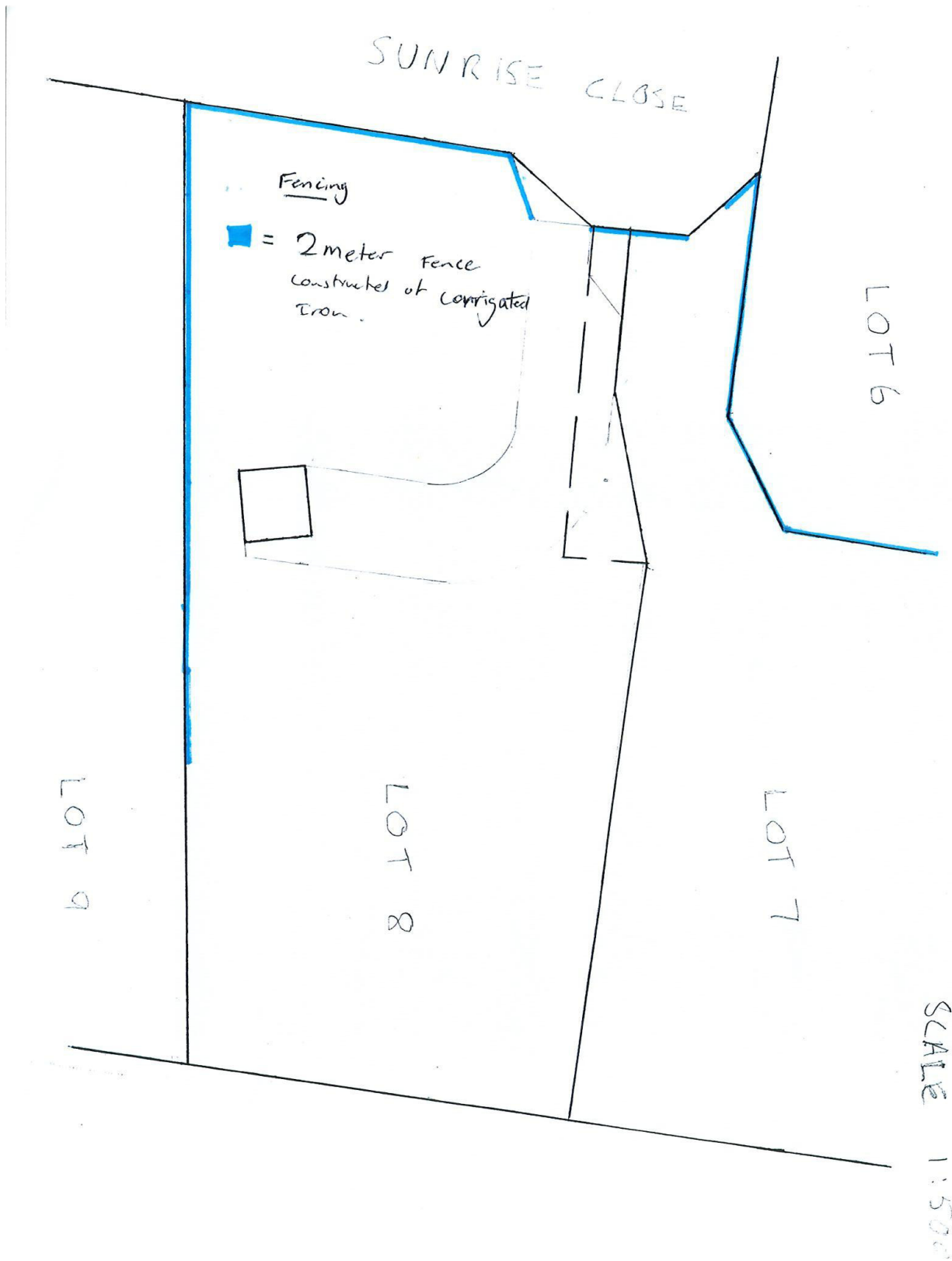


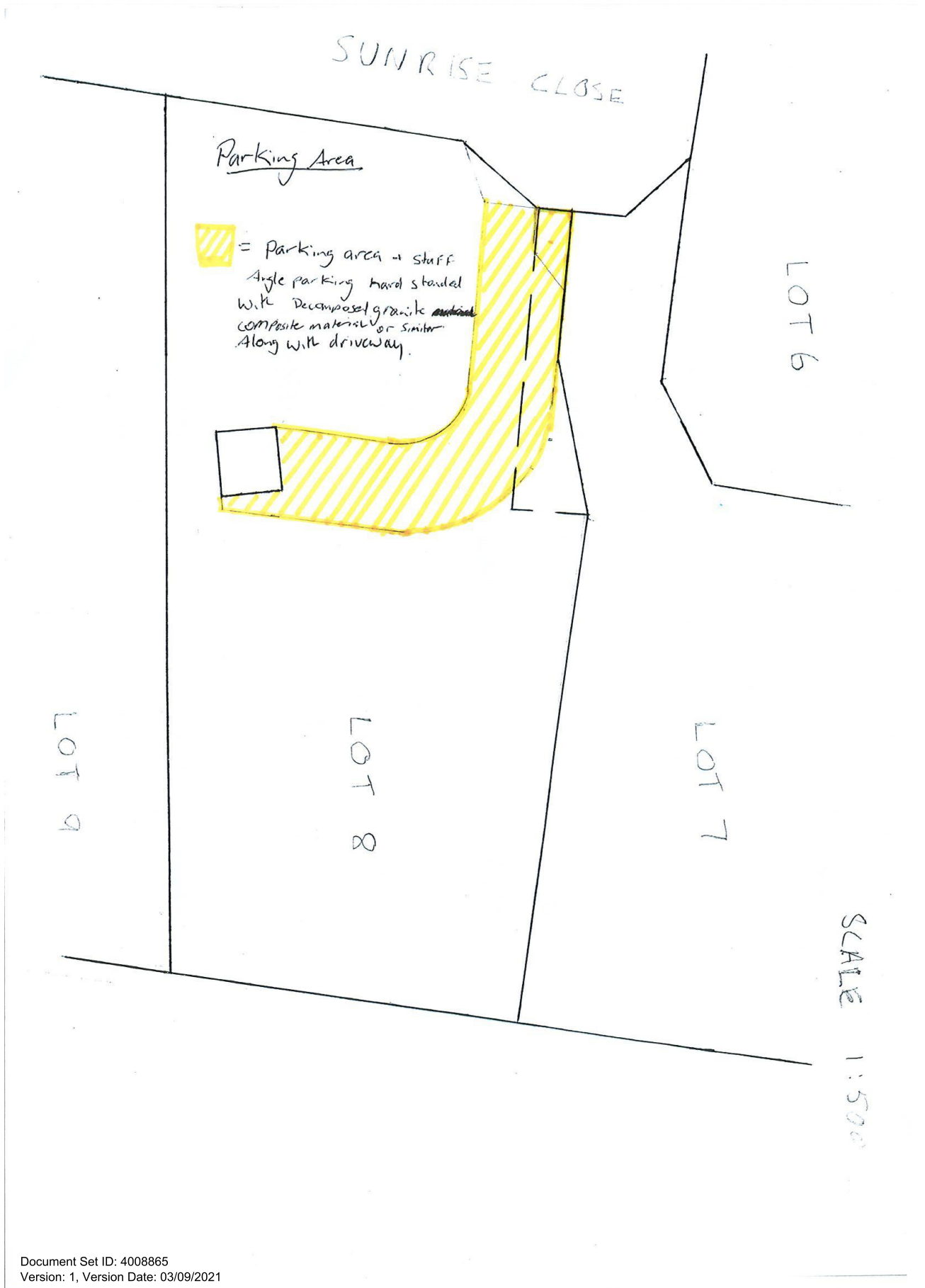
Vegetation.

■ = Vegetation, small, medium + large trees to help block noise + lights from affecting neighboring properties. garden beds along fence is 1m wide

medium + large sized trees planted for shade + to help block light + noise

SCALE 1:500





Document Set ID: 4008865
Version: 1, Version Date: 03/09/2021



From: "Marie Beechey" <beecheymarie@gmail.com>
Sent: Sun, 12 Dec 2021 07:26:14 +1000
To: "Info (Shared)" <info@msc.qld.gov.au>
Subject: Brian Fraser objection to the proposed development at Lot 8 Sunrise Close Mareeba
Attachments: Brian Fraser.pdf

To all Council Members at Mareeba Shire Council

This is my objection to the proposed development at Lot 8 Sunrise Close Mareeba, I sincerely hope you decline this development. A hard copy will be delivered tomorrow morning which I intend to have signed by you to state that this has been delivered and recorded.

Brian Fraser
Lot 9
Sunrise Close
Mareeba
QLD 4880

12th December 2021

Mr Brian Millard
Senior Planner
Mareeba Shire Council
65 Rankin Street
MAREEBA QLD 4880

Via Email: info@msc.qld.gov.au
Via Hand Delivery to MSC Chambers, Mareeba

Dear Brian,

Public Notification Submission – Objection to proposed development at Lot 8, Sunrise Close Mareeba (Material Change of Use for Transport Depot).

My wife and I are the owners of Lot 9 Dawson Road Mareeba; we are the direct neighbour of the Applicant who owns 8 Sunrise Close. We have recently been made aware of an Application for a Taxi Depot (Material Change of Use for Transport Depot) at Lot 8 (the Application Site).

We strenuously and unreservedly object to the proposed development.

In making this objection, we submit to Council that, in our view, the Planning Application has not appropriately addressed the applicable Town Planning considerations, particularly with reference to suitability of the proposed development, the applicable zoning of the Application Site, impacts on amenity and quality of information provided (and valid avenues for assessment / conditioning).

We purchased Lot 9 Dawson Road, Mareeba approximately 15 years ago, and have lived here since that time.

The underlying development in the immediate area is residential housing and this was a key characteristic to why we purchased this site.

I am retired and my health is not the best.

Activities undertaken by the Applicant on land adjoining us, and on the site the subject of the Application, have been having a significant and detrimental impact on our ability to quietly enjoy our property for some time.

We are significantly concerned that the proposed development will:

- Increase the number of vehicles travelling to and from the subject site if approved;

- Increase traffic issues already existing on the access roads to the site, including the intersection with the highway, when the road is not designed nor constructed to accommodate heavy use;
- Operations on site, including vehicle washing etc, occur at all hours and greatly impact our quality of life;
- There appears to be no controls in place to manage potential environmental impacts from the use, including management of stormwater and vehicle washing water on site;
- The vehicular access to the site is poor quality and likely to be damaged over time;
- There are no amenities on site for drivers or those operating the uses on site presently, and none appear to be proposed in this application. This creates an amenity and aesthetic issue for myself, my wife, and the area generally;
- Light emanating from the site already greatly impacts my quality of life and there is no indication light spill will be managed or can be managed effectively.

Further detail regarding my concerns and planning issues with the Application is provided below:

The Development as Proposed and Application Material Shortcomings

From the information provided within the Application Material, it is unclear what the Applicant proposes to do on the Application Site and the scale to which this use will occur at.

The Application Material states that a maximum of two (2) taxis will be stored at the Application Site at any time however this is contradicted by information that on Sunday's, all five (5) taxis will be stored on the Application Site, and which will undergo internal cleaning, and which is further contradicted by information that seven (7) taxis will be stored on the Application Site as per the proposed development description.

To this point, over the past several months, I have noted that there are generally three (3) taxis stored at the Application Site.

It is unclear within the Application Material if the Applicant intends to construct an additional Shed (noting that this appears to be the likely scenario) or simply use the existing Shed. The Proposal Plans provided lack sufficient detail to permit a genuine understanding of the use proposed to be provided to neighbours, residents in the area or the broader public.

More detailed proposal plans showing the proposed development, clearly articulating the applicable built form and other relevant matters such as dimensions, landscaping, and the like must be provided by the Applicant.

Reference to the taxi's being cleaned on site is included within Application material, however it is unknown if this is limited to internal cleaning only, or if the Applicant intends to undertake external cleaning of the taxis on the Application Site. If the latter will occur, this will result in additional matters that need to be considered (e.g. stormwater contamination, additional noise sources).

The Application Material notes that in the event of weather resulting in flooding, the Taxis will be stored at an off-site location; no details as to where the off-site storage is proposed are provided, nor any information as to why the alternate site cannot be used in lieu of the proposed site, assuming it may be more appropriately located and / or zoned.

The Application Material notes that the Applicant has discussed the proposed development with the surrounding community and that there is overarching support for the proposed development. To date, we have not had any discussions within the Applicant and confirm that we unreservedly object to the Application.

The Application, being Impact Assessable, requires a detailed consideration of the Strategic Objectives within the Strategic Framework detailed in Part 3 of the Planning Scheme. This Assessment has not been completed by the Applicant.

The Application Site is within the Mareeba Local Plan which requires a detailed consideration of the assessment benchmarks within the Local Plan Code. This Assessment has not been completed by the Applicant.

Applicable Zoning and Local Plan Considerations

Pursuant to the Planning Scheme, the Application Site is located within the mapped Emerging Community Zone and is within Zone G (Northern Expansion) of the Mareeba Local Plan.

The Planning Scheme notes that the purpose of the Emerging Community Zone is to identify and protect suitable land for future urban development. Urban development is generally, and regularly preferentially considered as development for residential purposes. This is further justified within the Purpose Statements within the Zone Code which notes that non-residential development be only supported where it directly supports the day to day needs of the immediate residential community or the precinct is identified for non-residential uses.

Firstly, the immediate residential community does not have a day to day need for a Taxi Storage Depot to be located within the existing residential area. Secondly, pursuant to the Local Plan mapping, Zone G is not identified as being a suitable location for non-residential land uses. At its highest level, neither the Zone Code nor the Local Plan Code support the proposed development on the Application Site. This is further reinforced by the Application being Impact Assessable which indicates a substantial divergence between the proposed development and the applicable zoning of the Application Site.

In consideration of the Zone Code requirements, particular attention is drawn to PO9 of the Zone Code which seeks to ensure that development does not detract from the amenity of the local area having regard to several elements including, among many, noise, hours of operation, and lighting. The Application Material states that the proposed development will not impact on the amenity of the local area however provides no detailed assessment or justification to confirm how this conclusion is reached.

It remains unclear how the Applicant can justify that the proposed development will have no impact on local amenity when the most intensive use of the Application Site will occur at 4.30am which is well outside of what would be considered normal or acceptable timing for an activity within a predominately residential area. The proposed driver change-over is likely to generate substantial noises from vehicles entering / existing the site, drivers discussing between each other and drivers handing over vehicles. Furthermore, it is considered that lighting will be needed to create a safe site for staff, which will further impact on the amenity of the area.

The Application Material has not included any information to confirm what, if any, upgrades to the access crossover will be undertaken. The current crossover comprises a dirt finish which creates a substantial dust issue, particularly when the number of vehicle movements is increased as is the case with the proposed development.

Applicable Overlay Code Considerations

Most notably, the Application Site is shown as being influenced by the mapped Flood Hazard and Bushfire Overlays. Detailed assessment against the applicable Overlay Codes has not been provided within the Application Materials.

In particular, the Application Site is shown as being within the Extreme Flood Hazard area however no information is provided as to how the proposed development, including property and people will be protected; except for a poorly elaborated point that in the event of weather, the Taxi's won't return to the Application Site. This shows that the Application Site is not suitable for the proposed development noting that it cannot be accessed when weather occurs.

No information has been provided to confirm how the proposed development will be managed in the event of a Bushfire. Given the extent of vegetation surrounding the Application Site, this is of pivotal concern and requires further consideration to manage potential risk to the local area.

Overall Suitability of the Proposed Development on the Application Site

As demonstrated above, the proposed development is not suitable for the Application Site given that it is for an Industrial type of development in a residential area.

The most efficient and suitable location for a development of this nature is land zoned as being within an Industrial area. As noted within the Planning Scheme, a Transport Depot within a mapped Industrial area is generally self-assessable; a

testament to the fact that the applicable risks and impacts on amenity are already accepted because of the generally industrial nature of the site.

We consider that the Applicant should look to source land in an alternative location, particularly, the Mareeba Industrial Park located to the west.

Conclusion


In summary, we reiterate our objection to the proposed development. The proposed development, if approved, will result in a poor land use outcome which is highly inconsistent with the Application Site Zoning and more broadly, the Strategic Framework within the Planning Scheme.

Insufficient information has been provided by the Applicant with key strategic assessment matters completely missed by the Applicant. The quality of the information provided is questionable and creates ambiguity as to what is proposed and the scale of which the activity will occur. The ambiguity is multiplied by the lack of suitable Proposal Plans.

In the event this land use is approved, and continues (noting that it is presently undertaken on site without approval on our understanding) there will be an ongoing and significant detrimental impact to our quality of life, amenity (light, noise, smell) and capacity to utilise our property for residential purposes in a conventional manner.

We urge Council to refuse this Application and maintain the value of the local area for residential development, consistent with the intent and purpose of the Emerging Community Zone and the Mareeba Local Plan.

Kind regards,


.....
Brian Fraser

Lot 9, Sunrise Close
MAREEBA QLD 4880

From: "Emma Clark" <emmalyn.clark@hotmail.com>
Sent: Sun, 12 Dec 2021 21:45:06 +1000
To: "Info (Shared)" <info@msc.qld.gov.au>
Subject: Objection
Attachments: Objection - Emmalyn Kraushaar.pdf

Att Brian Millard,
Please find attached a copy of my objection against A. DiMaggio's Material Change of Use application.
I will drop a hard copy off to MSC Chambers on Monday.
Regards,
Emmalyn Kraushaar

1

12 December 2021

Mr Brian Millard
Senior Planner
Mareeba Shire Council
65 Rankin Street
MAREEBA QLD 4880

Via Email: info@msc.qld.gov.au
Via Hand Delivery to MSC Chambers, Mareeba

Dear Brian,

Public Notification Submission – Objection to proposed development at Lot 8, Sunrise Close Mareeba (Material Change of Use for Transport Depot).

My husband and I are the owners of Lot 4 Dawson Road, Mareeba which is located across the road from Lot 8, Sunrise Close, Mareeba. We have recently been made aware of an Application for a Taxi Depot (Material Change of Use for Transport Depot) at Lot 8, (the Application Site).

I strenuously and unreservedly object to the proposed development.

In making this objection, I submit to Council that, in my view, the Planning Application has not appropriately addressed the applicable Town Planning considerations, particularly with reference to suitability of the proposed development, the applicable zoning of the Application Site, impacts on amenity and quality of information provided (and valid avenues for assessment / conditioning).

We purchased Lot 4 Dawson Road, Mareeba in April 2016, and have lived here since June 2017.

The underlying development in the immediate area is residential housing and this was a key characteristic for us in making the decision to purchase this site.

Activities undertaken by the Applicant on land adjoining us, and on the site the subject of the Application, have been having a significant and detrimental impact on our ability to quietly enjoy our property for some time.

I have significant and ongoing concerns regarding the impact the proposed use will have on our ongoing enjoyment and use of our property, as outlined in further detail below.

Lighting:

The flood lights that the Applicant has on his shed provide quite a lot of light pollution to the area. These lights easily light up our house to the point of me being able to move around the house and respond to my child during the night without turning on any internal lights.

The headlights from the taxis and personal vehicles coming in and out during the night also light up all of our bedroom windows each time they exit the property.

I have significant concerns regarding the impact of lighting from the proposed use on our dwelling home; the lighting presently creates a significant and ongoing detrimental impact to the amenity of our home.

Hours of operation:

Even though the Applicant states in his application that the taxis will run from 4:30am-9:00am and 4:30pm-9:00pm, so far, this has not been the case. The taxis have been running from Lot 8 Sunrise Close for more than a year now and during this time, they come and go multiple times during the day and night. It's not unusual for the taxis (and driver's personal cars) to be entering and exiting the block any time during the night - though most commonly at around 10pm and 2am.

The operation of a business of this scale from our area, which is primarily residential / rural residential in character, is of concern. The scale of the business is such that it is not a "home based business", office or similar. It is not even a truck parking at a drivers home. This business involves significant vehicular movements, and movement of people generally to and from the site, at all hours.

This is not a use that is consistent with a residential or rural residential area.

Noise:

It is not uncommon to hear a myriad of mechanical noises coming from the taxis as they drive down Dawson Road and around the corner into Sunrise Close. Squealing brakes are often heard, as well as squealing and grinding from damaged belts and bearings.

The radio noise is another concern. The drivers will often have the radios turned up to the point of us clearly being able to hear their conversations and calls. We have been woken by the drivers having conversations as they swap shifts or are driving up the road.

Regarding the claim the Applicant makes in his application about the cleaners arriving on Sunday mornings from 8:00am – previously they've arrived no later than 7:00am and have begun work immediately. The combined noise of the cleaning, moving of taxis, chatter between workers, as well as the coming and goings of taxis for shift changes, results in an unacceptable level of noise at an early hour on a Sunday morning.

The Applicant has been doing a large amount of development to both Lot 7 and Lot 8 Sunrise Close. This includes, but is not limited to dumping tons of gravel and rock to fill in the gully, building fencing, and knocking down trees. During these times of development, he has used heavy machinery and has made no effort to negate the effects on the neighbourhood. These works have resulted in clouds of dust, a large amount of noise, and general disruptions to quiet of the neighbourhood. Council will be able to refer to several complaints made by myself regarding the dust problem in particular for further information.

I have significant and ongoing concerns regarding the impact of noise from this development on our ability to peacefully enjoy our home.

Discussions with the neighbours:

In his application, the Applicant states that 'Discussions were undertaken with the adjoining and adjacent neighbours prior to purchasing the property advising the owners on either boundary of the property of the intentions of the use and they are fine with having the taxi's next door. The neighbour directly across the road also does not have an issue with the taxi's as long as the drivers drive at a speed of no faster than 40km/h down Sunrise Close'.

In this statement, it is reasonable to assume that we are the neighbours directly across the road. At no point (before or after the purchase of Lot 8 Sunrise Cl) did the Applicant, or anyone associated with the Taxi business, approach myself or my husband and discuss the possibility of running a Taxi Depot from the block. In fact, we weren't even aware of the possibility until taxis had already begun operating from the block.

Road conditions:

Blacks Road, Dawson Road, and Sunrise Close are not suitable for the increased amount of traffic that would occur as a result of the Taxi Depot being approved. Blacks Road and Dawson Road are both single lane roads. Both edges of Blacks Road and one edge of Dawson Road are dirt and unsealed.

As a result if these conditions, cars are required to pull off the road when passing each other. Being that the taxi drivers and the Applicant often don't drive to the road conditions, or stick to the speed limit, this is quite dangerous for the residents of the area. I have also had taxis overtake me while I'm doing 60km/hr down Blacks Road. The road doesn't allow room for over taking and as a result, I had to pull off the road and my car got showered in dirt and rock.

Also, I used to often walk with my son and our two dogs down Blacks Road and Dawson Road. However, with the taxi drivers and the Applicant in his personal car driving at unsafe speeds combined with the quality of the roads, I feel that this is no longer a safe option as there is nowhere for me to safely get myself, the dogs, and a pram off the road and out of the way of the taxis.

I have found that this is only an issue with the taxis and the Applicant himself, as local residents are familiar with the road and are cautious and considerate of other road users.

I have significant and ongoing concerns regarding the ability of the local road network to accommodate the use at the scale proposed. I have significant and ongoing concerns regarding the use being undertaken in an area not serviced by roads capable of safely accommodating through movements of vehicles to and from the site safely.

Privacy and amenity:

In his application, the Applicant states that he will use landscaping and vegetation to improve the amenity of the Taxi Depot and to provide privacy. However, being that our home is built to the new flood height standard, our veranda is almost 2m off the ground and we have nearly a full view of Lot 8 Sunrise Close. Even if the Applicant was to plant trees as part of a privacy hedge or something similar, it would take years before they would be tall and large enough to create a reasonable screen.

Being that our home is up this high, we can see most of Lot 8 Sunrise CI from our kitchen and veranda. The state of the block is appalling and in no way reflects the standard of the neighbourhood. The style of fencing that the Applicant has used along the sides of the property is well below the standard of the neighbourhood. These fences are constructed of rusted, reclaimed iron. The panels are old, falling apart and most of them have been painted a vile pink colour that can clearly be seen from our home. Other fences in the neighbourhood are made of either timber paling, or chainmesh and are kept in good repair.

The other properties in the neighbourhood are owner occupied and the yards are maintained regularly and presented well. However, being that no one lives at Lot 8 Sunrise CI, and it is used mainly for business, maintenance does not occur regularly. This results in unmowed grass and weeds, which leads to a run-down look. The state of the property and the items stored there are also well below the neighbourhood standard. Not only is this an amenity issue, but also a safety issue in the event of storm / cyclone in our area.

Regarding privacy, there is a concern for our child and our lifestyle. While the taxis were running, there was a fairly continuous stream of traffic and people entering and exiting Lot 8 Sunrise Close. There are the drivers (who seem to change often), their families as they collect the drivers, the Applicant and family etc.

This neighbourhood, until now, has been family friendly and there are plenty of children around. The children used to play in the street on their bikes and with a cricket set. The children were also able to run around on their own property without concern. However, with the greatly increased traffic, and unsafe driving exhibited by both the taxi drivers and the Applicant himself, it is no longer safe for the children to be outside of their fenced yards. I am also no longer comfortable allowing my small child to play outside without close supervision, as there are continually new and unknown faces in the street.

The Development as Proposed and Application Material Shortcomings

From the information provided within the Application Material, it is unclear what the Applicant proposes to do on the Application Site and the scale to which this use will occur at.

The Application Material states that a maximum of two (2) taxis will be stored at the Application Site at any time however this is contradicted by information that on Sunday's, all five (5) taxis will be stored on the Application Site, and which will undergo internal cleaning, and which is further contradicted by information that seven (7) taxis will be stored on the Application Site as per the proposed development description.

To this point, over the past several months, I have noted that there are generally three (3) taxis stored at the Application Site.

It is unclear within the Application Material if the Applicant intends to construct an additional Shed (noting that this appears to be the likely scenario) or simply use the existing Shed. The Proposal Plans provided lack sufficient detail to permit a genuine understanding of the use proposed to be provided to neighbours, residents in the area or the broader public.

More detailed proposal plans showing the proposed development, clearly articulating the applicable built form and other relevant matters such as dimensions, landscaping, and the like must be provided by the Applicant.

Reference to the taxi's being cleaned on site is included within Application material, however it is unknown if this is limited to internal cleaning only, or if the Applicant intends to undertake external cleaning of the taxis on the Application Site. If the latter will occur, this will result in additional matters that need to be considered (e.g. stormwater contamination, additional noise sources).

The Application Material notes that in the event of weather resulting in flooding, the Taxis will be stored at an off-site location; no details as to where the off-site storage is proposed are provided, nor any information as to why the alternate site cannot be used in lieu of the proposed site, assuming it may be more appropriately located and / or zoned.

The Application Material notes that the Applicant has discussed the proposed development with the surrounding community and that there is overarching support for the proposed development. To date, we have not had any discussions within the Applicant and confirm that we unreservedly object to the Application.

The Application, being Impact Assessable, requires a detailed consideration of the Strategic Objectives within the Strategic Framework detailed in Part 3 of the Planning Scheme. This Assessment has not been completed by the Applicant.

The Application Site is within the Mareeba Local Plan which requires a detailed consideration of the assessment benchmarks within the Local Plan Code. This Assessment has not been completed by the Applicant.

Applicable Zoning and Local Plan Considerations

Pursuant to the Planning Scheme, the Application Site is located within the mapped Emerging Community Zone and is within Zone G (Northern Expansion) of the Mareeba Local Plan.

The Planning Scheme notes that the purpose of the Emerging Community Zone is to identify and protect suitable land for future urban development. Urban development is generally, and regularly preferentially considered as development for residential purposes. This is further justified within the Purpose Statements within the Zone Code which notes that non-residential development be only supported where it directly supports the day to day needs of the immediate residential community or the precinct is identified for non-residential uses.

Firstly, the immediate residential community does not have a day to day need for a Taxi Storage Depot to be located within the existing residential area. Secondly, pursuant to the Local Plan mapping, Zone G is not identified as being a suitable location for non-residential land uses. At its highest level, neither the Zone Code nor the Local Plan Code support the proposed development on the Application Site. This is further reinforced by the Application being Impact Assessable which indicates a substantial divergence between the proposed development and the applicable zoning of the Application Site.

In consideration of the Zone Code requirements, particular attention is drawn to PO9 of the Zone Code which seeks to ensure that development does not detract from the amenity of the local area having regard to several elements including, among many, noise, hours of operation, and lighting. The Application Material states that the proposed development will not impact on the amenity of the local area however provides no detailed assessment or justification to confirm how this conclusion is reached.

It remains unclear how the Applicant can justify that the proposed development will have no impact on local amenity when the most intensive use of the Application Site will occur at 4.30am which is well outside of what would be considered normal or acceptable timing for an activity within a predominately residential area. The proposed driver change-over is likely to generate substantial noises from vehicles entering / existing the site, drivers discussing between each other and drivers handing over vehicles. Furthermore, it is considered that lighting will be needed to create a safe site for staff, which will further impact on the amenity of the area.

The Application Material has not included any information to confirm what, if any, upgrades to the access crossover will be undertaken. The current crossover comprises a dirt finish which creates a substantial dust issue, particularly when the number of vehicle movements is increased as is the case with the proposed development.

Applicable Overlay Code Considerations

Most notably, the Application Site is shown as being influenced by the mapped Flood Hazard and Bushfire Overlays. Detailed assessment against the applicable Overlay Codes has not been provided within the Application Materials.

In particular, the Application Site is shown as being within the Extreme Flood Hazard area however no information is provided as to how the proposed development, including property and people will be protected; except for a poorly elaborated point that in the event of weather, the Taxi's won't return to the Application Site. This shows

that the Application Site is not suitable for the proposed development noting that it cannot be accessed when weather occurs.

No information has been provided to confirm how the proposed development will be managed in the event of a Bushfire. Given the extent of vegetation surrounding the Application Site, this is of pivotal concern and requires further consideration to manage potential risk to the local area.

Overall Suitability of the Proposed Development on the Application Site

As demonstrated above, the proposed development is not suitable for the Application Site given that it is for an Industrial type of development in a residential area.

The most efficient and suitable location for a development of this nature is land zoned as being within an Industrial area. As noted within the Planning Scheme, a Transport Depot within a mapped Industrial area is generally self-assessable; a testament to the fact that the applicable risks and impacts on amenity are already accepted because of the generally industrial nature of the site.

I consider that the Applicant should look to source land in an alternative location, particularly, the Mareeba Industrial Park located to the west.

Conclusion

In summary, I reiterate my objection to the proposed development. The proposed development, if approved, will result in a poor land use outcome which is highly inconsistent with the Application Site Zoning and more broadly, the Strategic Framework within the Planning Scheme.

Insufficient information has been provided by the Applicant with key strategic assessment matters completely missed by the Applicant. The quality of the information provided is questionable and creates ambiguity as to what is proposed and the scale of which the activity will occur. The ambiguity is multiplied by the lack of suitable Proposal Plans.

In the event this land use is approved, and continues (noting that it is presently undertaken on site without approval on our understanding) there will be an ongoing and significant detrimental impact to our quality of life, amenity (light, noise, smell) and capacity to utilise our property for residential purposes in a conventional manner.

We urge Council to refuse this Application and maintain the value of the local area for residential development, consistent with the intent and purpose of the Emerging Community Zone and the Mareeba Local Plan.

Kind regards,



.....
 Emmalyn Kraushaar
 Lot 4 Dawson Road, Mareeba
 P.O. Box 2271, Mareeba; emmalyn.clark@hotmail.com
 12/12/2021

From: "Glen Kraushaar" <glen.kraushaar@gmail.com>
Sent: Sun, 12 Dec 2021 21:41:48 +1000
To: "Info (Shared)" <info@msc.qld.gov.au>
Subject: Fwd: Objection
Attachments: Objection - Glen Kraushaar.pdf

Att Brian Millard,

Please find attached a copy of my objection against A. DiMaggio's Material Change of Use application.

I will drop a hard copy off to MSC Chambers on Monday.

Regards,
Glen Kraushaar

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12 December 2021

Mr Brian Millard
Senior Planner
Mareeba Shire Council
65 Rankin Street
MAREEBA QLD 4880

Via Email: info@msc.qld.gov.au
Via Hand Delivery to MSC Chambers, Mareeba

Dear Brian,

Public Notification Submission – Objection to proposed development at Lot 8, Sunrise Close Mareeba (Material Change of Use for Transport Depot).

My wife and I are the owners of Lot 4 Dawson Road, Mareeba which is located across the road from Lot 8, Sunrise Close, Mareeba. We have recently been made aware of an Application for a Taxi Depot (Material Change of Use for Transport Depot) at Lot 8 (the Application Site).

I strenuously and unreservedly object to the proposed development.

In making this objection, I submit to Council that, in my view, the Planning Application has not appropriately addressed the applicable Town Planning considerations, particularly with reference to suitability of the proposed development, the applicable zoning of the Application Site, impacts on amenity and quality of information provided (and valid avenues for assessment / conditioning).

We purchased Lot 4 Dawson Road, Mareeba 5.5 years ago, and have lived here since June 2017.

The underlying development in the immediate area is residential housing and this was a key characteristic informing our decision to purchase the property.

Activities undertaken by the Applicant on land adjoining us, and on the site the subject of the Application, have been having a significant and detrimental impact on our ability to quietly enjoy our property for some time.

I have significant concerns regarding the nature and scale of development as proposed, and provide additional information regarding the grounds for this concern, and my objection, below.

Lighting:

The flood lights that the proponent has on in his shed currently provide quite a lot of light pollution to the area. These lights easily light up our house and even once all lights on our property are turned off, we are able to easily move around the house.

The headlights from the taxis and personal vehicle coming in and out during the night also light up the entirety of the eastern side of our house, which includes our bedroom windows.

It is not clear from the Application material that whether the proponent intends to shield or install alternate lighting to reduce or remove the impact presently felt.

We have significant concerns regarding the impact of lighting on the amenity of our property, in light of the current and proposed ongoing uses proposed.

Hours of operation:

The proponent states in his application that the taxis will run from 4:30am-9:00am and 4:30pm-9:00pm. However, during the time that the taxis have been running from Lot 8 Sunrise Cl, the taxis (and personal vehicles) have been arriving and departing from the property multiple times throughout both the day and night. This has the most impact on our amenity during the night and early morning. Taxis can come and go any time from 10:00pm to 5:00am. Each time a taxi or personal vehicle leaves the property, their headlights light up our bedroom windows and on multiple occasions have woken up one or all of us up.

I have significant concerns regarding impacts from the use proposed, at the scale proposed, on my ability to quietly enjoy my property with a suitable level of amenity.

Noise:

Being that the taxis seem to be continually in a state of poor repair, there is often mechanical noises as they drive down the road. This includes, but is not limited to squealing brakes, worn out bearings, damaged/faulty belts, and general squeaking and grinding of panels and hinges.

The drivers also tend to have their radios turned up quite loud. When the radios are in use, we can clearly hear the conversations when the taxis are both on the road and parked on Lot 8 Sunrise Cl. This use of the radios is not limited to daylight hours, and on several occasions, I have woken up to a driver holding a conversation on the radio as they drive down the road in the early hours of the morning.

In his application, the proponent states that cleaners will be attending Lot 8 Sunrise Cl to clean the taxis on a Sunday morning from 8:00am. However, in the past, the cleaners always arrive at 7:00am or before and begin cleaning at this time. While the cleaning is occurring, the cleaners will sometimes have music playing, be chatting amongst themselves and the drivers and will be using a vacuum. Being that this area is effectively used for rural residential purposes in the main, this level of noise is unacceptable for such an early hour on a Sunday morning.

I have significant and ongoing concerns regarding the impact from noise on my property that will occur as a result of the proposed activity.

Discussions with the neighbours:

In his application, the proponent states that 'Discussions were undertaken with the adjoining and adjacent neighbours prior to purchasing the property advising the owners on either boundary of the property of the intentions of the use and they are

fine with having the taxi's next door. The neighbour directly across the road also does not have an issue with the taxi's as long as the drivers drive at a speed of no faster than 40km/h down Sunrise Close".

In this statement, it is reasonable to assume that we are the neighbours directly across the road. At no point (before or after the purchase of Lot 8 Sunrise Cl) did the proponent, or anyone associated with the Taxi business, approach myself or my wife and discuss the possibility of running a Taxi Depot from the block.

Road conditions:

Blacks Road, Dawson Road, and Sunrise Close are not suitable for the increased amount of traffic that would occur as a result of the Taxi Depot being approved. Blacks Road and Dawson Road are both single lane roads. Both edges of Blacks Road and one edge of Dawson Road are dirt and unsealed.

Also, in the 4.5 years that we have lived here, maintenance on Blacks Road has only occurred twice. There is currently quite a large pothole on the corner of Blacks and Dawson Roads that has been getting progressively larger and deeper since the taxis have been running from Lot 8 Sunrise Cl. No maintenance has been done on this at all.

As a result, cars have to pull off the road when passing each other. Being that the taxi drivers and the proponent, in our experience, often don't drive to the road conditions, or stick to the speed limit, this is quite dangerous for the residents of the area.

I have significant and ongoing concerns regarding the road networks' capacity, in this locality, to accommodate the use as proposed.

Privacy:

In his application, the proponent states that he will use landscaping and vegetation to improve the amenity of the Taxi Depot and to provide privacy. However, being that our home is built to the new flood height standard, our veranda is almost 2m off the ground. While we have planted trees along our fence line, it will be years before they are tall and large enough to create a barrier between our property and Lot 8 Sunrise Cl.

Being that our home is up this high, we can see most of Lot 8 Sunrise Cl from our kitchen and veranda. The state of the block is appalling and in no way reflects the standard of the neighbourhood. The style of fencing that A. DiMaggio has used along the sides of the property is well below the standard of the neighbourhood. These fences are constructed of rusted, reclaimed iron. The panels are old, falling apart and most of them have been painted a vile pink colour that can clearly be seen from our home. Other fences in the neighbourhood are made of either timber paling, or chainmesh and are kept in good repair.

I have significant and ongoing concerns regarding the nature of the use, and the impact this use will have on my privacy and amenity.

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Safety:

On occasions I am required to go away for work. While I'm gone, I often am out of mobile reception and am uncontactable. Since the taxis have been operating from Lot 8 Sunrise Close in mid 2020, I have had concerns regarding the safety of my wife and child.

There seems to regularly be new employees, employee's families, and many other visitors coming in and out of the neighbourhood. We bought the block in this area because it was known to be a quiet family friendly neighbourhood, where everyone knows each other. Whilst we have installed a security system, I still feel uneasy having so many unknown people coming and going. Should the proponents' application be approved, the number of employees will increase, therefore bringing more unknown people into our neighbourhood.

I have significant and ongoing concerns regarding the impact the use proposed will have on the safety, security and amenity of my home.

The Development as Proposed and Application Material Shortcomings

From the information provided within the Application Material, it is unclear what the proponent proposes to do on the Application Site and the scale to which this use will occur at.

The Application Material states that a maximum of two (2) taxis will be stored at the Application Site at any time however this is contradicted by information that on Sunday's, all five (5) taxis will be stored on the Application Site, and which will undergo internal cleaning, and which is further contradicted by information that seven (7) taxis will be stored on the Application Site as per the proposed development description.

To this point, over the past several months, I have noted that there are generally three (3) taxis stored at the Application Site.

It is unclear within the Application Material if the proponent intends to construct an additional Shed (noting that this appears to be the likely scenario) or simply use the existing Shed. The Proposal Plans provided lack sufficient detail to permit a genuine understanding of the use proposed to be provided to neighbours, residents in the area or the broader public.

More detailed proposal plans showing the proposed development, clearly articulating the applicable built form and other relevant matters such as dimensions, landscaping, and the like must be provided by the proponent.

Reference to the taxi's being cleaned on site is included within Application material, however it is unknown if this is limited to internal cleaning only, or if the proponent intends to undertake external cleaning of the taxis on the Application Site. If the latter will occur, this will result in additional matters that need to be considered (e.g. stormwater contamination, additional noise sources).

The Application Material notes that in the event of weather resulting in flooding, the Taxis will be stored at an off-site location; no details as to where the off-site storage is proposed are provided, nor any information as to why the alternate site cannot be used in lieu of the proposed site, assuming it may be more appropriately located and / or zoned.

The Application Material notes that the proponent has discussed the proposed development with the surrounding community and that there is overarching support for the proposed development. To date, we have not had any discussions within the Applicant and confirm that we unreservedly object to the Application. We provide additional detail on this point earlier in this Objection.

The Application, being Impact Assessable, requires a detailed consideration of the Strategic Objectives within the Strategic Framework detailed in Part 3 of the Planning Scheme. This Assessment has not been completed by the proponent.

The Application Site is within the Mareeba Local Plan which requires a detailed consideration of the assessment benchmarks within the Local Plan Code. This Assessment has not been completed by the proponent.

Applicable Zoning and Local Plan Considerations

Pursuant to the Planning Scheme, the Application Site is located within the mapped Emerging Community Zone and is within Zone G (Northern Expansion) of the Mareeba Local Plan.

The Planning Scheme notes that the purpose of the Emerging Community Zone is to identify and protect suitable land for future urban development. Urban development is generally, and regularly preferentially considered as development for residential purposes. This is further justified within the Purpose Statements within the Zone Code which notes that non-residential development be only supported where it directly supports the day to day needs of the immediate residential community or the precinct is identified for non-residential uses.

Firstly, the immediate residential community does not have a day to day need for a Taxi Storage Depot to be located within the existing residential area. Secondly, pursuant to the Local Plan mapping, Zone G is not identified as being a suitable location for non-residential land uses. At its highest level, neither the Zone Code nor the Local Plan Code support the proposed development on the Application Site. This is further reinforced by the Application being Impact Assessable which indicates a substantial divergence between the proposed development and the applicable zoning of the Application Site.

In consideration of the Zone Code requirements, particular attention is drawn to PO9 of the Zone Code which seeks to ensure that development does not detract from the amenity of the local area having regard to several elements including, among many, noise, hours of operation, and lighting. The Application Material states that the proposed development will not impact on the amenity of the local area however provides no detailed assessment or justification to confirm how this conclusion is reached.

It remains unclear how the proponent can justify that the proposed development will have no impact on local amenity when the most intensive use of the Application Site will occur at 4.30am which is well outside of what would be considered normal or acceptable timing for an activity within a predominately residential area. The proposed driver change-over is likely to generate substantial noises from vehicles entering / existing the site, drivers discussing between each other and drivers handing over vehicles. Furthermore, it is considered that lighting will be needed to create a safe site for staff, which will further impact on the amenity of the area.

The Application Material has not included any information to confirm what, if any, upgrades to the access crossover will be undertaken. The current crossover comprises a dirt finish which creates a substantial dust issue, particularly when the number of vehicle movements is increased as is the case with the proposed development.

Applicable Overlay Code Considerations

Most notably, the Application Site is shown as being influenced by the mapped Flood Hazard and Bushfire Overlays. Detailed assessment against the applicable Overlay Codes has not been provided within the Application Materials.

In particular, the Application Site is shown as being within the Extreme Flood Hazard area however no information is provided as to how the proposed development, including property and people will be protected; except for a poorly elaborated point that in the event of weather, the Taxi's won't return to the Application Site. This shows that the Application Site is not suitable for the proposed development noting that it cannot be accessed when weather occurs.

No information has been provided to confirm how the proposed development will be managed in the event of a Bushfire. Given the extent of vegetation surrounding the Application Site, this is of pivotal concern and requires further consideration to manage potential risk to the local area.

Overall Suitability of the Proposed Development on the Application Site

As demonstrated above, the proposed development is not suitable for the Application Site given that it is for an Industrial type of development in a residential area.

The most efficient and suitable location for a development of this nature is land zoned as being within an Industrial area. As noted within the Planning Scheme, a Transport Depot within a mapped Industrial area is generally self-assessable; a testament to the fact that the applicable risks and impacts on amenity are already accepted because of the generally industrial nature of the site.

We consider that the proponent should look to source land in an alternative location, particularly, the Mareeba Industrial Park located to the west.

Conclusion

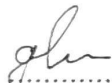
In summary, we reiterate our objection to the proposed development. The proposed development, if approved, will result in a poor land use outcome which is highly inconsistent with the Application Site Zoning and more broadly, the Strategic Framework within the Planning Scheme.

Insufficient information has been provided by the proponent with key strategic assessment matters completely missed by the Applicant. The quality of the information provided is questionable and creates ambiguity as to what is proposed and the scale of which the activity will occur. The ambiguity is multiplied by the lack of suitable Proposal Plans.

In the event this land use is approved, and continues (noting that it is presently undertaken on site without approval on our understanding) there will be an ongoing and significant detrimental impact to our quality of life, amenity (light, noise, smell) and capacity to utilise our property for residential purposes in a conventional manner.

We urge Council to refuse this Application and maintain the value of the local area for residential development, consistent with the intent and purpose of the Emerging Community Zone and the Mareeba Local Plan.

Kind regards,



.....
Glen Kraushaar
Lot 4 Dawson Road, Mareeba
P.O. Box 2271 Mareeba; glen.kraushaar@gmail.com

12/12/2021

From: "Marie Beechey" <beecheymarie@gmail.com>
Sent: Sun, 12 Dec 2021 08:44:25 +1000
To: "Info (Shared)" <info@msc.qld.gov.au>
Subject: Marie Beechey Objection to the proposed development at Lot 8 Sunrise Close Mareeba
Attachments: Updated Objection Marie Beechey Final.docx

To all Council Members at Mareeba Shire Council

This is my objection to the proposed development at Lot 8 Sunrise Close Mareeba, I sincerely hope you decline this development. A hard copy will be delivered tomorrow morning which I intend to have signed by you to state that this has been delivered and recorded.

Marie Beechey
9 Sunrise Close
Mareeba
QLD 4880

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12th December 2021

Mr Brian Millard
Senior Planner
Mareeba Shire Council
65 Rankin Street
MAREEBA QLD 4880

Via Email: info@msc.qld.gov.au
Via Hand Delivery to MSC Chambers, Mareeba

Dear Brian,

Public Notification Submission – Objection to proposed development at Lot 8, Sunrise Close Mareeba (Material Change of Use for Transport Depot).

My husband and I are the owners of 9 Sunrise Close, Mareeba which is near Lot 8, Sunrise Close, Mareeba. We have recently been made aware of an Application for a Taxi Depot (Material Change of Use for Transport Depot) at Lot 8, (the Application Site).

I strenuously and unreservedly object to the proposed development.

In making this objection, I submit to Council that, in my view, the Planning Application has not appropriately addressed the applicable Town Planning considerations, particularly with reference to suitability of the proposed development, the applicable zoning of the Application Site, impacts on amenity and quality of information provided (and valid avenues for assessment / conditioning).

My husband purchased 9 Sunrise Close, Mareeba approximately 16 years ago, and we have lived here since that time.

The underlying development in the immediate area is residential housing and this was a key characteristic for us when we purchased this site.

I am employed as a Clinical Nurse at Cairns and Hinterland Hospital and Health Service Hospital where I work a variety of alternating shifts.

Activities undertaken by the Applicant on land adjoining us, and on the site the subject of the Application, have been having a significant and detrimental impact on our ability to quietly enjoy our property for some time.

Context

I am a shift worker and I have great concerns about this proposed application, which is understood to be made to regularise uses undertaken on the site, without required approvals.

At no time has the proponent approached me and asked what my thoughts were on him having this business running from 8 Sunrise Close as stated in application material; I wish to ensure these statements are corrected in the Application material before Council for a decision.

Site Considerations and Concerns

The land the subject of the Application, and the adjoining land also being used for Transport Depot purposes presently, contain no amenities or facilities for drivers or those on the site. This has resulted in many instances of parties relieving themselves on the premises to the detriment of adjoining and nearby residents.

Existing Use on Subject Site and Adjoining Property

A Taxi Depot has effectively been operating from the site the subject of the Application, and the adjacent land, for close to (2) years.

It is understood that the operation commenced on site because of the proponent being advised to relocate from premises previously used for storage, service, and the like, in several locations in the Mareeba Township.

It is noted that, in our opinion having observed uses on the site and adjoining property for the last few years, that the shed constructed on the property is being utilised in association with the Taxi Depot and maintenance of other vehicles – not just taxis. Activities undertaken in the shed are not limited to changing flat tyres and greasing of vehicles, as is stated in application material. In our experience, activities frequently involve use of noisy machinery at all hours of the day and night.

The operations on site: previous and continuing, despite no approval being in place on our understanding – result in unacceptable impacts on our amenity and ability to quietly enjoy our dwelling.

Specifically:

- Taxis arriving and departing at all hour's beep horns to acknowledge each other, have radios up at unacceptable levels, and have loud conversations on both properties presently being used for these purposes.
- Taxis speed down the street, and frequently cause safety issues by driving on the wrong side of the road, with complete disregard for other road users.
- Lighting from the site is unacceptable, leading me to require installation of timber across my bedroom window to permit me to sleep at night. This is unacceptable and not an expected situation for a dwelling in a residential area.

It is also noted the site is not well maintained; there are piles of rubbish and gear littered across the site the subject of the current Application, and the adjoining property.

The lack of maintenance and piling of material represents a risk of increased vermin being present in the area generally.

Presently operations on site appear to be from 4.30am until late in the evening; cleaners for taxis presently arrive at or prior to 7am, not 8am as stated in Application material.

Vacuums cleaning taxis operate from early in the morning, and this noise coupled with noise of talking cleaners creates a significant noise in an otherwise quiet residential area.

We also note with concern the poor standard of fencing for the land the subject of the application, and adjoining land, and reconfirm prior concerns raised with Council regarding the potential impact of this poor fencing on our property, in the event of a Cyclone or other storm event.

Prior complaints - Lighting

I have placed complaints with Mareeba Shire Council regarding lighting and the impact on our dwelling house.

On 14 April 2021 a complaint was investigated, but in my view, the complaint was not taken seriously. The impact of the lighting internally in our house was not checked, and the Officer investigating did not have the required equipment to check the lighting emission levels.

On 21 April 2021, I received correspondence from Council saying that after investigation there was no issue with lighting on site. This letter was sent after Officers (whilst on site) called the proponent and requested lighting be change/reduced / redirected.

Since receipt of the letter, the proponent has returned lighting to the same level it was prior, and that lighting appears to have been turned on and in place all day, every day, since this time.

(MSC Reference: CRM21/03500 and CRM/21/03700)

Importantly I note the situation with lighting on the subject site has detrimentally impacted my health and wellbeing.

I have had to relocate my bedroom to another portion of the house, and had to install, as stated above, timber over the bedroom window. This affects the level of natural light available, air flow and ventilation significantly.

My inability to quietly enjoy my home is impacting my ability to work to the high level required of my profession.

I understand that Lighting installed on the subject site and adjoining property used also for Taxi Depot purposes should comply with the following standards:

Lighting where outdoor lighting is required the developer shall locate, design and install lighting which prevents the potential for light spillage to cause nuisance to neighbours and must be provided in accordance with Australian Standard 1158.1 – Lighting for Roads and Public Spaces. 4.6.2 Illumination resulting from direct, reflected, or other incidental light emanating from the subject land does not exceed 8 lux when measured at any point 1.5m outside the property boundary of the subject site. The lighting fixtures installed on site must meet appropriate lux levels as documented within Australian Standard 4282 – Control of the Obtrusive Effects of Outdoor Lighting.

I submit these standards are not being met, and that lighting from the site is currently creating nuisance for neighbours including myself. The fact that lighting is uncontrolled now causes me concern in terms of whether the proponent would comply with any reasonable conditioning regarding light spill and nuisance if an application is approved.

Security

We have had to install an updated security system to our property as the proponent and his family have been intimidating us and have attempted to enter our property without permission.

We have had to completely secure our property, effectively “locking” ourselves into the premises, which is a nuisance for us and for visitors arriving at our property.

We have complained and raised our security and personal concerns with the proponent with the Police and will continue to do so if required.

Intensity of the Use

As outlined above, the use currently undertaken on the site and land adjacent is having a material, significant and detrimental impact on the amenity of our property, and our ability to quietly enjoy our property.

The Application material indicates an intention to increase the number of vehicles stored on site.

We strenuously object and note the use undertaken currently, and proposed, is not of a scale consistent with the existing uses in this area, or with the broader planning intent for the area (as outlined below).

We do not believe approval for this use ought to be given; it is of a scale appropriate for an alternate location.

The Development as Proposed and Application Material Shortcomings

From the information provided within the Application Material, it is unclear what the Applicant proposes to do on the Application Site and the scale to which this use will occur at.

The Application Material states that a maximum of two (2) taxis will be stored at the Application Site at any time however this is contradicted by information that on Sunday's, all five (5) taxis will be stored on the Application Site, and which will undergo internal cleaning, and which is further contradicted by information that seven (7) taxis will be stored on the Application Site as per the proposed development description.

To this point, over the past several months, I have noted that there are generally three (3) taxis stored at the Application Site.

It is unclear within the Application Material if the Applicant intends to construct an additional Shed (noting that this appears to be the likely scenario) or simply use the existing Shed. The Proposal Plans provided lack sufficient detail to permit a genuine understanding of the use proposed to be provided to neighbours, residents in the area or the broader public.

Car parking is not presently formalised or provided on site, which is now, a significant dust issue for the residents in the area which occurs when vehicles enter, exit and / or are moved on site.

More detailed proposal plans showing the proposed development, clearly articulating the applicable built form and other relevant matters such as dimensions, landscaping, and the like must be provided by the Applicant.

Reference to the taxi's being cleaned on site is included within Application material, however it is unknown if this is limited to internal cleaning only, or if the Applicant intends to undertake external cleaning of the taxis on the Application Site. If the latter will occur, this will result in additional matters that need to be considered (e.g. stormwater contamination, additional noise sources).

We reiterate our concerns regarding hours of operation including hours during which cleaning will occur.

The Application Material notes that in the event of weather resulting in flooding, the Taxis will be stored at an off-site location; no details as to where the off-site storage is proposed are provided, nor any information as to why the alternate site cannot be used in lieu of the proposed site, assuming it may be more appropriately located and / or zoned.

The Application Material notes that the Applicant has discussed the proposed development with the surrounding community and that there is overarching support for the proposed development. To date, we have not had any discussions within the Applicant and confirm that we unreservedly object to the Application as we have outlined above.

The Application, being Impact Assessable, requires a detailed consideration of the Strategic Objectives within the Strategic Framework detailed in Part 3 of the Planning Scheme. This Assessment has not been completed by the Applicant.

The Application Site is within the Mareeba Local Plan which requires a detailed consideration of the assessment benchmarks within the Local Plan Code. This Assessment has not been completed by the Applicant.

Applicable Zoning and Local Plan Considerations

Pursuant to the Planning Scheme, the Application Site is located within the mapped Emerging Community Zone and is within Zone G (Northern Expansion) of the Mareeba Local Plan.

The Planning Scheme notes that the purpose of the Emerging Community Zone is to identify and protect suitable land for future urban development. Urban development is generally and regularly preferentially considered as development for residential purposes. This is further justified within the Purpose Statements within the Zone Code which notes that non-residential development be only supported where it directly supports the day to day needs of the immediate residential community or the precinct is identified for non-residential uses.

Firstly, the immediate residential community does not have a day to day need for a Taxi Storage Depot to be located within the existing residential area. Secondly, pursuant to the Local Plan mapping, Zone G is not identified as being a suitable location for non-residential land uses. At its highest level, neither the Zone Code nor the Local Plan Code supports the proposed development on the Application Site. This is further reinforced by the Application being Impact Assessable which indicates a substantial divergence between the proposed development and the applicable zoning of the Application Site.

In consideration of the Zone Code requirements, particular attention is drawn to PO9 of the Zone Code which seeks to ensure that development does not detract from the amenity of the local area having regard to several elements including, among many, noise, hours of operation, and lighting. The Application Material states that the proposed development will not impact on the amenity of the local area however B. Di Maggio has not provided any detailed assessment or justification to confirm how this conclusion is reached.

It remains unclear how the Applicant can justify that the proposed development will have no impact on local amenity when the most intensive use of the Application Site will occur at 4.30am which is well outside of what would be considered normal or acceptable timing for an activity within a predominately residential area. The proposed driver change-over is likely to generate substantial noises from vehicles entering/existing the site, drivers discussing between each other and drivers handing over vehicles. Furthermore, it is considered that lighting will be needed to create a safe site for staff, which will further impact on the amenity of the area.

The Application Material has not included any information to confirm what, if any, upgrades to the access crossover will be undertaken. The current crossover comprises a dirt finish which creates a substantial dust issue, particularly when the number of vehicle movements is increased as is the case with the proposed development.

Applicable Overlay Code Considerations

Most notably, the Application Site is shown as being influenced by the mapped Flood Hazard and Bushfire Overlays. Detailed assessment against the applicable Overlay Codes has not been provided within the Application Materials.

In particular, the Application Site is shown as being within the Extreme Flood Hazard area however no information is provided as to how the proposed development, including property and people will be protected; except for a poorly elaborated point that in the event of weather, the Taxi's won't return to the Application Site. This shows that the Application Site is not suitable for the proposed development noting that it cannot be accessed when weather occurs.

No information has been provided to confirm how the proposed development will be managed in the event of a Bushfire. Given the extent of vegetation surrounding the Application Site, this is of pivotal concern and requires further consideration to manage potential risk to the local area.

We also note with concern storage of potentially hazardous materials (currently largely uncontrolled on site) and the potential for these materials to dramatically increase the bushfire and fire risk more broadly.

Overall Suitability of the Proposed Development on the Application Site

As demonstrated above, the proposed development is not suitable for the Application Site given that it is for an Industrial type of development in a residential area.

The most efficient and suitable location for a development of this nature is land zoned as being within an Industrial area. As noted within the Planning Scheme, a Transport Depot within a mapped Industrial area is generally self-assessable; a testament to the fact that the applicable risks and impacts on amenity are already accepted because of the generally industrial nature of the site.

We consider that the Applicant should look to source land in an alternative location, particularly, the Mareeba Industrial Park located to the west.

Conclusion

In summary, we reiterate our objection to the proposed development. The proposed development, if approved, will result in a poor land use outcome which is highly inconsistent with the Application Site Zoning and more broadly, the Strategic Framework within the Planning Scheme.

Insufficient information has been provided by the Applicant with key strategic assessment matters completely missed by the Applicant. The quality of the information provided is questionable and creates ambiguity as to what is proposed and the scale of which the activity will occur. The ambiguity is multiplied by the lack of suitable Proposal Plans.

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In the event this land use is approved, and continues (noting that it is presently undertaken on site without approval on our understanding) there will be an ongoing and significant detrimental impact to our quality of life, amenity (light, noise, smell) and capacity to utilise our property for residential purposes in a conventional manner.

We urge Council to refuse this Application and maintain the value of the local area for residential development, consistent with the intent and purpose of the Emerging Community Zone and the Mareeba Local Plan.

Kind regards,

Marie Beechey
9 Sunrise Close
Post Office Box 2415
Mareeba
QLD 4880

From: "Marie Beechey" <beecheymarie@gmail.com>
Sent: Sun, 12 Dec 2021 07:21:44 +1000
To: "Info (Shared)" <info@msc.qld.gov.au>
Subject: Objection to proposed development at Lot 8 Sunrise Close Mareeba
Attachments: Patricia Fraser Lot 9 Sunrise Close.pdf

To all Council Members at Mareeba Shire Council

This is my objection to the proposed development at Lot 8 Sunrise Close Mareeba, I sincerely hope you decline this development. A hard copy will be delivered tomorrow morning which I intend to have signed by you to state that this has been delivered and recorded.

Patricia Fraser
Lot 9
Sunrise Close
Mareeba QLD 4880

12th December 2021

Mr Brian Millard
Senior Planner
Mareeba Shire Council
65 Rankin Street
MAREEBA QLD 4880

Via Email: info@msc.qld.gov.au
Via Hand Delivery to MSC Chambers, Mareeba

Dear Brian,

Public Notification Submission – Objection to proposed development at Lot 8, Sunrise Close Mareeba (Material Change of Use for Transport Depot).

My husband Brian and I are the owners of Lot 9 Dawson Road and am the direct neighbour of the Applicant to Lot 8, Sunrise Close, Mareeba. We have recently been made aware of an Application for a Taxi Depot (Material Change of Use for Transport Depot) at Lot 8 (the Application Site).

I strenuously and unreservedly object to the proposed development.

In making this objection, I submit to Council that, in my view, the Planning Application has not appropriately addressed the applicable Town Planning considerations, particularly with reference to suitability of the proposed development, the applicable zoning of the Application Site, impacts on amenity and quality of information provided (and valid avenues for assessment / conditioning).

We purchased Lot 9 Dawson Road, Mareeba approximately 15 years ago, and have lived here since that time.

The underlying development in the immediate area is residential housing and this was a key characteristic to why we purchased this site.

I am retired.

Activities undertaken by the Applicant on land adjoining us, and on the site the subject of the Application, have been having a significant and detrimental impact on our ability to quietly enjoy our property for some time.

Context

Since the Applicant purchased Lot 8, activities on that lot have greatly impacted our amenity and quiet enjoyment of our home.

Specifically:

- There are no facilities on the subject site, and visitors urinate and create amenity issues for ourselves and other neighbours;
- There are high numbers of vehicles attending the subject site, travelling on a road that is not constructed or fit for this purpose;
- We consistently suffer high levels of dust on our property as a result of vehicular movements to and on the site, with the site not being sealed. There is no indication in material provided the Applicant intends to seal or formalise the operations on site to a suitable degree, in my opinion;
- Lighting is a significant impact, affecting our ability to quietly enjoy our property and sleep as required.

I have significant concerns that if approved, the development proposed will continue to greatly impact our quality of life and amenity.

The area is a predominantly residential area.

The use is not complementary to or subservient to the residential nature of the area.

The use requires a large number of people to attend the site in association with business operations – drivers, cleaners, the owner.

Vehicle movements are at all hours, and greatly disturb the amenity and quiet characteristics of the area.

The Development as Proposed and Application Material Shortcomings

From the information provided within the Application Material, it is unclear what the Applicant proposes to do on the Application Site and the scale to which this use will occur at.

The Application Material states that a maximum of two (2) taxis will be stored at the Application Site at any time however this is contradicted by information that on Sunday's, all five (5) taxis will be stored on the Application Site, and which will undergo internal cleaning, and which is further contradicted by information that seven (7) taxis will be stored on the Application Site as per the proposed development description.

To this point, over the past several months, I have noted that there are generally three (3) taxis stored at the Application Site.

It is unclear within the Application Material if the Applicant intends to construct an additional Shed (noting that this appears to be the likely scenario) or simply use the existing Shed. The Proposal Plans provided lack sufficient detail to permit a genuine understanding of the use proposed to be provided to neighbours, residents in the area or the broader public.

More detailed proposal plans showing the proposed development, clearly articulating the applicable built form and other relevant matters such as dimensions, landscaping, and the like must be provided by the Applicant.

Reference to the taxi's being cleaned on site is included within Application material, however it is unknown if this is limited to internal cleaning only, or if the Applicant intends to undertake external cleaning of the taxis on the Application Site. If the latter will occur, this will result in additional matters that need to be considered (e.g. stormwater contamination, additional noise sources).

The Application Material notes that in the event of weather resulting in flooding, the Taxis will be stored at an off-site location; no details as to where the off-site storage is proposed are provided, nor any information as to why the alternate site cannot be used in lieu of the proposed site, assuming it may be more appropriately located and / or zoned.

The Application Material notes that the Applicant has discussed the proposed development with the surrounding community and that there is overarching support for the proposed development. To date, we have not had any discussions within the Applicant and confirm that we unreservedly object to the Application.

The Application, being Impact Assessable, requires a detailed consideration of the Strategic Objectives within the Strategic Framework detailed in Part 3 of the Planning Scheme. This Assessment has not been completed by the Applicant.

The Application Site is within the Mareeba Local Plan which requires a detailed consideration of the assessment benchmarks within the Local Plan Code. This Assessment has not been completed by the Applicant.

Applicable Zoning and Local Plan Considerations

Pursuant to the Planning Scheme, the Application Site is located within the mapped Emerging Community Zone and is within Zone G (Northern Expansion) of the Mareeba Local Plan.

The Planning Scheme notes that the purpose of the Emerging Community Zone is to identify and protect suitable land for future urban development. Urban development is generally, and regularly preferentially considered as development for residential purposes. This is further justified within the Purpose Statements within the Zone Code which notes that non-residential development be only supported where it directly supports the day to day needs of the immediate residential community or the precinct is identified for non-residential uses.

Firstly, the immediate residential community does not have a day to day need for a Taxi Storage Depot to be located within the existing residential area. Secondly, pursuant to the Local Plan mapping, Zone G is not identified as being a suitable location for non-residential land uses. At its highest level, neither the Zone Code nor the Local Plan Code support the proposed development on the Application Site. This is further reinforced by the Application being Impact Assessable which indicates a

substantial divergence between the proposed development and the applicable zoning of the Application Site.

In consideration of the Zone Code requirements, particular attention is drawn to PO9 of the Zone Code which seeks to ensure that development does not detract from the amenity of the local area having regard to several elements including, among many, noise, hours of operation, and lighting. The Application Material states that the proposed development will not impact on the amenity of the local area however provides no detailed assessment or justification to confirm how this conclusion is reached.

It remains unclear how the Applicant can justify that the proposed development will have no impact on local amenity when the most intensive use of the Application Site will occur at 4.30am which is well outside of what would be considered normal or acceptable timing for an activity within a predominately residential area. The proposed driver change-over is likely to generate substantial noises from vehicles entering / existing the site, drivers discussing between each other and drivers handing over vehicles. Furthermore, it is considered that lighting will be needed to create a safe site for staff, which will further impact on the amenity of the area.

The Application Material has not included any information to confirm what, if any, upgrades to the access crossover will be undertaken. The current crossover comprises a dirt finish which creates a substantial dust issue, particularly when the number of vehicle movements is increased as is the case with the proposed development.

Applicable Overlay Code Considerations

Most notably, the Application Site is shown as being influenced by the mapped Flood Hazard and Bushfire Overlays. Detailed assessment against the applicable Overlay Codes has not been provided within the Application Materials.

In particular, the Application Site is shown as being within the Extreme Flood Hazard area however no information is provided as to how the proposed development, including property and people will be protected; except for a poorly elaborated point that in the event of weather, the Taxi's won't return to the Application Site. This shows that the Application Site is not suitable for the proposed development noting that it cannot be accessed when weather occurs.

No information has been provided to confirm how the proposed development will be managed in the event of a Bushfire. Given the extent of vegetation surrounding the Application Site, this is of pivotal concern and requires further consideration to manage potential risk to the local area.

Overall Suitability of the Proposed Development on the Application Site

As demonstrated above, the proposed development is not suitable for the Application Site given that it is for an Industrial type of development in a residential area.

The most efficient and suitable location for a development of this nature is land zoned as being within an Industrial area. As noted within the Planning Scheme, a Transport Depot within a mapped Industrial area is generally self-assessable; a testament to the fact that the applicable risks and impacts on amenity are already accepted because of the generally industrial nature of the site.

We consider that the Applicant should look to source land in an alternative location, particularly, the Mareeba Industrial Park located to the west.

Conclusion

In summary, I reiterate my **strenuous objection** to the proposed development.

The proposed development, if approved, will result in a poor land use outcome which is highly inconsistent with the Application Site Zoning and more broadly, the Strategic Framework within the Planning Scheme.

Insufficient information has been provided by the Applicant with key strategic assessment matters completely missed by the Applicant. The quality of the information provided is questionable and creates ambiguity as to what is proposed and the scale of which the activity will occur. The ambiguity is multiplied by the lack of suitable Proposal Plans.

In the event this land use is approved, and continues (noting that it is presently undertaken on site without approval on our understanding) there will be an ongoing and significant detrimental impact to our quality of life, amenity (light, noise, smell) and capacity to utilise our property for residential purposes in a conventional manner.

I urge Council to refuse this Application and maintain the value of the local area for residential development, consistent with the intent and purpose of the Emerging Community Zone and the Mareeba Local Plan.

Kind regards



Patricia Fraser

Lot 9
Sunrise Close
MAREEBA QLD 4880

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13th December 2021

Mr Brian Millard
Senior Planner
Mareeba Shire Council
65 Rankin Street
MAREEBA QLD 4880

Via Email: info@msc.qld.gov.au
Via Hand Delivery to MSC Chambers, Mareeba



Dear Brian,

Public Notification Submission – Objection to proposed development at Lot 8, Sunrise Close Mareeba (Material Change of Use for Transport Depot).

Myself and my wife are the owners of Lot 6 Sunrise Close, Mareeba which is located in close proximity to Lot 8, Sunrise Close, and Mareeba. We have recently been made aware of an Application for a Taxi Depot (Material Change of Use for Transport Depot) at Lot 8 (the Application Site).

I am employed as a Correctional Custodial Officer at Lotus Glen Correction Centre and have been for the past 27 years where I work a variety of alternating shifts including night shifts.

I strenuously and unreservedly object to the proposed development. Grounds for my objection are provided below for the consideration of Council.

Context

My wife and I have been negatively impacted by the presently unlawful use of premises adjoining ours for Transport Depot purposes for approximately the past 22 months.

I have made my opposition to the land use in question clear to the Applicant, including when I directly advised him of this fact in April/ May 2020. During the conversation, I informed him that I was sick of being woken up by the lights, noise by taxis and other vehicles entering and leaving the property at all hours of the night and that I would be objecting to any development application that he put in.

The applicant was issued a Show Cause Notice by the Council on the 23rd July 2020. This show Cause notice was in accordance with section 163 of the planning Act 2016.

In this order the applicant was ordered to cease immediately and not to recommence until there was an effective development approval in place authorising the use of lot 8 Sunrise Close as a taxi depot.

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The applicant ignored this order and continued to operate the transport depot in defiance of the above mentioned Show Cause Notice. I understand that on 12 November 2021, the Applicant was found guilty of undertaking assessable development without an Approval, and fined as a result.

It is against this background that I express my significant and unreserved concern at the potential for the Applicant to comply with any reasonable or relevant condition imposed on an approval, were an approval for this use to be granted by Council.

The Applicant has, in my opinion, clearly evidenced an intention not to comply with rules applying to the operation of the subject use. Additionally the Applicant has, in my opinion, also clearly evidenced his unwillingness to operate from the site with any empathy, acknowledgement or recognition of the impact the operations on his site have on surrounding residential dwellings.

The Purposes of the Applicant providing insufficient detail in the Application Documents and the applicants inability/unwillingness to show empathy for surrounding residential dwellings I feel is evidenced by the structure the applicant has erected on 7 Sunrise Close that the applicant also owns and adjoins 8 Sunrise Close. The structure faces my property Lot 6 Sunrise Close. (Refer to images 1 & 2 & 3.)

I expressly and clearly confirm to Council that contrary to information within the Development Application submission lodged by the Applicant, I do not and cannot consent or support the continued use of the site for Transport Depot (Taxi Depot) purposes. The use of the site for this purpose creates significant and detrimental impacts on the amenity of my residential dwelling that cannot, in my view, reasonably be mitigated or managed via the imposition of conditions on an approval.

Importantly, the use on site materially impacts my ability to quietly enjoy my property, and the Applicant has shown callous disregard to me and others in our neighbourhood in his dealings with us, and operations on the site, to date.

The Development as Proposed and Application Material Shortcomings

The Application Material provides an aerial view of the Application Site that is not indicative of the how the proposed Development site is viewed today due to the extensive earthworks and tree removal that has undertaken at the Application Site. For the purposes of insight as to how the Application Site looks today (Refer to image 4.)

From the information provided within the Application Material, it is unclear what the Applicant proposes to do on the Application Site and the scale to which this use will occur at.

The Application Material states that a maximum of two (2) taxis will be stored at the Application Site at any time however this is contradicted by evidence supplied information that on Sunday's, all five (5) taxis will be stored on the Application Site, and which will undergo internal cleaning, and which is further contradicted by information that seven (7) taxis will be stored on the Application Site as per the proposed development description.

Further contradiction to this point is that I have counted approximately 13 vehicles inclusive of taxi's, car wrecks and private motor vehicles. Images of the before mentioned vehicles were submitted and witness statements that led to the applicants plea of guilty of undertaking assessable development without approval.

Additionally in the Application material it states that only one staff member is required to attend the site to access a taxi but rather what actually occurs is as follows:

(1) A private vehicle enters Sunrise close and drops off a taxi driver to commence their shift. (2) That vehicle departs Sunrise Close. (3) A taxi enters the site via Sunrise Close that has completed the shift. (4) A private vehicle enters Sunrise Close to pick up the driver going off shift. (5) That private vehicle then departs the site via Sunrise Close. (6) Lastly the taxi departs the site via Sunrise Close to commence their Shift. This is a total of seven vehicle movements which will potentially result in an additional 94 Close that has two driveways other than the applicants.

Additionally unclear within the Application Material if the Applicant intends to construct an additional Shed (noting that this appears to be the likely scenario) or simply use the existing Shed. The Proposal Plans provided lack sufficient detail to permit a genuine understanding of the use proposed to be provided to neighbours, residents in the area or the broader public.

More detailed proposal plans showing the proposed development, clearly articulating the applicable built form and other relevant matters such as dimensions, landscaping, and the like must be provided by the Applicant. These details were requested by the senior town planner in correspondence dated 23rd of June 2021 and not included in the application detail.

The application Material states that contract taxi cleaners arrive on the Application Site at 0800 hrs to carry out the detailing of taxis. Refer to image of contract cleaner arrival at Application Site at 0659 hrs Sunday 21st November 2021 (Refer to image 5.)

The Application Material states that taxi cleaning; "are currently being washed externally at the township carwash cleaned" it is ambiguous as the Application Material is stating what is occurring now, pre Development Approval, but provides no indication of where the external washing of the vehicles will be carried out post application approval if in the case Approval is granted. If vehicles are to be cleaned externally on the Application Site additional will need to be considered (e.g. stormwater contamination, additional noise sources etc.)

The Application Material notes that in the event of weather resulting in flooding, the Taxis will be stored at an off-site location; no details as to where the off-site storage is proposed are provided, nor any information as to why the alternate site cannot be used in lieu of the proposed site, assuming it may be more appropriately located and / or zoned.

The Application Material notes that the Applicant has discussed the proposed development with the surrounding community and that there is overarching support

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for the proposed development. To date, I have only had discussions with the applicant where I informed the applicant that I would unreservedly object to the Application and that furthermore I have not engaged in conversation with any person in the surrounding community that is supportive of this proposed development.

The Application, being Impact Assessable, requires a detailed consideration of the Strategic Objectives within the Strategic Framework detailed in Part 3 of the Planning Scheme. This Assessment has not been completed by the Applicant.

The Application Site is within the Mareeba Local Plan which requires a detailed consideration of the assessment benchmarks within the Local Plan Code. This Assessment has not been completed by the Applicant.

Applicable Zoning and Local Plan Considerations

Pursuant to the Planning Scheme, the Application Site is located within the mapped Emerging Community Zone and is within Zone G (Northern Expansion) of the Mareeba Local Plan.

The Planning Scheme notes that the purpose of the Emerging Community Zone is to identify and protect suitable land for future urban development. Urban development is generally and regularly preferentially considered as development for residential purposes. This is further justified within the Purpose Statements within the Zone Code which notes that non-residential development be only supported where it directly supports the day to day needs of the immediate residential community or the precinct is identified for non-residential uses.

Firstly, the immediate residential community does not have a day to day need for a Taxi Storage Depot to be located within the existing residential area. Secondly, pursuant to the Local Plan mapping, Zone G is not identified as being a suitable location for non-residential land uses. At its highest level, neither the Zone Code nor the Local Plan Code supports the proposed development on the Application Site. This is further reinforced by the Application being Impact Assessable which indicates a substantial divergence between the proposed development and the applicable zoning of the Application Site.

In consideration of the Zone Code requirements, particular attention is drawn to PO9 of the Zone Code which seeks to ensure that development does not detract from the amenity of the local area having regard to several elements including, among many, noise, hours of operation, and lighting. The Application Material state that the proposed development will not impact on the amenity of the local area however provides no detailed assessment or justification to confirm how this conclusion is reached.

It remains unclear how the Applicant can justify that the proposed development will have no impact on local amenity when the most intensive use of the Application Site will occur at 4.30am which is well outside of what would be considered normal or acceptable timing for an activity within a predominately residential area. The proposed driver change-over is likely to generate substantial noises from vehicles entering / exiting the site, drivers discussing between each other and drivers handing

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over vehicles. Furthermore, it is considered that lighting will be needed to create a safe site for staff, which will further impact on the amenity of the area.

The Application Material has not included any information to confirm what, if any, upgrades to the access crossover will be undertaken. The current crossover comprises a dirt finish which creates a substantial dust issue, particularly when the number of vehicle movements is increased as is the case with the proposed development.

Applicable Overlay Mapping Code Considerations

Most notably, the Application Site is shown as being influenced by the mapped Flood Hazard and Bushfire Overlays. Detailed assessment against the applicable Overlay Codes has not been provided within the Application Materials.

In particular, the Application Site is shown as being within the Extreme Flood Hazard area however no information is provided as to how the proposed development, including property and people will be protected; except for a poorly elaborated point that in the event of weather, the Taxi's won't return to the Application Site. This shows that the Application Site is not suitable for the proposed development noting that it cannot be accessed when adverse weather conditions occur.

I also note work in gullies within which stormwater flows through the site already; filling of those gullies has occurred and will likely significantly impact the movement of water in and around the site – including on my property.

No information has been provided to confirm how the proposed development will be managed in the event of a Bushfire. Given the extent of vegetation surrounding the Application Site, this is of pivotal concern and requires further consideration to manage potential risk to the local area.

Environmental Impacts

The Applicant has significantly modified the site since he owned same. Vegetation mapped by the State has been cleared, gullies have been filled, and unknown environmental damage caused and is I believe a clear contravention of The Queensland Government Planning Act 2016. (Refer to images 1 & 6.)

The existing shed on the Application Site is currently being used as a workshop/vehicle maintenance area and no reference to a workshop/vehicle maintenance area is referenced in the Application Material and by being so no indication has been as to how the applicant intends to manage environmental impacts arising from the proposed site. There is no mention of control measures for the use of and safe storage of Hazardous materials associated with motor vehicle maintenance i.e. fuels/oils, nor broader stormwater management issues. (Refer to images 7 & 8.)

It is for the above mentioned reasons that I have significant concerns regarding the impact of work done to date in terms of off-site effect – stormwater and vegetation; I strenuously object to the development as proposed, as it is unclear if or how the Applicant intends to manage the ongoing environmental impacts from the use.

Overall Suitability of the Proposed Development on the Application Site

As demonstrated above, the proposed development is not suitable for the Application Site given that it is for an Industrial type of development in a residential area.

The most efficient and suitable location for a development of this nature is land zoned as being within an Industrial area. As noted within the Planning Scheme, a Transport Depot within a mapped Industrial area is generally self-assessable; a testament to the fact that the applicable risks and impacts on amenity are already accepted because of the generally industrial nature of the site.

We consider that the Applicant should look to source land in an alternative location, particularly, the Mareeba Industrial Park located approximately 5 kilometres to the west.

Road Network and Suitability for the Use

To enter the subject site, vehicles have to turn off the Mulligan Highway and enter Blacks Road.

This intersection is located approximately 200 meters from where the vehicle speed sign increases from 60km per hour to 80km per hour and by being so is an area where vehicles are accelerating. These vehicles are inclusive of heavy road transport as the Mareeba Industrial Park is located only a further 2km up the Mulligan Highway.

The turnoff area for this interaction is not widened so that vehicles can safely pass a turning vehicle; no information is provided in the Application submission to confirm that suitable safety and traffic impact assessment have been contemplated by the Applicant. (Refer to image 9.)

As a resident in this area, I have significant concerns about safety impacts on the intersection and road more broadly.

Blacks Road – Formation and Safety

Blacks Road is effectively and functionally a single lane, unmarked Rural Road. It has a sealed formation approximately 3m (or thereabouts) wide, with dirt shoulders with potholes and broken bitumen edges. Please note damage to guidepost. (Refer to images 10 & 11 & 12 & 13.)

There is currently an informal arrangement to permit vehicles to pass safely. Refer to Image 14.)

Vehicles using the subject site for taxi depot purposes presently speed down this road, in an unsafe manner and the intersection of Dawson's and Blacks road has no stop or giveaway signage.(Refer to image 15.)

I have significant concerns regarding the impact on safe operations on this road that will be created by the proposed development

Amenity Impact

In the Application detail reference is made to the taxi change overs being between 0430 hrs to 0900 hrs and then again from 1630 hrs to 2100 hrs but additionally outside these times for reasons that may or may not be limited to emergencies and or taxi changes.

The reference to "May or May not be limited to" provides clear evidence that the applicant has little or no intention of operating the transport Depot within the hours Indicated in the Application Material, and has the intention to continue to operate the Transport Depot as a 24 hrs per day business activity as it has been doing so unlawfully for approximately the past 22 months. This has and will continue have a material impact on the amenity of the area, and on the amenity of my dwelling house. (Refer to image 16.)

The Application Material indicates that there is a dwelling planned for on the Development Site in that there is no domestic outbuild on the site "yet". Details of the proposed domestic outbuildings must be included in the application detail.

Additionally in the application detail there is no reference to toilet facilities being included at the Application Site which inevitably indicates that the status quo will remain for drivers or others on site that will/does, lead to the inevitable occurring with persons needing to relieve themselves. The associated smells does and will continue to detrimentally impact on my residence from the Application Site and neighbours in the area more broadly Image available. (Image available of known person urinating on fence withheld for privacy concerns.)

There are safety concerns held with the subject use, with the site largely being unsecured, and access not being controlled formally. Driver behaviour to date has also been a concern.

Conclusion

In summary, I reiterate my **strenuous objection** to the proposed development. The proposed development, if approved, will result in a poor land use outcome which is highly inconsistent with the Application Site Zoning and more broadly, the Strategic Framework within the Planning Scheme.

Insufficient information has been provided by the Applicant with key strategic assessment matters completely missed by the Applicant. The quality of the information provided is questionable and creates ambiguity as to what is proposed and the scale of which the activity will occur. The ambiguity is multiplied by the lack of suitable Proposal Plans.

In the event this land use is approved and continues on the site (noting that it is presently undertaken on site without approval on our understanding) there will be an ongoing and significant detrimental impact to our quality of life, amenity (light, noise, smell) and capacity to utilise our property for residential purposes in a conventional manner.

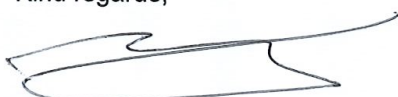
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I urge Council to refuse this Application and maintain the value of the local area for residential development, consistent with the intent and purpose of the Emerging Community Zone and the Mareeba Local Plan.

The use of the unauthorised transport depot has to date had a negative impact on my physical health but also a significant impact on my financial income as I have had to reduce my hours of work due to fatigue as a result noise and light issues related to transport activities that are carried on the proposed site.

I urge Council to refuse the Application given the significant and ongoing detrimental impact the land use has and will have (if approved) on the amenity of my dwelling house, and my ability to quietly enjoy and inhabit my dwelling house.

Kind regards,



Richard Beechey
9 Sunrise Close
Post Office Box 2415
Mareeba QLD 4880



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Version Date: 13/12/2021



Document Set ID: 4037255
Version: 2, Version Date: 13/12/2021





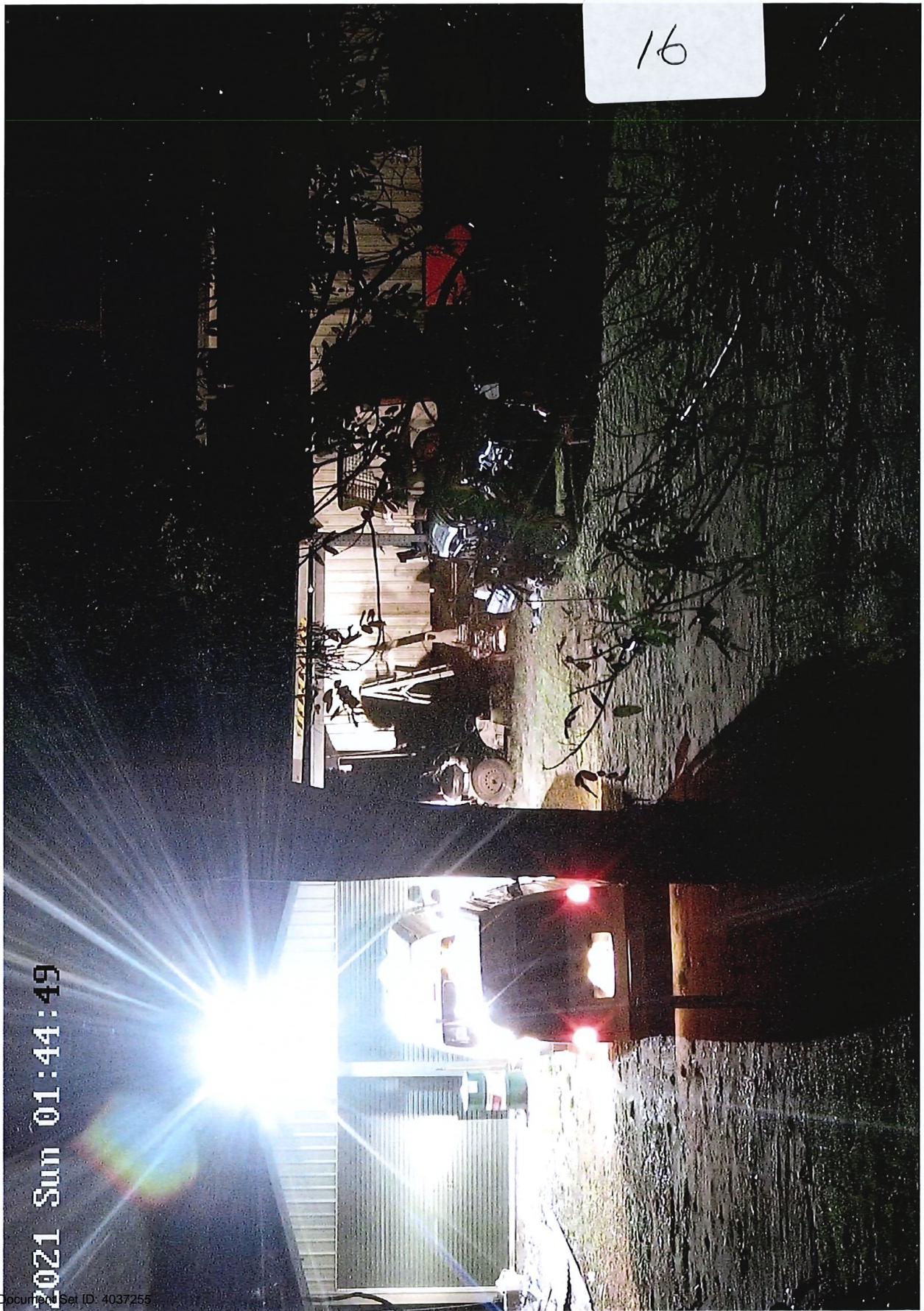


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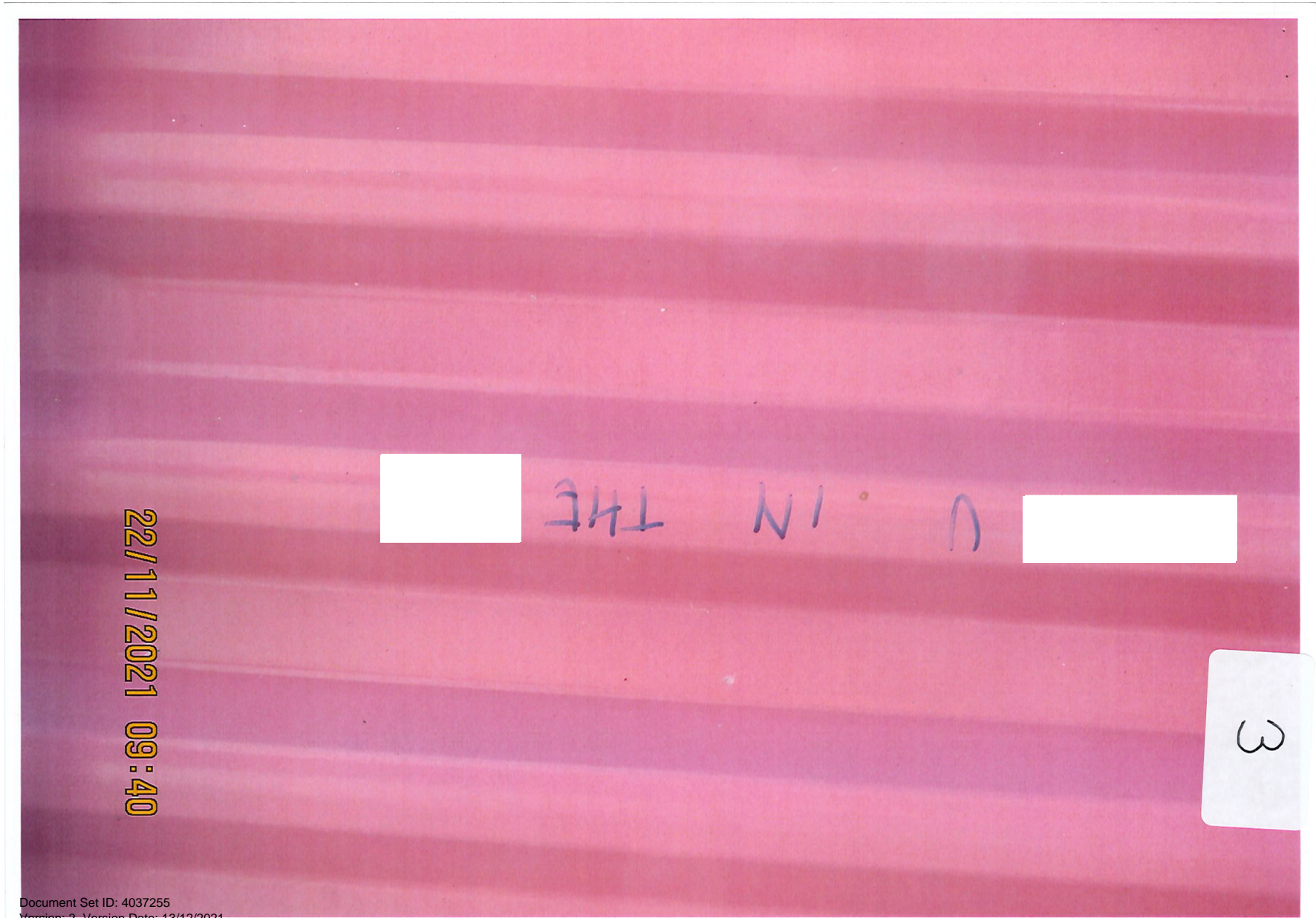
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Version: 2, Version Date: 13/12/2021





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Version: 2, Version Date: 13/12/2021





From: "John Rosset" <rocket-1@bigpond.com>
Sent: Mon, 13 Dec 2021 11:34:47 +1000
To: "Info (Shared)" <info@msc.qld.gov.au>
Subject: PUBLIC SUBMISSION: MATERIAL CHANGE OF USE - TRANSPORT DEPOT, MCU21/0011 (COUNCIL REF.)
Attachments: Public-Submission - MCU21_0011....doc

Dear Brian,

Please see attached our objection in regards to MCU/210011.

Regards,

John and Vanessa Rosset

Vanessa & John Rosset
7 Sunrise Close
Mareeba, QLD 4880
vlrosset@icloud.com

MSC Ref. MCU21/0011

6 December 2021

CHIEF EXECUTIVE OFFICER
MAREEBA SHIRE COUNCIL
PO BOX 154
MAREEBA QLD 4880
Attention: Brian Millard, Planning Services

Dear Brian,

PUBLIC SUBMISSION: MATERIAL CHANGE OF USE – TRANSPORT DEPOT, MCU21/0011 (COUNCIL REF.)

Reference is made to an application lodged with the Mareeba Shire Council as assessment manager on or around 26 June 2021 seeking approval for a material change of use development permit for a Transport Depot activity MCU21/0011 (council ref.) over the subject premises situated at Lot 8 Sunrise Close, Mareeba more particularly described as Lot 8 on SP183708.

This correspondence is to be taken as a properly made submission in relation to the above-mentioned application which is currently subject to a public notification process in accordance with the *Planning Act 2016*. The basis of this submission is that the proposed development, in its current form, is not a suitable land use outcome for the subject premises as it conflicts with the Mareeba Shire Planning Scheme 2016, including the Strategic Framework. Despite the conflict, the applicant has not demonstrated that there are sufficient grounds or overriding community need for the development proposal on either economic, social or planning grounds. Accordingly, the application is unable to be approved in accordance with the decision-making rules imposed on assessing authorities under the Act.

The grounds of submission are provided below:

- The proposed development involves several technical grounds for a submission and consequential grounds for refusal;
- The associated assessment process involves several procedural grounds for a submission and consequential grounds for the reprocessing of the application from the start of the public notification period;
- The development proposal conflicts with the overall planning scheme intent and the Strategic Framework;
- The development proposal conflicts with the purpose and overall outcomes of the Emerging Communities Zone;
- The proposed use is contrary to community expectation for land use and development on the site and within the zoning, precinct and locality based on what the community can reasonably expect to occur given the planning scheme requirements;

- The applicant has failed to establish overriding community need for the non-residential use despite the zoning conflicts and despite the conflicts with the overall planning intent established by the planning scheme.

The procedural and technical matters which give rise to the grounds of submission are discussed in further detail below.

Procedural Matters

The application material provided as part of the application does not clearly articulate the nature and scale of the proposed development on the property which is of significant concern in terms of the surrounding residents being informed into boundaries for the activities. The following details are not clearly articulated in the application material submitted:

- An assessment against the strategic framework has not been provided to demonstrate how the development achieves compliance with the policy direction for the planning scheme. The site is mapped within the 'Investigation Area' within the strategic framework mapping. No specific mention or assessment has been conducted with reference to the policy direction specified within these areas.
- An assessment against the Mareeba Local Plan Code has not been provided to demonstrate how the development achieves compliance with the policy direction for the planning scheme. The code seeks to achieve efficient development that accords with the amenity expectations for the local area. This development is considered entirely incompatible with the established residential land use character for the area, and has not demonstrated how various measures have been incorporated to mitigate any impacts on the residential amenity.
- The subject site zoned as being located within the Emerging Community Zone. An assessment demonstrating how the development achieves compliance with the purpose outcomes, and assessment benchmarks within the emerging community zone code has not been completed.
- The plans provided as part of the development are not considered of a suitable standard that clearly illustrates the extent of the development. Given the inconsistencies this proposal presents with the planning scheme, in terms of the resulting impacts on the overall amenity of the surrounding area, detailed plans are essential and must provide relevant dimensions and setbacks from boundaries to understand the extent of the development and any proposed controls.
- No car parking numbers or locations associated with the development have been illustrated on the proposal plans. Areas available for parking including dimensions and aisles widths must be provided including turning circles to demonstrate parking is compliant with the relevant Australian standards. This information is required to be provided as part of this application to demonstrate how the proposed will function. This directly relates to concerns in terms traffic movements on unsealed surfaces, and the associated impacts on the amenity of the surrounding residents associated with light and dust impacts caused by such traffic movements.
- An acoustic report has not been provided demonstrating that the use will not impact on the residential amenity of the area.
- A traffic impact assessment has not been provided demonstrating that the traffic associated with the use is appropriate for the area, and that the road network is designed to cater for increased traffic movements associated with the activity.
- A detailed landscape plan has not been provided by a suitably qualified landscape architect demonstrating how the proposed landscape plantings and buffers will be planted and maintained to ensure sufficient buffers and treatments screen the proposed activity from the surrounding sensitive receptors.
- The development has not adequately addressed the Floor Hazard Overlay Code to the extent of how it relates to the proposed development.

Amongst other things associated with the unsatisfactory submission of the development application prepared and submitted to Council, it is considered that the development application has not been publicly notified correctly in accordance with section 53 of the *Planning Act 2016* (the Act). These procedural matters are outlined below:

1. The public notification period has been incorrectly calculated at only 14 business days. Starting from the 24 November 2021 the mandatory 15 business days would run through till the 15 December 2021, not the 14 December 2021 as illustrated on the public notice placed on the land.
2. The public notice placed on the land is not completed correctly and therefore is considered misleading by withholding relevant information regarding the particulars of the application. In accordance with section 53 (2) of the Act it states that the notice must be given in accordance with the ways stated in the development assessment rules (DAR). The DAR specify the relevant information which must be included on the public notice. The information that has not been provided includes the following:
 - No building height details provided
 - No building setbacks noted
 - No reference to the application number

Technical Matters

The development proposal conflicts with the planning scheme as a whole, including the Strategic Framework, the Emerging Community Zone Code, the landscaping code, and Parking and Access Codes.

Strategic Framework – Settlement Patterns and Built Environment:

The strategic framework section which provides direction around settlement patterns and the built environment makes reference to development being sensitive to the local character of the area under Section 3.3.1 (7):

- (7) **The built environment is ecologically sustainable, achieving energy and resource efficiency and favouring architecture that is sensitive to local character. Development reflects sustainable tropical design principles, is climate responsive and preserves natural features.**

The development fails to demonstrate how it provides an outcome that is sensitive to the local character of the area. The concerns raised in terms of the amenity impacts are all associated the fact that this use is incompatible within this established residential area. The proposal seeks to establish an industrial activity that has no association with any residential activities on the site or any of the surrounding area, within an established residential area. There is no justified need that can be provided that demonstrates why the taxi depot is needed in this location. The site is intended for residential purposes, and the proposed activity is entirely out of sequence with the established local character of the area. The proposed use would be more appropriately located within a commercial or industrial zone in town, within close proximity to the customer base. Locating a transport depot so far out of town in the middle of an established neighbourhood results in poor land use outcomes and inefficient use of resources through increased travel costs and loss of productivity which could be improved if located closer to town.

Investigation Areas:

An extract from the relevant strategic framework provisions that directly relates to the site being mapped within the investigation area is provided below:

3.3.8 Element—Urban expansion and investigation areas

3.3.8.1 Specific outcomes

- (1) *Urban expansion areas* and *investigation areas* are anticipated to provide for development beyond the life of the planning scheme and are preserved for this purpose, with interim development not compromising future residential development.
- (2) Well-serviced and designed greenfield residential development occurs in *urban expansion areas* of Mareeba and Kuranda only where it is planned, logically sequenced and can be efficiently serviced.
- (3) *Urban expansion areas* in Mareeba provide a range of housing options and aim for density targets of twelve dwellings per hectare by 2031.
- (4) Local centre development may occur within *urban expansion areas* in Mareeba to provide for everyday community needs within a walkable catchment.

3.3.8.2 Land use strategies

- (1) *Investigation areas* are to be investigated to accommodate future development beyond the life of the planning scheme. *Investigation areas* are not to be developed unless there is an insufficient supply of land for the purpose intended to be developed. The purpose of development in an *investigation area* should promote a logical land use pattern, having regard to nearby land use and the established hierarchy of *activity centres*. In the instance that new or expanded areas are investigated, these are to be supported by detailed land use investigations that must demonstrate:
 - (a) need for land for the proposed land use;
 - (b) mitigation or avoidance of impacts on sensitive receiving environments;
 - (c) where involving good quality agricultural land:
 - (i) there is no alternative land available that is not good quality agricultural land; and
 - (ii) the need for future development represents a public benefit.
 - (d) suitable mitigation or offset arrangements in respect to impacts on areas of high ecological significance
 - (e) consistency with the Strategic Framework.
 - (f) consistency with State and Regional Planning requirements.

The proposed development does not achieve the outcomes outlined above in that it:

- The development compromises the future residential development of the site within the investigation areas which are anticipated to provide for development beyond the life of the planning scheme and is to be preserved for this purpose;
- The proposed activity has no relationship with any residential activity conducted on-site or within the surrounding area. As such, there is no justifiable reason why an industrial activity not associated with the residential component is needed in this locality;
- Development cannot demonstrate that the use cannot be suitably located elsewhere, as there is ample supply of industrial land for a small-scale transport depot to be located;
- The proposed development does not promote a logical land use pattern for the area which is dominated by rural residential lifestyle dwellings on varying lot sizes;
- The proposed development fails to demonstrate need to support the proposed land use within an area predominantly characterized by rural residential lifestyle dwellings on varying lot sizes. A needs analysis has not been provided to demonstrate the need for this development to be located within an established residential area;

- is a use that detracts from the established residential amenity of the area in terms of the industrial nature of the activity and the associated impacts with a transport depot of this nature extending those impacts across all hours of the day.
- is better located in the nearby industrial zone or in another commercial zoning in town where the impacts of the proposed operation can be managed in an area where the impacts on the established residential amenity of the area is not important, as it would be collocated with similar uses.

Strategic Framework – Natural resource and environment:

The strategic framework section which provides direction around managing the natural resources and environment, makes particular connections to development maintaining or enhancing the health and well-being of the community and natural environment. This can be related to this development and how the impacts on the air and acoustic environment make all the difference when considering the true impacts from this activity on the surrounding environments under Section 3.4.1 (5):

- (5) **The air and acoustic environment of Mareeba Shire is managed to ensure its maintenance or improvement. Development maintains or enhances the health and well-being of the community and the natural environment.**

The element of air and noise quality is further elaborated in specific outcome 3.4.8.1 which directly relates to the non-compliance issues being experienced as a result of this development not being able to appropriately manage and mitigate the impacts from the activity on the surrounding sensitive receptors, as the site constraints do not provide enough capacity to apply any meaningful controls.

3.4.8 Element–Air and noise quality

3.4.8.1 Specific outcomes

- (1) **The health, well-being, amenity and safety of the community and the environment is protected from the impacts of air emissions, noise and odour through appropriate management and adequate separation distances.**

Again, the proposed development does not achieve the outcomes outlined above in that it:

- The nature of the use in terms of the hours of operation and type of activity cannot address or mitigate the impacts experienced in terms of air and noise impacts associated with activity and vehicle movements to and from the site, let alone the on-site activities;
- No amount of fencing or landscaping will buffer or mitigate the impacts associated with the proposed development;
- The proposed activity has no relationship with any residential activity conducted on-site or within the surrounding area. As such, there is no justifiable reason why an industrial activity not associated with the residential component is needed in this locality;
- The development compromises the future residential development of the site within the investigation areas which are anticipated to provide for development beyond the life of the planning scheme and is to be preserved for this purpose;
- Development cannot demonstrate that the use cannot be suitably located elsewhere, as there is ample supply of industrial land for a small-scale transport depot to be located;
- The proposed development does not promote a logical land use pattern for the area which is dominated by rural residential lifestyle dwellings on varying lot sizes;
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has not been provided to demonstrate the need for this development to be located within an established residential area;

- is a use that detracts from the established residential amenity of the area in terms of the industrial nature of the activity and the associated impacts with a transport depot of this nature extending those impacts across all hours of the day;
- is better located in the nearby industrial zone or in another commercial zoning in town where the impacts of the proposed operation can be managed in an area where the impacts on the established residential amenity of the area is not important, as it would be collocated with similar uses.

Emerging Community Zone Code:

The proposed development is located within the emerging community zone which provides clear direction in the purpose outcomes and tables of assessment that development within this zone is to be predominantly development for residential purposes and activities, and to ensure the longer-term land use is not compromised by incompatible land uses such as a transport depot in an established rural residential locality.

6.2.4.2 Purpose

- (1) The purpose of the Emerging community zone code is to:
 - (a) identify land that is suitable for urban purposes and protect land that may be suitable for urban development in the future
 - (b) manage the timely conversion of non-urban land to urban purposes.
 - (c) prevent or discourage development that is likely to compromise appropriate longer term land use.
- (2) Mareeba Shire Council's purpose of the Emerging community zone code is to provide for the sequenced release of land to meet community need and market demand for new urban development in designated urban growth areas.

Urban development may occur in the zone in accordance with an approved structure plan but the primary purpose of the zone and the code is to reserve land for future urban development, the majority of which is likely to occur beyond the life of the planning scheme.

Urban growth areas are identified within the towns of Kuranda and Mareeba. These areas are subject to Local plan codes which include further provisions.

- (3) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Land that has the potential for development for urban purposes although may contain pockets of land unsuitable for development due to scenic or environmental constraints is preserved until detailed planning studies have occurred;
 - (b) Interim development does not compromise the future development potential of the land for urban purposes;
 - (c) Development of land is based upon the provision of infrastructure, consideration of environmental constraints and desired settlement pattern for the area;
 - (d) Development is supported by necessary transport infrastructure which is designed to provide and promote safe and efficient public transport use, walking and cycling;
 - (e) Development is supported by an internal road network and does not compromise the safety or efficiency of State-controlled or Local government collector roads;
 - (f) Land is developed in an orderly sequence and, for all but minor proposals, in accordance with a structure planning process;
 - (g) Land is developed in a sustainable manner to reflect the desired land use pattern of the local government area by integrating development sites, community infrastructure, open space and important natural features;
 - (h) Non-residential development may be supported where such uses directly support the day to day needs of the immediate residential community or the precinct is identified for non-residential uses and is planned for as part of a structure plan;

Again, the proposed development does not achieve the outcomes outlined above in that it:

- The proposed activity has no relationship with any residential activity conducted on-site or within the surrounding area. As such, there is no justifiable reason why an industrial activity not associated with the residential component is needed in this particular locality;
- The development compromises the future residential development of the site within the investigation areas which are anticipated to provide for development beyond the life of the planning scheme and is to be preserved for this purpose;
- Development cannot demonstrate that the use cannot be suitably located elsewhere, as there is ample supply of industrial land for a small-scale transport depot to be located;
- The proposed development does not promote a logical land use pattern for the area which is dominated by rural residential lifestyle dwellings on varying lot sizes;
- The proposed development fails to demonstrate need to support the proposed land use within an area predominantly characterized by rural residential lifestyle dwellings on varying lot sizes. A needs analysis has not been provided to demonstrate the need for this development to be located within an established residential area;
- is a use that detracts from the established residential amenity of the area in terms of the industrial nature of the activity and the associated impacts with a transport depot of this nature extending those impacts across all hours of the day;
- is better located in the nearby industrial zone or in another commercial zoning in town where the impacts of the proposed operation can be managed in an area where the impacts on the established residential amenity of the area is not important, as it would be collocated with similar uses.

Further to the conflicts with the zone code purpose and overall outcomes, the proposed development is also in conflict with a number of performance outcomes, specifically:

- PO5 in that the development is not compatible with residential uses. Further to this has no association with any residential activity conducted on-site;
- PO6 in that the development does not provide any form of residential use within the residential area;
- PO9 in that the development results in a land use activity that detrimentally impacts on the amenity of the local area having regards to:
 - Noise
 - Hours of operation (4:30am to 9pm in a residential area)
 - Traffic
 - Visual amenity
 - Privacy
 - Lighting
 - Odour and
 - Emissions.
- PO10 in that no conditions applied to the development can effectively ameliorate the impacts associated with the use on the surrounding established environment having regards to:
 - Noise
 - Hours of operation (4:30am to 9pm in a residential area)
 - Traffic
 - Visual amenity
 - Privacy
 - Lighting
 - Odour and
 - Emissions.

Further comments

This activity has been operating on-site without the necessary approvals in place for some time now, which has outlined that various land use conflicts exist currently as a result of this activity, in what was previously a quiet rural residential neighbourhood. These activities have failed to demonstrate that the activity can occur in this locality without impacting on the amenity of the surrounding residences, and therefore must not be approved within this locality.

Despite the level of non-compliance, the **development application has not provided any technical information** to support the position that the development will not result in any residential amenity impacts. The absence of supporting information such as a traffic impact assessment, car park management plan or acoustic impact assessment, detailed landscaping plan is in itself grounds for refusal on the basis that sufficient justification to confirm compliance with the planning scheme has not been provided. Clear technical demonstration of compliance is mandatory in this case given the obvious impacts that can occur as a result of the proposed transport depot operation of the use and the potential to impact on the established residential character of the surrounding area.

The proposal is clearly considered to be entirely **out of sequence for the site** in terms of its location. This is evidence by the clear policy direction provided within the strategic framework that identifies this area for future residential development that is not compromised by interim developments. This development provides no logical reasoning for the proposed industrial land use type to be provided within an established rural residential area, where there are other appropriately zoned industrial properties within Mareeba that can accommodate this activity. Regardless of any development controls applied as part of this development, these elements still remain subservient to the primary issue being that the proposed use is entirely **incompatible** within this area.

In summary, the proposed development application for a transport depot is not a suitable land use outcome for the subject premises as it conflicts with the Mareeba Shire Planning Scheme 2016, including the Strategic Framework. Despite the conflict, the applicant has not demonstrated that there are sufficient grounds or overriding community need for the development proposal on either economic, social or planning grounds. Accordingly, the application is unable to be approved in accordance with the decision-making rules imposed on assessing authorities under the Act.

I trust this information is sufficient for acceptance of this submission as *properly made*.

Kind regard,

Vanessa & John Rosset
7 Sunrise Close, Mareeba



PAGE 1 of 2

WENDY ANN GERDES
 16 WYLANDRA DRIVE
 MAREEBA QLD 4880
 MOBILE: 0429690444

MR. BRIAN MILLARD,
 SENIOR PLANNER,
 MAREEBA SHIRE COUNCIL
 P.O. BOX 154 MAREEBA QLD 4880.

REF: MCL/21/0011 (MATERIAL CHANGE OF USE - TRANSPORT
 DEPOT (TAXI DEPOT) ON LOT 8 (ON SP 183708)
 SUNRISE CLOSE, MAREEBA QLD 4880.

I wish to inform council of my strong objection to the above development.

The person applying for this development has already conducted this business of "taxi depot" which has been so disruptive to the neighbourhood as to cause bad feelings between the fellow conducting the business & all others living in the street.

I know this as I am a friend of people living next door to LOT 8. Knowing my friends to be very fair & reasonable people I have no reason to doubt their comments to me on this matter.

I have personally experienced some of the day time noise emanating from LOT 8 when visiting my friends.

The owner of the "depot" does not reside on the property. I believe he cannot fully understand the impact his business has had in the area.

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It is also hard to believe that the work there

PAGE 2 of 2.

would be any less disruptive if the taxi "depot" is allowed to re-commence.

My husband Peter & I live on an acre zoned rural residential also. We would not like a business such as a taxi depot established in our estate. We feel very definitely such a business should only be conducted in an industrial or commercially zoned area.

I sincerely hope Council will take into account the fact that people were residing in SUNRISE CLOSE & enjoying their lifestyle, & rightly so, long before this taxi "depot" came about.

Yours sincerely,
(Mrs) WENDY A. GERDES.
W. Gerdes.

POSTAL ADDRESS: _____

P.O. BOX 2202, MAREEBA QLD 4880

From: "John Rosset"
Sent: Mon, 13 Dec 2021 11:34:47 +1000
To: "Info (Shared)" <info@msc.qld.gov.au>
Subject: PUBLIC SUBMISSION: MATERIAL CHANGE OF USE - TRANSPORT DEPOT,
MCU21/0011 (COUNCIL REF.)
Attachments: Public-Submission - MCU21_0011....doc

Dear Brian,

Please see attached our objection in regards to MCU/210011.

Regards,

John and Vanessa Rosset

Vanessa & John Rosset
7 Sunrise Close
Mareeba, QLD 4880
vlrosset@icloud.com

MSC Ref. MCU21/0011

6 December 2021

CHIEF EXECUTIVE OFFICER
MAREEBA SHIRE COUNCIL
PO BOX 154
MAREEBA QLD 4880
Attention: Brian Millard, Planning Services

Dear Brian,

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This correspondence is to be taken as a properly made submission in relation to the above-mentioned application which is currently subject to a public notification process in accordance with the *Planning Act 2016*. The basis of this submission is that the proposed development, in its current form, is not a suitable land use outcome for the subject premises as it conflicts with the Mareeba Shire Planning Scheme 2016, including the Strategic Framework. Despite the conflict, the applicant has not demonstrated that there are sufficient grounds or overriding community need for the development proposal on either economic, social or planning grounds. Accordingly, the application is unable to be approved in accordance with the decision-making rules imposed on assessing authorities under the Act.

The grounds of submission are provided below:

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- The associated assessment process involves several procedural grounds for a submission and consequential grounds for the reprocessing of the application from the start of the public notification period;
- The development proposal conflicts with the overall planning scheme intent and the Strategic Framework;
- The development proposal conflicts with the purpose and overall outcomes of the Emerging Communities Zone;
- The proposed use is contrary to community expectation for land use and development on the site and within the zoning, precinct and locality based on what the community can reasonably expect to occur given the planning scheme requirements;

- The applicant has failed to establish overriding community need for the non-residential use despite the zoning conflicts and despite the conflicts with the overall planning intent established by the planning scheme.

The procedural and technical matters which give rise to the grounds of submission are discussed in further detail below.

Procedural Matters

The application material provided as part of the application does not clearly articulate the nature and scale of the proposed development on the property which is of significant concern in terms of the surrounding residents being informed into boundaries for the activities. The following details are not clearly articulated in the application material submitted:

- An assessment against the strategic framework has not been provided to demonstrate how the development achieves compliance with the policy direction for the planning scheme. The site is mapped within the 'Investigation Area' within the strategic framework mapping. No specific mention or assessment has been conducted with reference to the policy direction specified within these areas.
- An assessment against the Mareeba Local Plan Code has not been provided to demonstrate how the development achieves compliance with the policy direction for the planning scheme. The code seeks to achieve efficient development that accords with the amenity expectations for the local area. This development is considered entirely incompatible with the established residential land use character for the area, and has not demonstrated how various measures have been incorporated to mitigate any impacts on the residential amenity.
- The subject site zoned as being located within the Emerging Community Zone. An assessment demonstrating how the development achieves compliance with the purpose outcomes, and assessment benchmarks within the emerging community zone code has not been completed.
- The plans provided as part of the development are not considered of a suitable standard that clearly illustrates the extent of the development. Given the inconsistencies this proposal presents with the planning scheme, in terms of the resulting impacts on the overall amenity of the surrounding area, detailed plans are essential and must provide relevant dimensions and setbacks from boundaries to understand the extent of the development and any proposed controls.
- No car parking numbers or locations associated with the development have been illustrated on the proposal plans. Areas available for parking including dimensions and aisles widths must be provided including turning circles to demonstrate parking is compliant with the relevant Australian standards. This information is required to be provided as part of this application to demonstrate how the proposed will function. This directly relates to concerns in terms traffic movements on unsealed surfaces, and the associated impacts on the amenity of the surrounding residents associated with light and dust impacts caused by such traffic movements.
- An acoustic report has not been provided demonstrating that the use will not impact on the residential amenity of the area.
- A traffic impact assessment has not been provided demonstrating that the traffic associated with the use is appropriate for the area, and that the road network is designed to cater for increased traffic movements associated with the activity.
- A detailed landscape plan has not been provided by a suitably qualified landscape architect demonstrating how the proposed landscape plantings and buffers will be planted and maintained to ensure sufficient buffers and treatments screen the proposed activity from the surrounding sensitive receptors.
- The development has not adequately addressed the Floor Hazard Overlay Code to the extent of how it relates to the proposed development.

Amongst other things associated with the unsatisfactory submission of the development application prepared and submitted to Council, it is considered that the development application has not been publicly notified correctly in accordance with section 53 of the *Planning Act 2016* (the Act). These procedural matters are outlined below:

1. The public notification period has been incorrectly calculated at only 14 business days. Starting from the 24 November 2021 the mandatory 15 business days would run through till the 15 December 2021, not the 14 December 2021 as illustrated on the public notice placed on the land.
2. The public notice placed on the land is not completed correctly and therefore is considered misleading by withholding relevant information regarding the particulars of the application. In accordance with section 53 (2) of the Act it states that the notice must be given in accordance with the ways stated in the development assessment rules (DAR). The DAR specify the relevant information which must be included on the public notice. The information that has not been provided includes the following:
 - No building height details provided
 - No building setbacks noted
 - No reference to the application number

Technical Matters

The development proposal conflicts with the planning scheme as a whole, including the Strategic Framework, the Emerging Community Zone Code, the landscaping code, and Parking and Access Codes.

Strategic Framework – Settlement Patterns and Built Environment:

The strategic framework section which provides direction around settlement patterns and the built environment makes reference to development being sensitive to the local character of the area under Section 3.3.1 (7):

- (7) **The built environment is ecologically sustainable, achieving energy and resource efficiency and favouring architecture that is sensitive to local character. Development reflects sustainable tropical design principles, is climate responsive and preserves natural features.**

The development fails to demonstrate how it provides an outcome that is sensitive to the local character of the area. The concerns raised in terms of the amenity impacts are all associated the fact that this use is incompatible within this established residential area. The proposal seeks to establish an industrial activity that has no association with any residential activities on the site or any of the surrounding area, within an established residential area. There is no justified need that can be provided that demonstrates why the taxi depot is needed in this location. The site is intended for residential purposes, and the proposed activity is entirely out of sequence with the established local character of the area. The proposed use would be more appropriately located within a commercial or industrial zone in town, within close proximity to the customer base. Locating a transport depot so far out of town in the middle of an established neighbourhood results in poor land use outcomes and inefficient use of resources through increased travel costs and loss of productivity which could be improved if located closer to town.

Investigation Areas:

An extract from the relevant strategic framework provisions that directly relates to the site being mapped within the investigation area is provided below:

3.3.8 Element—Urban expansion and investigation areas

3.3.8.1 Specific outcomes

- (1) *Urban expansion areas* and *investigation areas* are anticipated to provide for development beyond the life of the planning scheme and are preserved for this purpose, with interim development not compromising future residential development.
- (2) Well-serviced and designed greenfield residential development occurs in *urban expansion areas* of Mareeba and Kuranda only where it is planned, logically sequenced and can be efficiently serviced.
- (3) *Urban expansion areas* in Mareeba provide a range of housing options and aim for density targets of twelve dwellings per hectare by 2031.
- (4) Local centre development may occur within *urban expansion areas* in Mareeba to provide for everyday community needs within a walkable catchment.

3.3.8.2 Land use strategies

- (1) *Investigation areas* are to be investigated to accommodate future development beyond the life of the planning scheme. *Investigation areas* are not to be developed unless there is an insufficient supply of land for the purpose intended to be developed. The purpose of development in an *investigation area* should promote a logical land use pattern, having regard to nearby land use and the established hierarchy of *activity centres*. In the instance that new or expanded areas are investigated, these are to be supported by detailed land use investigations that must demonstrate:
 - (a) need for land for the proposed land use;
 - (b) mitigation or avoidance of impacts on sensitive receiving environments;
 - (c) where involving good quality agricultural land:
 - (i) there is no alternative land available that is not good quality agricultural land; and
 - (ii) the need for future development represents a public benefit.
 - (d) suitable mitigation or offset arrangements in respect to impacts on areas of high ecological significance
 - (e) consistency with the Strategic Framework.
 - (f) consistency with State and Regional Planning requirements.

The proposed development does not achieve the outcomes outlined above in that it:

- The development compromises the future residential development of the site within the investigation areas which are anticipated to provide for development beyond the life of the planning scheme and is to be preserved for this purpose;
- The proposed activity has no relationship with any residential activity conducted on-site or within the surrounding area. As such, there is no justifiable reason why an industrial activity not associated with the residential component is needed in this locality;
- Development cannot demonstrate that the use cannot be suitably located elsewhere, as there is ample supply of industrial land for a small-scale transport depot to be located;
- The proposed development does not promote a logical land use pattern for the area which is dominated by rural residential lifestyle dwellings on varying lot sizes;
- The proposed development fails to demonstrate need to support the proposed land use within an area predominantly characterized by rural residential lifestyle dwellings on varying lot sizes. A needs analysis has not been provided to demonstrate the need for this development to be located within an established residential area;

- is a use that detracts from the established residential amenity of the area in terms of the industrial nature of the activity and the associated impacts with a transport depot of this nature extending those impacts across all hours of the day.
- is better located in the nearby industrial zone or in another commercial zoning in town where the impacts of the proposed operation can be managed in an area where the impacts on the established residential amenity of the area is not important, as it would be collocated with similar uses.

Strategic Framework – Natural resource and environment:

The strategic framework section which provides direction around managing the natural resources and environment, makes particular connections to development maintaining or enhancing the health and well-being of the community and natural environment. This can be related to this development and how the impacts on the air and acoustic environment make all the difference when considering the true impacts from this activity on the surrounding environments under Section 3.4.1 (5):

- (5) **The air and acoustic environment of Mareeba Shire is managed to ensure its maintenance or improvement. Development maintains or enhances the health and well-being of the community and the natural environment.**

The element of air and noise quality is further elaborated in specific outcome 3.4.8.1 which directly relates to the non-compliance issues being experienced as a result of this development not being able to appropriately manage and mitigate the impacts from the activity on the surrounding sensitive receptors, as the site constraints do not provide enough capacity to apply any meaningful controls.

3.4.8 Element–Air and noise quality

3.4.8.1 Specific outcomes

- (1) **The health, well-being, amenity and safety of the community and the environment is protected from the impacts of air emissions, noise and odour through appropriate management and adequate separation distances.**

Again, the proposed development does not achieve the outcomes outlined above in that it:

- The nature of the use in terms of the hours of operation and type of activity cannot address or mitigate the impacts experienced in terms of air and noise impacts associated with activity and vehicle movements to and from the site, let alone the on-site activities;
- No amount of fencing or landscaping will buffer or mitigate the impacts associated with the proposed development;
- The proposed activity has no relationship with any residential activity conducted on-site or within the surrounding area. As such, there is no justifiable reason why an industrial activity not associated with the residential component is needed in this locality;
- The development compromises the future residential development of the site within the investigation areas which are anticipated to provide for development beyond the life of the planning scheme and is to be preserved for this purpose;
- Development cannot demonstrate that the use cannot be suitably located elsewhere, as there is ample supply of industrial land for a small-scale transport depot to be located;
- The proposed development does not promote a logical land use pattern for the area which is dominated by rural residential lifestyle dwellings on varying lot sizes;
- The proposed development fails to demonstrate need to support the proposed land use within an area predominantly characterized by rural residential lifestyle dwellings on varying lot sizes. A needs analysis

has not been provided to demonstrate the need for this development to be located within an established residential area;

- is a use that detracts from the established residential amenity of the area in terms of the industrial nature of the activity and the associated impacts with a transport depot of this nature extending those impacts across all hours of the day;
- is better located in the nearby industrial zone or in another commercial zoning in town where the impacts of the proposed operation can be managed in an area where the impacts on the established residential amenity of the area is not important, as it would be collocated with similar uses.

Emerging Community Zone Code:

The proposed development is located within the emerging community zone which provides clear direction in the purpose outcomes and tables of assessment that development within this zone is to be predominantly development for residential purposes and activities, and to ensure the longer-term land use is not compromised by incompatible land uses such as a transport depot in an established rural residential locality.

6.2.4.2 Purpose

- (1) The purpose of the Emerging community zone code is to:
 - (a) identify land that is suitable for urban purposes and protect land that may be suitable for urban development in the future
 - (b) manage the timely conversion of non-urban land to urban purposes.
 - (c) prevent or discourage development that is likely to compromise appropriate longer term land use.
- (2) Mareeba Shire Council's purpose of the Emerging community zone code is to provide for the sequenced release of land to meet community need and market demand for new urban development in designated urban growth areas.

Urban development may occur in the zone in accordance with an approved structure plan but the primary purpose of the zone and the code is to reserve land for future urban development, the majority of which is likely to occur beyond the life of the planning scheme.

Urban growth areas are identified within the towns of Kuranda and Mareeba. These areas are subject to Local plan codes which include further provisions.

- (3) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Land that has the potential for development for urban purposes although may contain pockets of land unsuitable for development due to scenic or environmental constraints is preserved until detailed planning studies have occurred;
 - (b) Interim development does not compromise the future development potential of the land for urban purposes;
 - (c) Development of land is based upon the provision of infrastructure, consideration of environmental constraints and desired settlement pattern for the area;
 - (d) Development is supported by necessary transport infrastructure which is designed to provide and promote safe and efficient public transport use, walking and cycling;
 - (e) Development is supported by an internal road network and does not compromise the safety or efficiency of State-controlled or Local government collector roads;
 - (f) Land is developed in an orderly sequence and, for all but minor proposals, in accordance with a structure planning process;
 - (g) Land is developed in a sustainable manner to reflect the desired land use pattern of the local government area by integrating development sites, community infrastructure, open space and important natural features;
 - (h) Non-residential development may be supported where such uses directly support the day to day needs of the immediate residential community or the precinct is identified for non-residential uses and is planned for as part of a structure plan;

Again, the proposed development does not achieve the outcomes outlined above in that it:

- The proposed activity has no relationship with any residential activity conducted on-site or within the surrounding area. As such, there is no justifiable reason why an industrial activity not associated with the residential component is needed in this particular locality;
- The development compromises the future residential development of the site within the investigation areas which are anticipated to provide for development beyond the life of the planning scheme and is to be preserved for this purpose;
- Development cannot demonstrate that the use cannot be suitably located elsewhere, as there is ample supply of industrial land for a small-scale transport depot to be located;
- The proposed development does not promote a logical land use pattern for the area which is dominated by rural residential lifestyle dwellings on varying lot sizes;
- The proposed development fails to demonstrate need to support the proposed land use within an area predominantly characterized by rural residential lifestyle dwellings on varying lot sizes. A needs analysis has not been provided to demonstrate the need for this development to be located within an established residential area;
- is a use that detracts from the established residential amenity of the area in terms of the industrial nature of the activity and the associated impacts with a transport depot of this nature extending those impacts across all hours of the day;
- is better located in the nearby industrial zone or in another commercial zoning in town where the impacts of the proposed operation can be managed in an area where the impacts on the established residential amenity of the area is not important, as it would be collocated with similar uses.

Further to the conflicts with the zone code purpose and overall outcomes, the proposed development is also in conflict with a number of performance outcomes, specifically:

- PO5 in that the development is not compatible with residential uses. Further to this has no association with any residential activity conducted on-site;
- PO6 in that the development does not provide any form of residential use within the residential area;
- PO9 in that the development results in a land use activity that detrimentally impacts on the amenity of the local area having regards to:
 - Noise
 - Hours of operation (4:30am to 9pm in a residential area)
 - Traffic
 - Visual amenity
 - Privacy
 - Lighting
 - Odour and
 - Emissions.
- PO10 in that no conditions applied to the development can effectively ameliorate the impacts associated with the use on the surrounding established environment having regards to:
 - Noise
 - Hours of operation (4:30am to 9pm in a residential area)
 - Traffic
 - Visual amenity
 - Privacy
 - Lighting
 - Odour and
 - Emissions.

Further comments

This activity has been operating on-site without the necessary approvals in place for some time now, which has outlined that various land use conflicts exist currently as a result of this activity, in what was previously a quiet rural residential neighbourhood. These activities have failed to demonstrate that the activity can occur in this locality without impacting on the amenity of the surrounding residences, and therefore must not be approved within this locality.

Despite the level of non-compliance, the **development application has not provided any technical information** to support the position that the development will not result in any residential amenity impacts. The absence of supporting information such as a traffic impact assessment, car park management plan or acoustic impact assessment, detailed landscaping plan is in itself grounds for refusal on the basis that sufficient justification to confirm compliance with the planning scheme has not been provided. Clear technical demonstration of compliance is mandatory in this case given the obvious impacts that can occur as a result of the proposed transport depot operation of the use and the potential to impact on the established residential character of the surrounding area.

The proposal is clearly considered to be entirely **out of sequence for the site** in terms of its location. This is evidence by the clear policy direction provided within the strategic framework that identifies this area for future residential development that is not compromised by interim developments. This development provides no logical reasoning for the proposed industrial land use type to be provided within an established rural residential area, where there are other appropriately zoned industrial properties within Mareeba that can accommodate this activity. Regardless of any development controls applied as part of this development, these elements still remain subservient to the primary issue being that the proposed use is entirely **incompatible** within this area.

In summary, the proposed development application for a transport depot is not a suitable land use outcome for the subject premises as it conflicts with the Mareeba Shire Planning Scheme 2016, including the Strategic Framework. Despite the conflict, the applicant has not demonstrated that there are sufficient grounds or overriding community need for the development proposal on either economic, social or planning grounds. Accordingly, the application is unable to be approved in accordance with the decision-making rules imposed on assessing authorities under the Act.

I trust this information is sufficient for acceptance of this submission as *properly made*.

Kind regard,

Vanessa & John Rosset
7 Sunrise Close, Mareeba

8.2 RENEWAL OF COUNCIL SUB-LEASE TENURE INTEREST - LOT 44 SP136291 AND ASSOCIATED LICENCE FOR ACCESS OVER LOT 43 SP136291 AND PART OF LOT 44 SP136291 - DIMBULAH RAILWAY MUSEUM

Date Prepared: 21 January 2022
Author: Manager Development and Governance
Attachments: 1. The subject lease area [↓](#)

EXECUTIVE SUMMARY

This report seeks approval for renewal of sub-lease land tenure interest over a portion of Lot 44 SP136291 and associated licence for access over adjoining land to facilitate continued use of the improvements upon the land by the Dimbulah & District Museum Association Inc.

RECOMMENDATION

That Council:

1. approves the renewal for a further 10-year term, sub-lease AA on SP256621, No 715337549, Title Reference 48004116 over 44 SP136291 Dimbulah to include associated Licence over the whole of Lot 43 SP136291 and access over part of Lot 44 SP136291 as held with Queensland Rail Limited; and
2. delegates the CEO to coordinate a new agreement with the Dimbulah & District Museum Association Inc. for the ongoing operation of the old railway station building improvements upon Lot 44 SP136291.

BACKGROUND

Council holds a current sub-lease AA on Lot SP256621 in Lot 44 SP136291 with lessor Queensland Rail over an active railway corridor located at Raleigh Street Dimbulah for the purposes of a museum, access, beautification and other associated activities. The lease expires on 30 June 2022. The lease area improvements upon the land are currently utilised by the Dimbulah & District Museum Association Inc. (DDMA) to house museum collection items and are also utilised sporadically for the purposes of serving refreshments to rail travellers when trains pass through the town. Council pays lease rental of around \$1100.00 per annum under the lease terms.

Council records indicate that whilst DDMA once held an agreement with Tablelands Regional Council for the use of the facility, this instrument expired on 30 June 2012 and was not renewed. DDMA, therefore, do not hold any formal form of tenure arrangement with Council for ongoing use of the building within the lease area. As a result, DDMA does not currently pay a rental consideration to Council for use of the facility. It is understood that the DDMA volunteers continue to undertake grounds maintenance, general upkeep, and cleaning within the lease area.

Renewal of lease term

Council is in receipt of correspondence from Queensland Rail (QR) dated 16 November 2021 seeking Council views on renewal of the lease interest for a further term.

Current facility use

The DDMA currently operate and provide services to the community from the old railway station building improvements as follows:

Services and facilities available at the Station -

- Wheelchair accessible toilet.
- Museum has a Tobacco Display Shed. Historical information inside the Museum and information displayed on the outside walls about Dimbulah and the Tobacco industry.
- Retail -
 - Local Produce including Dried mango, tea tree oil and honey,
 - Books on trains and local history,
 - Maps,
 - Locally made souvenirs,
 - Prison made calico bags and stubby coolers,
 - Tea towels with handmade embroidery by local community members,
 - Zingo - Icy pure mango made locally in Mareeba,
 - Ice cream machine and drinks fridge.
- Saturday afternoon tea, provided for the Savannahlander guests, can vary from 10 to 80 people.

Opening hours:

- Open for Savannahlander rail movements -
 - Wednesdays 9:30 am to 12:00 pm.
 - Saturdays 9:30 am to about 4:00 pm.
 - Closed during Wet Season.
- Open during School holidays and on Public Holidays.

Phone numbers are displayed at the location in case the museum is unattended.

Maintenance:

- Volunteers attend to the
 - grounds maintenance
 - cleaning, in particular on the opening of each day and
 - general upkeep.
- Pest control is maintained by the Work for the Dole since 2015.

The DDMA is a volunteer community organisation and all funds generated by activities undertaken by them are returned to DDMA.

The above services are considered to be valuable ongoing services to the community.

RISK IMPLICATIONS**FINANCIAL AND RESOURCE IMPLICATIONS*****Capital***

Nil

Operating

Nil

LINK TO CORPORATE PLAN

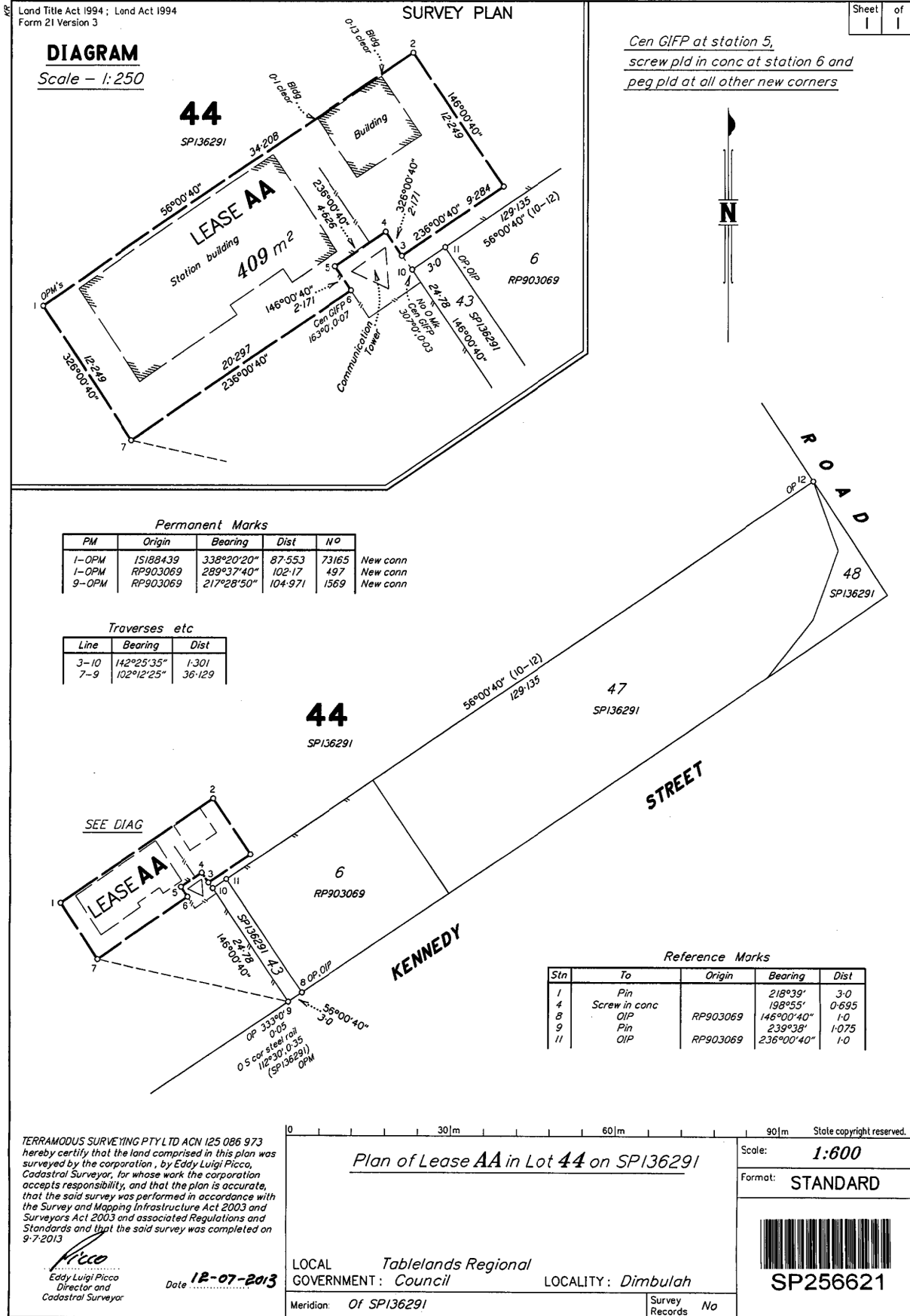
Financial Sustainability: A council that continuously operates in a cost-effective manner while managing council's assets and reserves to ensure a sustainable future.

Community: An informed and engaged community which supports and encourages effective partnerships to enhance the liveability of the Shire.

Governance: Sound decision making based on effective frameworks and clear strategic direction to achieve regulatory compliance while delivering affordable levels of identified services within the Shire.

IMPLEMENTATION/COMMUNICATION

Queensland Rail to be notified to effect lease renewal and DDMA to be contacted to commence arrangements for a new agreement for operation of the old railway station.



715337549

\$333.00

27/09/2013 14:22

BE 403

WARNING : Folded or Mutilated Plans will not be accepted.
Plans may be rolled.
Information may not be placed in the outer margins.

s. Lodged by
QUEENSLAND RAIL LIMITED
GPO Box 1429
BRISBANE QLD 4001
BETHA

(Include address, phone number, reference, and Lodger Code)

1. Certificate of Registered Owners or Lessees.

1/We **QUEENSLAND RAIL LIMITED A.C.N.132 181 090**

Queensland Rail Limited A.C.N. 132 181 090 by
its attorney **Scott Andrew Birgan**
Senior Manager Property and Fleet
under Power of Attorney No. **714856398**
who declares that he has no notice of revocation
of the Power of Attorney

(Names in full)

* as Registered Owners of this land agree to this plan and dedicate the Public Use Land as shown hereon in accordance with Section 50 of the Land Title Act 1994.

* as Lessees of this land agree to this plan:

[Signature]

Signature of *Registered Owners *Lessees

* Rule out whichever is inapplicable

6. Existing

Title Reference	Description	New Lots	Road	Secondary Interests
48004116	Lot 44 on SP136291	-	-	Lease AA

Lease AA is a sub lease of Lease 713429425 dated 12-7-2013

2. Planning Body Approval.

*
hereby approves this plan in accordance with the :

% Insert Integrated Planning Act 1997 or Sustainable Planning Act 2009

Dated this day of

..... #

..... #

* Insert the name of the Planning Body. % Insert applicable approving legislation.
Insert designation of signatory or delegation

Portion 2

Lots	Orig

7. Orig Grant Allocation :

8. Map Reference :
7963-43112

9. Parish :
Masterton

10. County :
Hodgkinson

11. Passed & Endorsed :

By : **Terramodus Surveying Pty Ltd**
Date : **12-07-2013**
Signed : *[Signature]*
Designation : **Cadastral Surveyor**

12. Building Format Plans only.

I certify that :
* As far as it is practical to determine, no part of the building shown on this plan encroaches onto adjoining lots or road.
* Part of the building shown on this plan encroaches onto adjoining * lots and road

Cadastral Surveyor/Director * Date
* delete words not required

13. Lodgement Fees :

Survey Deposit	\$
Lodgement	\$
..... New Titles	\$
Photocopy	\$
Postage	\$
TOTAL	\$

14. Insert Plan Number
SP256621

8.3 M JENSEN - RECONFIGURING A LOT - BOUNDARY REALIGNMENT - LOT 73 ON RP903071 & LOT 10 ON SP323246 - 1575 & 1593 KENNEDY HIGHWAY, KURANDA - RAL/21/0022

Date Prepared: 1 February 2022

Author: Senior Planner

Attachments: 1. [Proposal Plan](#) ↓

APPLICATION DETAILS

APPLICATION		PREMISES	
APPLICANT	M Jensen	ADDRESS	1575 & 1593 Kennedy Highway, Kuranda
DATE LODGED	1 December 2021	RPD	Lot 73 on RP903071 & Lot 10 on SP323246
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Reconfiguring a Lot - Boundary Realignment		
FILE NO	RAL/21/0022	AREA	Lot 73 - 20.41 hectares Lot 10 - 3.546 hectares
LODGED BY	Kelly Reaston Development & Property Services	OWNER	Lot 73 - Arona Pty Ltd Lot 10 - M Jensen
PLANNING SCHEME	Mareeba Shire Council Planning Scheme 2016		
ZONE	Lot 73 - Rural zone Lot 10 - Rural Residential zone		
LEVEL OF ASSESSMENT	Impact Assessment		
SUBMISSIONS	Nil		

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.

The application and supporting material has been assessed against the Mareeba Shire Council Planning Scheme 2016 and is in conflict with certain purpose statements in the Rural zone code, as well as performance outcomes contained within the Reconfiguring a lot code which seeks to discourage the creation of any lot below 60 hectares within the Rural zone.

Both existing lots are significantly less than 60 hectares in size with Lot 10 (zoned Rural Residential) having an area of 3.546 hectares and Lot 73 having an area of 20.41 hectares.

The application proposes to reconfigure the two (2) allotments through a boundary realignment only (no additional lot created) whereby approximately 3.854 hectares of land will be transferred

from Lot 73 to proposed Lot 1. The area to be transferred from Lot 73 to proposed Lot 1 is otherwise inaccessible to the owners of Lot 73 due to a deeply incised gully. The boundary realignment will move the common boundary to follow this deeply incised gully and is a logical response to the locality's topography/environment without adversely impacting on the potential of the rural zone.

The Mareeba Shire Council Planning Scheme 2016 contains a hierarchy of assessment benchmarks. The Strategic Framework is the highest order assessment benchmark in the Planning Scheme and holds greater weight than the Rural zone code and Reconfiguring a Lot code. An officer assessment has determined that despite the identified conflicts with the lower order Rural zone code and Reconfiguring a Lot code provisions mentioned above, the proposed boundary realignment meets the intent of the Strategic Framework, in that the development will not further fragment, compromise or alienate productive agricultural land.

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.

OFFICE'S RECOMMENDATION

1. That in relation to the following development application:

APPLICATION		PREMISES	
APPLICANT	M Jensen	ADDRESS	1575 & 1593 Kennedy Highway, Kuranda
DATE LODGED	1 December 2021	RPD	Lot 73 on RP903071 & Lot 10 on SP323246
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Reconfiguring a Lot - Boundary Realignment		

and in accordance with the Planning Act 2016, 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 Reconfiguring a Lot - Boundary Realignment

- (B) APPROVED PLANS:

Plan/Document Number	Plan/Document Title	Prepared by	Dated
ARO0115-SK04	Proposed Boundary Realignment	ARO	22 November 2021

(C) ASSESSMENT MANAGER'S CONDITIONS (COUNCIL)

(a) Development assessable against the Planning Scheme

1. Development must be carried out generally 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

The conditions of the development permit must be complied with to the satisfaction of Council's delegated officer prior to the endorsement of the plan of survey, 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 payment of infrastructure charges/contributions contained within the 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 required to be made to the Council (including contributions, charges and bonds) pursuant to any condition of this approval must be made prior the endorsement of the plan of survey and at the rate applicable at the time of payment.
 - 3.4 The developer must relocate (in accordance with FNQROC standards) any services such as water, sewer, drainage, telecommunications and electricity that are not wholly located within the lots that are being created/serviced where required by the relevant authority unless approved by Council's delegated officer.
 - 3.5 Where utilities (such as sewers on non-standard alignments) traverse lots to service another lot, easements must be created in favour of Council for access and maintenance purposes. The developer is to pay all costs (including Council's legal expenses) to prepare and register the easement documents.
 - 3.6 Where approved existing buildings and structures are to be retained, setbacks to any new property boundaries are to be in accordance with Planning Scheme requirements for the relevant structure and/or Queensland Development Code. Where existing building/s are in proximity to new property boundaries, a plan demonstrating compliance with the required setback must be submitted prior to endorsement of the plan of survey.
 - 3.7 All works must be designed, constructed and carried out in accordance with FNQROC Development Manual requirements and to the satisfaction of Council's delegated officer.

3.8 Charges

All outstanding rates, charges and expenses pertaining to the land are to be paid in full.

(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) Endorsement Fees

Council charges a fee for the endorsement of a Survey Plan, Community Management Statements, easement documents, and covenants. The fee is set out in Council's Fees & Charges Schedule applicable for each respective financial year.

(c) 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.

(d) 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.

(e) 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.85)

- Reconfiguring a Lot – four (4) years (starting the day the approval takes effect)

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

- Nil

(G) OTHER APPROVALS REQUIRED FROM COUNCIL

- Nil

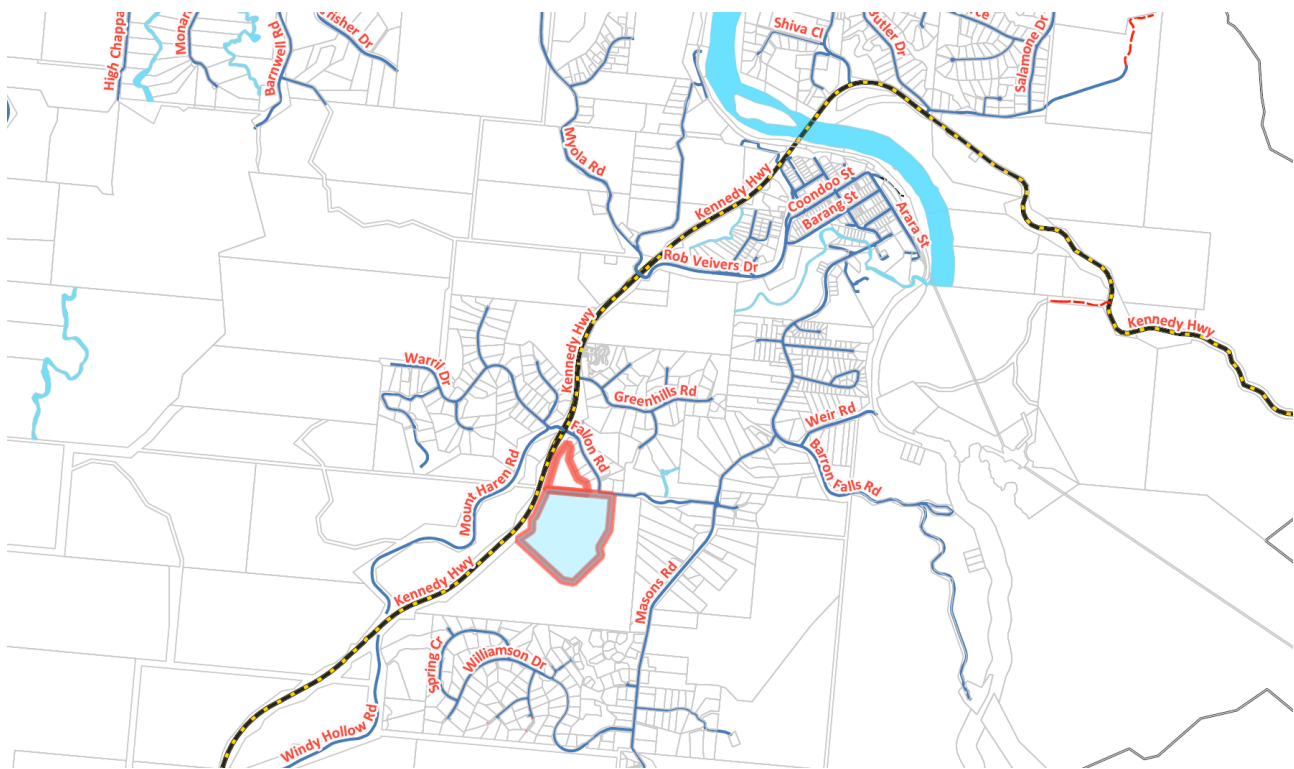
THE SITE

The subject site comprises of the following allotments:

- Lot 73 on RP903071, situated at 1593 Kennedy Highway, Kuranda, having an area of 20.41 hectares and a frontage of approximately 365 metres to the Kennedy Highway and 145 metres to Fallon Road; and
- Lot 10 on SP323246, situated at 1575 Kennedy Highway, Kuranda, having an area of 3.546 hectares and a frontage of approximately 305 metres to the Kennedy Highway and 20 metres frontage to unformed road reserve.

**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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The Kennedy Highway and Fallon Road are both constructed to bitumen sealed standard for the relevant frontages. Access to each lot is obtained via the Kennedy Highway as a deeply incised gully prevents practical access via Fallon Road.

Each lot contains an established dwelling house and domestic outbuildings.

Both lots feature steeply undulating topography and for the most part retain a coverage of dense vegetation.

Surrounding lots are predominantly zoned rural residential and are used for rural residential lifestyle purposes.

BACKGROUND AND CONTEXT

Nil

PREVIOUS APPLICATIONS & APPROVALS

Nil

DESCRIPTION OF PROPOSED DEVELOPMENT

The development application seeks a Development Permit for Reconfiguring a Lot - Boundary Realignment in accordance with the plans shown in **Attachment 1**.

The application proposes to transfer approximately 3.854 hectares from existing Lot 73 to proposed Lot 1 by moving the common boundary so that it generally follows a deeply incised gully. The area

to be transferred from Lot 73 to proposed Lot 1 is otherwise inaccessible to the owners of Lot 73 and is a logical part of proposed Lot 1. The boundary realignment is a logical response to the locality's topography/environment.

The realigned lots will be as follows:

- Lot 1 - area of 7.4 hectares, approximately 480 metres frontage to the Kennedy Highway and 20 metres frontage to unformed road reserve; and
- Lot 2 - area of 16.1 hectares, approximately 190 metres frontage to the Kennedy Highway and 145 metres frontage to Fallon Road.

Both proposed lots will retain their established dwelling house and domestic outbuildings. All servicing arrangements for the existing dwelling houses will remain in place.

There will be no change in the existing Kennedy Highway access arrangements.

REGIONAL PLAN DESIGNATION

The subject site is included within the Regional Landscape and Rural Production Area (Lot 73) and the Rural Living Area (Lot 10) land use categories in the Far North Queensland Regional Plan 2009-2031. The Regional Plan Map 3- 'Areas of Ecological Significance' also identifies the site as:

- *Strategic Rehabilitation Area*
- *State & Regional Conservation Corridors*
- *Terrestrial Area of General Ecological Significance*

PLANNING SCHEME DESIGNATIONS

Strategic Framework:	<p>Land Use Category</p> <ul style="list-style-type: none"> • Rural Area (rural other) - Lot 73 • Rural Residential Area - Lot 10 <p>Natural Environment Elements</p> <ul style="list-style-type: none"> • Biodiversity Area <p>Transport Elements</p> <ul style="list-style-type: none"> • Principal Cycle Network • State Controlled Road • Local Collector Road
Zone:	<p>Lot 73 - Rural zone</p> <p>Lot 10 - Rural Residential zone</p>
Overlays:	<p>Environmental Significance Overlay</p> <p>Hill and Slope Overlay</p> <p>Scenic Amenity Overlay</p>

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

Separate assessment against the Regional Plan is not required because the Mareeba Shire Council Planning Scheme appropriately advances the Far North Queensland Regional Plan 2009-2031, as it applies to the planning scheme area.

(B) State Planning Policy

Separate assessment against the State Planning Policy (SPP) is not required because the Mareeba Shire Council Planning Scheme appropriately integrates all relevant aspects of the SPP.

(C) Mareeba Shire Council Planning Scheme 2016

Strategic Framework

3.3 Settlement Pattern and built environment

3.3.1 Strategic outcomes

- (5) *Primary industries in Rural areas are not compromised or fragmented by incompatible and/or unsustainable development, including but not limited to subdivision that results in a detrimental impact on rural productivity or fragments large land holdings. The valued, relaxed rural character and scenic qualities of the rural area are preserved and enhanced. The rural area is largely maintained to its current extent, while accommodating development directly associated with or reliant on natural resources including rural activities and tourism. Rural areas protect the shire's agricultural area and ensure food security. Other rural areas predominantly remain agricultural grazing properties.*

Comment

The proposed development is for a "boundary realignment" only, so it does not constitute a "subdivision" by definition.

Both existing lots are significantly less than 60 hectares in size, with Lot 10 (zoned Rural Residential) having an area of 3.546 hectares and Lot 73 having an area of 20.41 hectares.

A dwelling house and domestic outbuildings are already established on each lot and the proposed boundary realignment does not allow for additional residential development on either lot.

The boundary realignment is intended to move the common boundary to generally follow a deeply incised gully. The 3.854 hectares of land to be transferred from Lot 73 to Lot 10 is otherwise inaccessible to the owners of Lot 73 and is a logical extension of Lot 10.

The boundary realignment is a logical response to the locality's topography/environment and in no way compromises the Rural zone.

The proposed development is considered to comply with Strategic outcome 5.

- (6) *New subdivisions which propose lots less than the minimum lot size of 60ha are not supported within the Rural zone.*

Comment

The proposed development is for a "boundary realignment" only, so it does not constitute a "subdivision" by definition.

Both existing lots are significantly less than 60 hectares in size, with Lot 10 (zoned Rural Residential) having an area of 3.546 hectares and Lot 73 having an area of 20.41 hectares.

A dwelling house and domestic outbuildings are already established on each lot and the proposed boundary realignment does not allow for additional residential development on either lot.

The boundary realignment is intended to move the common boundary to generally follow a deeply incised gully. The 3.854 hectares of land to be transferred from Lot 73 to Lot 10 is otherwise inaccessible to the owners of Lot 73 and is a logical extension of Lot 10.

The boundary realignment is a logical response to the locality's topography/environment and in no way compromises the Rural zone.

The proposed development does not conflict with Strategic Outcome 6.

3.3.11 Element - Rural areas

3.3.11.1 Specific outcomes

- (2) *Land in rural areas is maintained in large (60ha or greater) lot sizes to ensure that regional landscape and rural production values are not compromised by fragmentation, alienation or incompatible land uses. Subdivision of land is not supported on lots less than 60ha in the Rural zone.*

Comment

The proposed development is for a "boundary realignment" only, so it does not constitute a "subdivision" by definition.

Both existing lots are significantly less than 60 hectares in size, with Lot 10 (zoned Rural Residential) having an area of 3.546 hectares and Lot 73 having an area of 20.41 hectares.

A dwelling house and domestic outbuildings are already established on each lot and the proposed boundary realignment does not allow for additional residential development on either lot.

The boundary realignment is intended to move the common boundary to generally follow a deeply incised gully. The 3.854 hectares of land to be transferred from Lot 73 to Lot 10 is otherwise inaccessible to the owners of Lot 73 and is a logical extension of Lot 10.

The boundary realignment is a logical response to the locality's topography/environment. The proposed development will not compromise, fragment, or alienate agricultural land and is considered to satisfy Specific Outcome 2.

- (3) *Other rural areas will be largely maintained in their current configuration, only being subdivided where large land holdings of 60ha or greater can be achieved and the infrastructure base of rural operations including workers accommodation, airstrips and farm infrastructure is provided.*

Comment

The proposed development is for a "boundary realignment" only, so it does not constitute a "subdivision" by definition.

Both existing lots are significantly less than 60 hectares in size, with Lot 10 (zoned Rural Residential) having an area of 3.546 hectares and Lot 73 having an area of 20.41 hectares.

A dwelling house and domestic outbuildings are already established on each lot and the proposed boundary realignment does not allow for additional residential development on either lot.

The boundary realignment is intended to move the common boundary to generally follow a deeply incised gully. The 3.854 hectares of land to be transferred from Lot 73 to Lot 10 is otherwise inaccessible to the owners of Lot 73 and is a logical extension of Lot 10.

The boundary realignment is a logical response to the locality's topography/environment and in no way compromises the Rural zone. The proposed development is considered to satisfy Specific Outcome 3.

3.6 Transport and infrastructure

3.6.1 Strategic outcomes

(6) New development is appropriately sequenced and coordinated with existing and future water, wastewater, stormwater and transport infrastructure, to ensure the operations of existing infrastructure are not compromised and community needs continue to be met. New infrastructure is provided to development in accordance with the council's desired standards of service and supports a consolidated urban form to maximise return on investment. The ongoing operation of key infrastructure elements is not prejudiced by inappropriate development. Subdivision of land in the Rural zone to create lots less than 60ha is not consistent with facilitating appropriately sequenced and coordinated development.

Comment

The proposed development is for a "boundary realignment" only, so it does not constitute a "subdivision" by definition. No additional title will be created, and no significant change to the service arrangement of each lot will occur as a result of the development.

Relevant Developments Codes

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

- 6.2.9 Rural zone code
- 6.2.10 Rural residential zone code
- 7.2.1 Kuranda local plan code
- 8.2.4 Environmental significance overlay code
- 8.2.8 Hill and slope overlay code
- 8.2.11 Scenic amenity overlay code
- 9.4.2 Landscaping code
- 9.4.3 Parking and access code
- 9.4.4 Reconfiguring a lot code
- 9.4.5 Works, services and infrastructure 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 outcomes (or performance outcome where no acceptable outcome applies) of the relevant codes set out below, provided reasonable and relevant conditions are attached to any approval.

Relevant Codes	Comments
Rural zone code	<p>The application conflicts with 6.2.9.2 Purpose (3) (a) of the code as proposed Lots 1 and 2 will be under 60 ha in size.</p> <p>Despite this conflict, it is considered that the proposed development complies with the higher order strategic/specific outcomes contained in the Planning Scheme's Strategic Framework. Refer to planning discussion section of report for commentary.</p>
Rural residential zone code	<p>The application can be conditioned to comply with the code's relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>
Kuranda local plan code	<p>The application can be conditioned to comply with the code's relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>
Environmental significance overlay code	<p>The application can be conditioned to comply with the code's relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>
Hill and slope overlay code	<p>The application can be conditioned to comply with the code's relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>
Scenic amenity overlay code	<p>The application can be conditioned to comply with the code's relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>
Landscaping code	<p>The application can be conditioned to comply with the code's relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>
Parking and access code	<p>The application can be conditioned to comply with the code's relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>
Reconfiguring a lot code	<p>The application conflicts with the following performance outcomes:</p> <ul style="list-style-type: none"> • PO1.1 • PO1.2 <p>Despite conflicting with the abovementioned performance outcomes, it is considered that the proposed development complies with the higher order strategic/specific outcomes contained in the Planning Scheme's Strategic Framework. Refer to planning discussion section of report for commentary.</p>

Works, services and infrastructure code	The application can be conditioned to comply with the code's relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).
---	--

(D) Planning Scheme Policies/Infrastructure Charges Plan

The following planning scheme policies are relevant to the application:

Planning Scheme Policy 4 - FNQROC Regional Development Manual

Any development works will be conditioned to be designed and constructed in accordance with the FNQROC Development Manual.

(E) Adopted Infrastructure Charges Notice

The application is for a boundary realignment only. No additional vacant lot will be created.

REFERRAL AGENCY

This application did not trigger referral to a Referral Agency.

Internal Consultation

Not applicable.

PUBLIC NOTIFICATION

The development proposal was placed on public notification from 6 January 2022 to 28 January 2022. The applicant submitted the notice of compliance on 31 January 2022 advising that the public notification requirements were carried out in accordance with the requirements of the Act.

No submissions were received.

PLANNING DISCUSSION

Non-compliance with assessment benchmarks contained within the Rural zone code and Reconfiguring a lot code are discussed below:

6.2.9 Rural zone code (as amended by the TLPI)

6.2.9.2 Purpose

- (3) (a) *Areas for use for primary production are conserved and new allotments below the minimum lot size identified in Table 9.4.4.3B is not supported.*

Comment

Table 9.4.4.3B dictates a minimum reconfiguring lot size of 60 hectares for land within the Rural zone.

Both existing lots are significantly less than 60 hectares in size, with Lot 10 (zoned Rural Residential) having an area of 3.546 hectares and Lot 73 having an area of 20.41 hectares.

The application proposes to reconfigure the two (2) allotments through a boundary realignment only (no additional lot created) whereby approximately 3.854 hectares of land will be transferred from Lot 73 to proposed Lot 1.

The area to be transferred from Lot 73 to proposed Lot 1 is otherwise inaccessible to the owners of Lot 73 due to a deeply incised gully. The boundary realignment will move the common boundary to follow this deeply incised gully and is a logical response to the locality's topography/environment without adversely impacting on the potential of the rural zone.

9.4.4 Reconfiguring a lot code (as amended by the TLPI)

Area and frontage of lots - Rural zone

PO1.1

No lots are created with an area of less than 60 ha

Note: This also applies to applications for boundary realignment

AO1.1

No acceptable outcome is provided.

Comment

Both existing lots are significantly less than 60 hectares in size, with Lot 10 (zoned Rural Residential) having an area of 3.546 hectares and Lot 73 having an area of 20.41 hectares.

The application proposes to reconfigure the two (2) allotments through a boundary realignment only (no additional lot created) whereby approximately 3.854 hectares of land will be transferred from Lot 73 to proposed Lot 1.

The area to be transferred from Lot 73 to proposed Lot 1 is otherwise inaccessible to the owners of Lot 73 due to a deeply incised gully. The boundary realignment will move the common boundary to follow this deeply incised gully and is a logical response to the locality's topography/environment without adversely impacting on the potential of the rural zone.

Despite not complying with PO1.1, it is considered that the proposed boundary realignment meets the intent of the higher order Strategic Framework, in that the development will not further fragment, compromise or alienate productive agricultural land, and has no impact on future primary production potential.

PO1.2

No lots are created with a frontage less than 400m

Note: This also applies to applications for boundary realignment.

AO1.2

No acceptable outcome is provided.

Comment

Proposed Lot 1 will comply.

Proposed Lot 2 would have a combined road frontage of approximately 335 metres to the Kennedy Highway and Fallon Road. This frontage is adequate to provide for access, whilst retaining the already irregular lot shape.

The frontage proposed for each lot is appropriate.

This document is intended for use as a guide only. It is not a contract and does not constitute an offer of any financial product. It is not intended to be used as a basis for any investment decision. It is not intended to be used as a basis for any investment decision. It is not intended to be used as a basis for any investment decision.



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AR0115-SK04

LOT 10 ON SP23246 & LOT 73
ON RP93071, MAREEBA

PROPOSED BOUNDARY
REALIGNMENT

ARO115-SK04

1:2000
A1 Full Size
Aerial No. ARO0115-SK04(2) - 22nd November 2021



8.4 FINANCIAL STATEMENTS PERIOD ENDING 31 JANUARY 2022**Date Prepared:** 2 February 2022**Author:** Manager Finance**Attachments:** 1. [Budgeted Income Statement by Fund 2021/22 Budget](#) [↓](#)**EXECUTIVE SUMMARY**

The purpose of this report is to provide Council with an overview of financial matters for the period 1 July 2021 to 31 January 2022.

RECOMMENDATION

That Council receives the Financial Report for the period ending 31 January 2022.

BACKGROUND

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

For the month ending 31 January 2022, the actual results are in line with the year-to-date budget.

The budgeted figures reflect the 2021/22 Budget as adopted by Council at the 16 June 2021 meeting.

There are no issues or concerns to discuss or highlight at this stage.

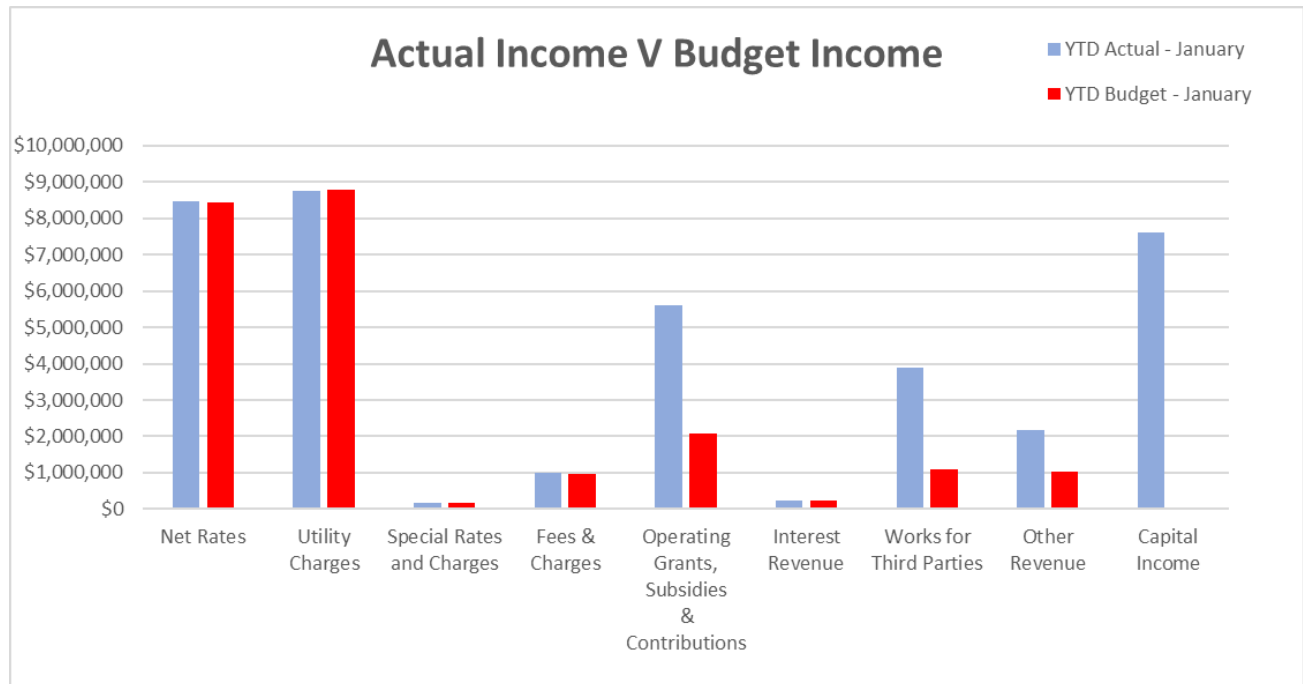
January 2022 - Snapshot

Total Operating Income	\$	30,263,127
Total Operating Expenditure	\$	29,542,864
Operating Surplus/(Deficit)	\$	720,263
Total Capital Income (grants, developer contributions)	\$	7,620,174
Net Result - Surplus/(Deficit)	\$	8,340,437

Income Analysis

Total income (including capital income of \$7,620,174) for the period ending 31 January 2022 is \$37,883,301 compared to the YTD budget of \$22,753,522.

The graph below shows actual income against budget for the period ending 31 January 2022.



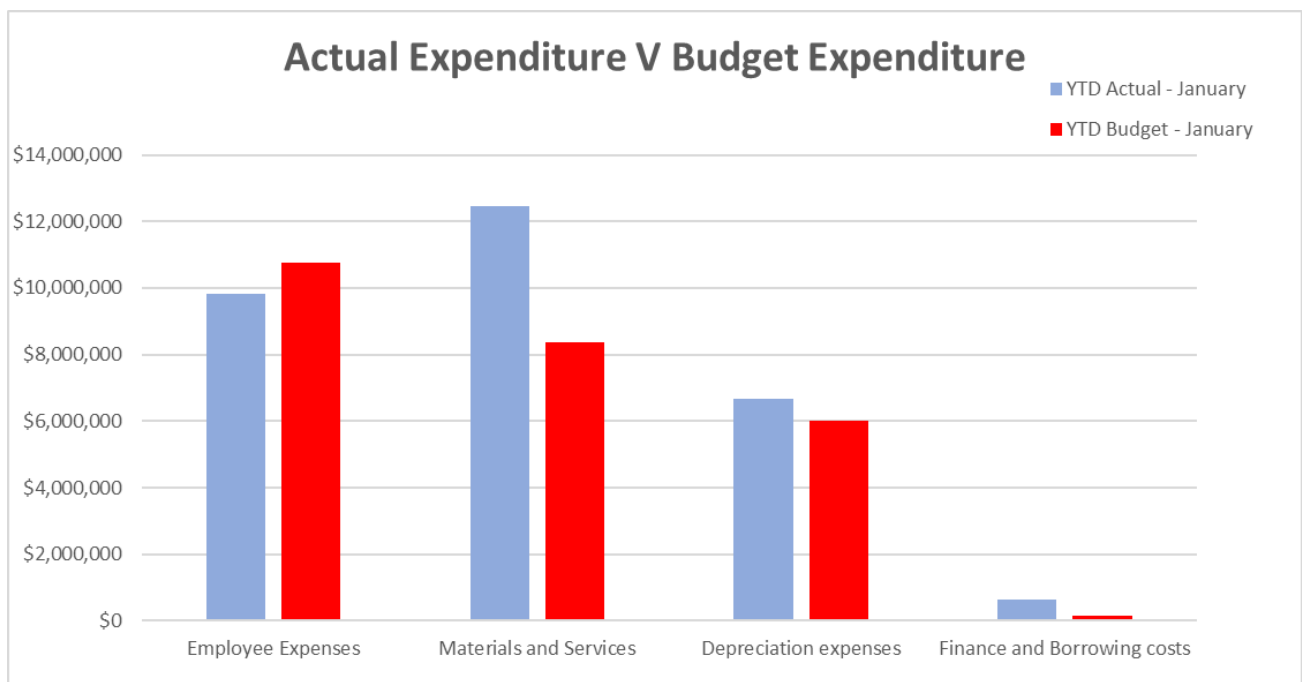
	Actual YTD	Budget YTD	Note
Net Rates	8,473,995	8,424,798	
Utility Charges	8,738,356	8,778,082	
Special Rates and Charges	179,587	158,884	
Fees & Charges	988,568	965,183	1
Operating Grants, Subsidies & Contributions	5,595,698	2,086,713	2
Interest Received	238,092	229,875	
Works for Third Parties	3,876,742	1,077,815	3
Other Revenue	2,172,089	1,032,172	4
Capital Income	7,620,174	-	5

Notes:

1. Revenue from rate searches and inspections, airport landing fees and all tracking higher than YTD budget, this is offset by plumbing applications still trending below YTD budget.
2. Favourable variance is in relation to DRFA (Disaster Recovery Funding Arrangement). This is not budgeted for but will be completely offset with expenditure.
3. Favourable result due to 3rd party works which were not budgeted for. The associated costs form part of the operational expenses which were also not budgeted. The net impact of these additional works is likely to result in a small surplus. Also contributing to the variance is how the budget has been allocated for RMPC works, which is equally apportioned over 12 periods however actual works does not reflect this same trend.
4. Favourable variance relates to a timing issue with budget being apportioned over 12 months. A number of annual invoices have been raised which is creating this variance. Also, a significant portion of this favourable variance is a result from the sale of three lots at the Mareeba Industrial Park which occurred in the months of December and January.
5. Council has received \$6.5M in capital grants towards Works for Queensland COVID Round and Round 4, Transport Infrastructure Development Scheme (TIDS), Local Roads & Community Infrastructure Program Round 2, Disaster Recovery Funding Arrangements 2019 for the Mason Street Sewer Upgrade and Chillagoe Bore Water and Main upgrades and \$272k received in capital contributions.

Expenditure Analysis

Total expenses for the period ending 31 January 2022 is \$29,542,864 compared to the YTD budget of \$25,272,842. The graph below shows actual expenditure against budget for the period ending 31 January 2022.



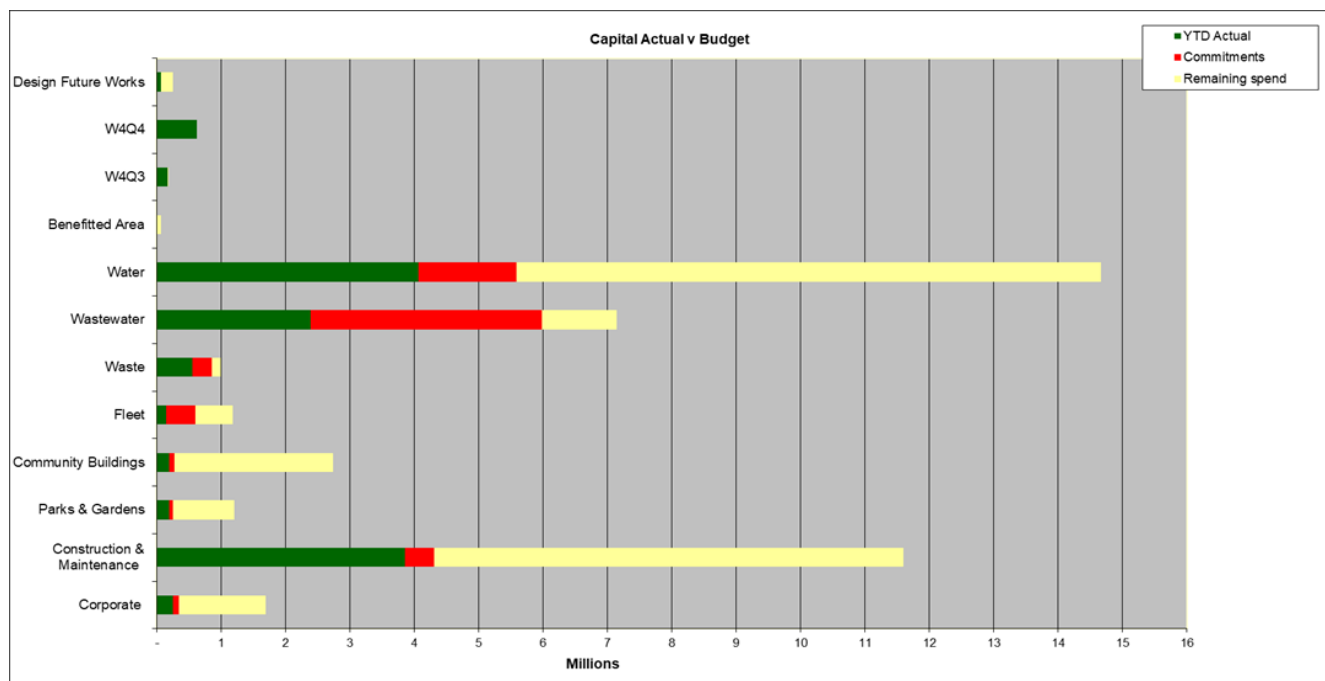
	Actual YTD	Budget YTD	Note
Employee expenses	9,820,891	10,753,844	1
Materials & Services	12,444,402	8,378,438	2
Depreciation expenses	6,653,723	6,000,331	
Finance & Borrowing costs	623,848	140,230	3

Notes:

1. There are no significant issues to report. The reason for the variance is a timing issue for the annual increment, staff absences, vacancies and staff working on capital.
2. The majority of the variance relates to the additional 3rd party works which was not budgeted for however there is income to offset this expense. Also contributing to the variance is the expenditure for RMPC and Council road maintenance, which is allocated equally over 12 periods however actual works does follow same trend.
3. The large variance in Finance and Borrowing costs in comparison to budget is due to the valueless land acquired from the November 2020 council report. A total of eight (8) properties have been acquired and recognised as Council assets and the associated rates and charges associated have been written off.

Capital Expenditure

Total capital expenditure of \$19,058,043 (including commitments) has been spent for the period ending 31 January 2022 against the 2021/22 adjusted annual capital budget of \$42,228,197. This budget figure now includes carry overs from 2020/21 of \$9,938,178 and new and additional funds required for 2020/21 capital projects of \$813,251.



Loan Borrowings

Council's loan balance is as follows:

QTC Loans \$7,480,886

Rates and Sundry Debtors Analysis

Rates and Charges

The total rates and charges payable as at 31 January 2022 are \$1,807,664 which is broken down as follows:

Status	31 January 2022		31 January 2021	
	No. of properties	Amount	No. of properties	Amount
Valueless land	10	387,786	18	759,964
Payment Arrangement	1	1,401	9	44,293
Collection House	284	1,162,594	269	810,234
Exhausted – awaiting sale of land	11	215,236	8	144,681
Sale of Land	-	-	7	109,644
Other <i>(includes current rate notices) *</i>	280	40,647	259	88,853
TOTAL	586	1,807,664	570	1,957,669

**Of this amount, 191 properties have a balance less than \$20*

The Rate Notices for the period ending 30 June 2022 are due to be issued on 14 February 2022 with the discount due date being 18 March 2022.

Collection House collected \$74,020 for the month of January 2022.

Council Officers have commenced the process in acquiring the identified valueless land properties, this process will take up to 12 months to complete.

Sundry Debtors

The total outstanding for Sundry Debtors as at 31 January 2022 is \$226,313 which is made up of the following:

Current	30 days	60 days	90 + days
\$156,703	\$4,879	\$19,654	\$45,077
69%	2%	9%	20%

Procurement

There were no emergency purchase orders for the month.

RISK IMPLICATIONS

Nil

Legal/Compliance/Policy Implications

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.

FINANCIAL AND RESOURCE IMPLICATIONS

Nil

LINK TO CORPORATE PLAN

Governance: Sound decision making based on effective frameworks and clear strategic direction to achieve regulatory compliance while delivering affordable levels of identified services within the Shire.

IMPLEMENTATION/COMMUNICATION

Nil

Budgeted Income Statement by Fund 2021/22 Budget			
Consolidated			
	Actual YTD	Budget YTD	2021/22
Revenue			
Rates and utility charges	18,400,309	18,393,981	36,787,376
Less Discounts and Pensioner Remissions	(1,008,371)	(1,032,217)	(2,064,435)
Net Rates and Utility Charges	17,391,938	17,361,764	34,722,941
Fees and Charges	988,568	965,183	1,511,931
Operating Grants and Subsidies	5,491,228	2,086,713	8,067,552
Operating Contributions	104,470	-	46,300
Interest Revenue	238,092	229,875	435,500
Works for Third Parties	3,876,742	1,077,815	1,847,683
Other Revenue	2,172,089	1,032,172	1,776,579
Total Operating Revenue	30,263,127	22,753,522	48,408,486
Expenditure			
Employee Expenses	9,820,891	10,753,843	18,569,830
Materials and Services	12,444,402	8,378,439	13,339,658
Depreciation expense	6,653,723	6,000,330	10,286,283
Finance and Borrowing costs	623,848	140,230	267,094
Total Operating Expenses	29,542,864	25,272,842	42,462,865
Operating Surplus/(Deficit)	720,263	(2,519,320)	5,945,621
Capital Income			
Capital Contributions	272,350	-	-
Capital Grants and Subsidies	6,480,122	-	11,254,723
Donated Assets	-	-	-
Profit/(Loss) on Sale of Asset	867,702	-	-
Total Capital Income	7,620,174	-	11,254,723
Net Result	8,340,437	(2,519,320)	17,200,344

Budgeted Income Statement by Fund 2021/22 Budget			
General			
	Actual YTD	Budget YTD	2021/22
Revenue			
Rates and utility charges	9,603,701	9,556,925	19,113,851
Less Discounts and Pensioner Remissions	(1,008,371)	(1,032,217)	(2,064,435)
Net Rates and Utility Charges	8,595,330	8,524,708	17,049,416
Fees and Charges	852,863	811,431	1,248,356
Operating Grants and Subsidies	5,416,880	2,086,713	8,067,552
Operating Contributions	903	-	46,300
Interest Revenue	149,409	145,000	290,000
Works for Third Parties	3,838,375	1,077,815	1,847,683
Other Revenue	1,685,206	524,755	924,579
Total Operating Revenue	20,538,966	13,170,422	29,473,886
Expenditure			
Employee Expenses	9,065,097	9,804,294	16,902,503
Materials and Services	7,204,086	3,387,525	4,784,530
Depreciation expense	4,818,043	4,202,904	7,204,980
Finance and Borrowing costs	562,956	80,456	147,545
Total Operating Expenses	21,650,182	17,475,179	29,039,558
Operating Surplus/(Deficit)	(1,111,216)	(4,304,757)	434,328
Capital Income			
Capital Contributions	194,228	-	-
Capital Grants and Subsidies	4,925,309	-	4,633,000
Donated Assets	-	-	-
Profit/(Loss) on Sale of Asset	867,702	-	-
Total Capital Income	5,987,239	-	4,633,000
Net Result	4,876,023	(4,304,757)	5,067,328

Budgeted Income Statement by Fund 2021/22 Budget			
Waste			
	Actual YTD	Budget YTD	2021/22
Revenue			
Rates and utility charges	2,096,071	2,077,657	4,155,314
Less Discounts and Pensioner Remissions	-	-	-
Net Rates and Utility Charges	2,096,071	2,077,657	4,155,314
Fees and Charges	98,085	140,000	240,000
Operating Grants and Subsidies	10,089	-	-
Operating Contributions	-	-	-
Interest Revenue	12,279	20,417	35,000
Works for Third Parties	-	-	-
Other Revenue	458,988	460,750	772,000
Total Operating Revenue	2,675,512	2,698,824	5,202,314
Expenditure			
Employee Expenses	206,027	213,255	390,466
Materials and Services	2,461,405	2,438,650	4,174,640
Depreciation expense	94,617	94,026	161,188
Finance and Borrowing costs	-	-	-
Total Operating Expenses	2,762,049	2,745,931	4,726,294
Operating Surplus/(Deficit)	(86,537)	(47,107)	476,020
Capital Income			
Capital Contributions	6,823	-	-
Capital Grants and Subsidies	-	-	-
Donated Assets	-	-	-
Profit/(Loss) on Sale of Asset	-	-	-
Total Capital Income	6,823	-	-
Net Result	(79,714)	(47,107)	476,020

Budgeted Income Statement by Fund 2021/22 Budget			
<u>Wastewater</u>			
	Actual YTD	Budget YTD	2021/22
Revenue			
Rates and utility charges	2,849,194	2,701,100	5,402,200
Less Discounts and Pensioner Remissions	-	-	-
Net Rates and Utility Charges	2,849,194	2,701,100	5,402,200
Fees and Charges	37,620	13,752	23,575
Operating Grants and Subsidies	-	-	-
Operating Contributions	-	-	-
Interest Revenue	36,289	49,583	85,000
Works for Third Parties	4,324	-	-
Other Revenue	-	24,500	42,000
Total Operating Revenue	2,927,427	2,788,935	5,552,775
Expenditure			
Employee Expenses	228,113	311,717	536,149
Materials and Services	1,000,798	897,695	1,485,053
Depreciation expense	917,840	894,787	1,533,920
Finance and Borrowing costs	60,892	59,774	119,549
Total Operating Expenses	2,207,643	2,163,973	3,674,671
Operating Surplus/(Deficit)	719,784	624,962	1,878,104
Capital Income			
Capital Contributions	36,712	-	-
Capital Grants and Subsidies	1,010,912	-	-
Donated Assets	-	-	-
Profit/(Loss) on Sale of Asset	-	-	-
Total Capital Income	1,047,624	-	-
Net Result	1,767,408	624,962	1,878,104

Budgeted Income Statement by Fund 2021/22 Budget			
Water			
	Actual YTD	Budget YTD	2021/22
Revenue			
Rates and utility charges	3,793,090	3,999,325	7,998,064
Less Discounts and Pensioner Remissions	-	-	-
Net Rates and Utility Charges	3,793,090	3,999,325	7,998,064
Fees and Charges	-	-	-
Operating Grants and Subsidies	64,259	-	-
Operating Contributions	-	-	-
Interest Revenue	24,108	14,583	25,000
Works for Third Parties	34,043	-	-
Other Revenue	27,895	22,167	38,000
Total Operating Revenue	3,943,395	4,036,075	8,061,064
Expenditure			
Employee Expenses	318,967	424,577	740,712
Materials and Services	1,701,891	1,610,568	2,847,508
Depreciation expense	784,294	768,596	1,317,594
Finance and Borrowing costs	-	-	-
Total Operating Expenses	2,805,152	2,803,741	4,905,814
Operating Surplus/(Deficit)	1,138,243	1,232,334	3,155,250
Capital Income			
Capital Contributions	34,587	-	-
Capital Grants and Subsidies	543,901	-	6,621,723
Donated Assets	-	-	-
Profit/(Loss) on Sale of Asset	-	-	-
Total Capital Income	578,488	-	6,621,723
Net Result	1,716,731	1,232,334	9,776,973

Budgeted Income Statement by Fund 2021/22 Budget			
<u>Benefited Area</u>			
	Actual YTD	Budget YTD	2021/22
Revenue			
Rates and utility charges	58,253	58,974	117,947
Less Discounts and Pensioner Remissions	-	-	-
Net Rates and Utility Charges	58,253	58,974	117,947
Fees and Charges	-	-	-
Operating Grants and Subsidies	-	-	-
Operating Contributions	103,567	-	-
Interest Revenue	16,007	292	500
Works for Third Parties	-	-	-
Other Revenue	-	-	-
Total Operating Revenue	177,827	59,266	118,447
Expenditure			
Employee Expenses	2,687	-	-
Materials and Services	76,222	44,001	47,927
Depreciation expense	38,929	40,017	68,601
Finance and Borrowing costs	-	-	-
Total Operating Expenses	117,838	84,018	116,528
Operating Surplus/(Deficit)	59,989	(24,752)	1,919
Capital Income			
Capital Contributions	-	-	-
Capital Grants and Subsidies	-	-	-
Donated Assets	-	-	-
Profit/(Loss) on Sale of Asset	-	-	-
Total Capital Income	-	-	-
Net Result	59,989	(24,752)	1,919

8.5 OPERATIONAL PLAN 2021/22 PROGRESS REPORT OCTOBER TO DECEMBER 2021

Date Prepared: 7 February 2022
Author: Manager Development and Governance
Attachments: 1. [Progress Report October to December 2021](#) ↓

EXECUTIVE SUMMARY

The attached report provides information regarding the progress of the 2021/22 Operational Plan projects.

RECOMMENDATION

That Council receives and notes the progress report on implementation of the 2021/22 Operational Plan for the period October 2021 to December 2021.

BACKGROUND

The Local Government Regulation 2012 provides that a local government must prepare and adopt an annual operational plan for each year. The Operational Plan is a statement of specific works to be undertaken and services to be provided in order to progress the goals and objectives set out in a Council's Corporate Plan over a period of one (1) year.

Council adopted the Operational Plan for 2021/22 on 16 June 2021.

In accordance with section 174(3) of the Local Government Regulation 2012, the Chief Executive Officer must present a written assessment of the local government's progress towards implementing the annual operational plan at meetings of the local government held at regular intervals of not more than three (3) months.

RISK IMPLICATIONS**LEGAL/COMPLIANCE/POLICY IMPLICATIONS**

It is a statutory requirement for an assessment of progress in implementing the Operational Plan to be presented to Council at least on a quarterly basis.

FINANCIAL AND RESOURCE IMPLICATIONS***Capital***

Nil

Operating

Nil

LINK TO CORPORATE PLAN

Governance: Sound decision making based on effective frameworks and clear strategic direction to achieve regulatory compliance while delivering affordable levels of identified services within the Shire.

IMPLEMENTATION/COMMUNICATION

Nil.

Financial Sustainability					
“A council that continuously operates in a cost-effective manner while managing council’s assets and reserves to ensure a sustainable future.”					
Project	Corporate Plan Ref	Corporate Plan Goal	Business Section	Performance Measures	Progress Comment
Long-term Financial Plan	FIN 1 FIN 2	Long-Term Financial Plan that supports effective and sustainable financial management Effective and sustainable financial management	Finance Development & Governance	<ul style="list-style-type: none"> Ensure Long Term Asset Management Plan and Financial Plan aligns with revised Sub-Asset Management Plans and Local Government Infrastructure Plan (LGIP) 	<ul style="list-style-type: none"> Updated Long Term Financial plan 2021/22 was adopted 16 July 2021 Continuing to mature asset management through sub-plans for all asset classes. Further review of the Long Term Asset Management Plan, Long-term Financial Plan and Council's LGIP is ongoing.
Comprehensive Asset Revaluations: <ul style="list-style-type: none"> Drainage K&C Water Wastewater 	FIN 1	Long-Term Financial Plan that supports effective and sustainable financial management	Finance	<ul style="list-style-type: none"> Drainage comprehensive revaluation K & C comprehensive revaluation Water comprehensive revaluation Wastewater comprehensive revaluation 	<ul style="list-style-type: none"> Water and Wastewater comprehensive revaluation to be finalised in March 2022 Bridges desktop revaluation to be finalised in March 2022 Drainage and K&C revaluations deferred to 22/23 year.
Libraries Service Review	FIN 2	Effective and sustainable financial management	Customer & Community	<ul style="list-style-type: none"> Relocate library service Finalise recommendations from service level review 	<ul style="list-style-type: none"> Mareeba Library successfully relocated to new premises at nil cost to ratepayers Transition of library service to a generalist customer first model completed and new workflow efficiencies implemented across the branch network

Financial Sustainability					
“A council that continuously operates in a cost-effective manner while managing council’s assets and reserves to ensure a sustainable future.”					
Project	Corporate Plan Ref	Corporate Plan Goal	Business Section	Performance Measures	Progress Comment
					<ul style="list-style-type: none"> Increased services are being offered within existing budget due to new Mareeba Library premises, transition to new generalist customer service model and installation of grant funded high tech self-check facilities at Mareeba and Kuranda branches Final recommendations of the 2017 Service Efficiencies Review Report now implemented and completed
Technology One enhancements	FIN 3	Effective and sustainable financial management	Information Systems Organisational Development Development & Governance	<ul style="list-style-type: none"> Human Resources & Payroll Mobility & Companion App Leasing Module Grants Register 	<ul style="list-style-type: none"> Property Leasing module implementation complete and is operational. Initiated engagement with Technology One to deliver roadmap for adoption of CiA (web client) across all Core Suite products. Human Resources & Payroll implementation scheduled for completion in 2022 calendar year.
Mareeba Industrial Estate Development	FIN 3	Effective business management	Customer & Community	<ul style="list-style-type: none"> Promote sale of industrial land 	<ul style="list-style-type: none"> Development of an Investment Attraction Strategy has commenced

Financial Sustainability					
“A council that continuously operates in a cost-effective manner while managing council’s assets and reserves to ensure a sustainable future.”					
Project	Corporate Plan Ref	Corporate Plan Goal	Business Section	Performance Measures	Progress Comment
Mareeba Airport Precinct	FIN 3	Effective business management	Customer & Community	<ul style="list-style-type: none"> Implement Promotional Strategy 	<ul style="list-style-type: none"> Development of an Investment Attraction Strategy has commenced
Customer Service Standards	FIN 3	Effective business management	Customer & Community	<ul style="list-style-type: none"> Monitoring and reporting to be implemented Review Customer Request categories to determine appropriate resolution timeframes and apply these to Council's Customer Request Management System to allow effective reporting. 	<ul style="list-style-type: none"> Review and development of a customer service monitoring and reporting system has commenced
ICT Strategy implementation <ul style="list-style-type: none"> PABX replacement SharePoint Online 	FIN 3	Effective business management	Information Systems	<ul style="list-style-type: none"> Determine appropriate solution for replacement of on-premises PABX with Cloud hosted system. Review options for Cloud hosting Council's Data Protection system. 	<ul style="list-style-type: none"> PABX replacement work on-hold awaiting maturity in call center solutions. Planned Proof of Concept for AvePoint Cloud Records product to support records compliance in Office 365.
Sustainable Workforce	FIN 4	A skilled and sustainable workforce	Organisational Development	<ul style="list-style-type: none"> Training and development of workforce where required to improve efficiencies and ensure workplace safety 	<ul style="list-style-type: none"> Ongoing training and development is taking place across the organisation

Community					
“An informed and engaged community which supports and encourages effective partnerships to enhance the liveability of the shire.”					
Project	Corporate Plan Ref	Corporate Plan Goal	Business Section	Performance Measures	Progress Comment
Arts Connection to Tourism	COM 1	An engaged community	Community Wellbeing	<ul style="list-style-type: none"> Updated Arts & Culture Plan 	<ul style="list-style-type: none"> Arts and Culture Plan update has commenced
Community Wellbeing Strategy	COM 1 COM 2 COM 3	An engaged community An active, safe and healthy community A community being prepared and resilient to emergencies and disasters	Customer & Community	<ul style="list-style-type: none"> Strategy is developed adopted for the delivery of sustainable community wellbeing services and activities across the Shire. 	<ul style="list-style-type: none"> Developing the strategy continues Workshop presenting summary of Council assistance to community groups and review of relevant policies due by June 2022.
Active Recreation Strategy	COM 2 TCI4	An active, safe and healthy community Public spaces and facilities	Customer & Community Maintenance Services Finance Development & Governance	<ul style="list-style-type: none"> Adopt the Active Recreation Strategy Inform the Asset Management Plan 	<ul style="list-style-type: none"> Active recreation has been incorporated into the Parks and Open Spaces Strategy. Strategy in development in conjunction with asset management sub-plan in 2022.

Transport and Council Infrastructure “The provision of quality services and infrastructure for our growing community that is planned and managed using sound asset management principles”					
Project	Corporate Plan Ref	Corporate Plan Goal	Business Section	Performance Measures	Progress Comment
Review Asset Management Plans across asset classes	TCI 1 TCI 4 COM2	Sustainable Infrastructure for the future. Public spaces and facilities An active, safe and healthy community	Technical Services Finance	<ul style="list-style-type: none"> Undertake data verification Undertake condition assessment and defect identification across individual asset classes. Document and review prioritisation and response times for maintenance and operational activities Improvement of asset management processes to be reflected in Long Term Asset Management Plan and Long-term Financial Plan 	<ul style="list-style-type: none"> Ongoing data integrity review of base data sets supporting the Asset Management sub-plans. Routine inspections infrastructure assets continuing. Current work on sub-management plans are in development or review for 2022/23 which will result in changes to the Long Term Financial Plan and Council’s LGIP.
Local Government Infrastructure Plans Review (LGIP)	TCI 1 FIN 2	Sustainable Infrastructure for the future Effective and sustainable financial management	Development & Governance Finance Technical Services Water and Waste	<ul style="list-style-type: none"> Review LGIP Review condition and remaining capacity of existing trunk infrastructure to identify renewals and upgrades that will be needed to cater for development Link to Asset Management Plans Review methodology and calculation of Infrastructure Charges 	<ul style="list-style-type: none"> Review will commence on completion of Asset Management Plan review.

Transport and Council Infrastructure “The provision of quality services and infrastructure for our growing community that is planned and managed using sound asset management principles”					
Project	Corporate Plan Ref	Corporate Plan Goal	Business Section	Performance Measures	Progress Comment
New Kuranda Cemetery	TCI 1	Sustainable Infrastructure for the future	Technical Services Development & Governance	<ul style="list-style-type: none"> Prepare site plan Complete required operational works 	<ul style="list-style-type: none"> Options assessment under consideration with preliminary layouts being developed.
Mareeba Cemetery	TCI 1	Sustainable Infrastructure for the future	Technical Services	<ul style="list-style-type: none"> Identify possible sites to secure a growth strategy 	<ul style="list-style-type: none"> Development of scope documentation underway.
Kuranda Infrastructure Program	TCI 1	Sustainable Infrastructure for the future	Technical Services Works	<ul style="list-style-type: none"> Negotiate renewed agreement Develop new Strategic Plan with focus on renewal of existing infrastructure 	<ul style="list-style-type: none"> New agreement executed November 2021.

Economy and Environment “A resilient economy that promotes and supports the shire’s natural assets and local industry and encourages investment while preserving and future proofing for generations to come”					
Project	Corporate Plan Ref	Corporate Plan Goal	Business Section	Performance Measures	Progress Comment
Waste Management Services Strategy	EAE 1 TCI 1	Environmentally responsible and efficient waste and wastewater management	Water & Waste Finance	<ul style="list-style-type: none"> Implement actions identified in Waste Strategy Operational planning for closure and capping of Mareeba Landfill 	<ul style="list-style-type: none"> Working to ensure continuity of waste services following closure of Mareeba landfill in November 2021 with landfill waste to be sent to Springmount.

Economy and Environment “A resilient economy that promotes and supports the shire’s natural assets and local industry and encourages investment while preserving and future proofing for generations to come”					
Project	Corporate Plan Ref	Corporate Plan Goal	Business Section	Performance Measures	Progress Comment
		Sustainable Infrastructure for the future			<ul style="list-style-type: none"> Continuing to participate in FNQROC regional waste planning.
Economic Tourism development	EAE 3	Support and encourage industrial and commercial growth and development.	Customer & Community	<ul style="list-style-type: none"> Advocate and support economic tourism development Seek advocacy and grant opportunities supporting economic growth Where appropriate, partner with industry groups to grow opportunities 	<ul style="list-style-type: none"> New cultural tourism assets have been established as public murals funded under the Regional Arts Development Fund are completed Community festivals and events supported by Council continue to attract self-drive visitors to the Shire Digital marketing of the Shire's cultural tourism assets continues Council and the Mareeba Chamber of Commerce jointly held the inaugural meeting of the Mareeba Taskforce to facilitate action on the big socio-economic issues
Land, Pest and Fire Management Review	EAE 4	Our region’s environmental assets are best managed while promoting economic wellbeing	Works Technical Services	<ul style="list-style-type: none"> Adopt Terms of Reference for PMAC Participate in FNQROC NAMAC 	<ul style="list-style-type: none"> Terms of Reference for PMAC under development. Continuing to participate in FNQROC NAMAC

Economy and Environment “A resilient economy that promotes and supports the shire’s natural assets and local industry and encourages investment while preserving and future proofing for generations to come”					
Project	Corporate Plan Ref	Corporate Plan Goal	Business Section	Performance Measures	Progress Comment
Planning Scheme Review	EAE 2	A Sustainable Planning Scheme	Development & Governance	<ul style="list-style-type: none"> Draft review of MSC Planning Scheme and supporting documents 	<ul style="list-style-type: none"> Progress to begin in 2022
Temporary Local Planning Instrument (TLPI)	EAE 2	A Sustainable Planning Scheme	Development & Governance	<ul style="list-style-type: none"> Review the Planning Scheme and negotiate with State to meet condition of TLPI 	<ul style="list-style-type: none"> Discussions between the State Department and Council continue.

Governance “Sound decision making based on effective frameworks and clear strategic direction to achieve regulatory compliance and affordable levels of service delivered to the community”					
Project	Corporate Plan Ref	Corporate Plan Goal	Business Section	Performance Measures	Progress Comment
Compliance Review	GOV 2	Strong focus on compliance and enterprise risk	Development & Governance All	<ul style="list-style-type: none"> Finalise Compliance Portal Implement all changes identified in previous review 	<ul style="list-style-type: none"> Currently in progress, waiting on Risk Portal to finalise implementation.
Enterprise Risk Management Portal	GOV 2	Strong focus on compliance and enterprise risk	Development & Governance All	<ul style="list-style-type: none"> Select portal provider Implement Council enterprise risk matrix and process to the portal 	<ul style="list-style-type: none"> Two Vendors have provided demonstrations and a third is currently under review. Plan to have a vendor selected in March 2022

Governance “Sound decision making based on effective frameworks and clear strategic direction to achieve regulatory compliance and affordable levels of service delivered to the community”					
Project	Corporate Plan Ref	Corporate Plan Goal	Business Section	Performance Measures	Progress Comment
Advocacy Policy	GOV 3	Effective advocacy and strategic partnerships	Development & Governance	<ul style="list-style-type: none"> • Update Council Advocacy Policy to reflect current priorities • Prepare and update briefs for Councillors and State Departments to address key priorities 	<ul style="list-style-type: none"> • Completed
Governance of Infrastructure Approvals Process Review	GOV 1 GOV 2 EAE2	Ethical, accountable, transparent and affordable decision making Strong focus on compliance and enterprise risk A Sustainable Planning Scheme	Technical Services Development & Governance	<ul style="list-style-type: none"> • Review of Planning Scheme post Asset Management Plan and LGIP to ensure standards are enforced on developers • Streamline road corridor approval process • Implement process for reviewing and provide feedback on the impacts of developments and operational works on council infrastructure 	<ul style="list-style-type: none"> • In progress

9 INFRASTRUCTURE SERVICES

9.1 INFRASTRUCTURE SERVICES, CAPITAL WORKS MONTHLY REPORT - JANUARY 2022

Date Prepared: 21 January 2022

Author: Director Infrastructure Services

Attachments:

1. [Capital Works Highlights - January 2022](#) 
2. [Capital Works Summary - January 2022](#) 

EXECUTIVE SUMMARY

The purpose of this report is to provide an update on capital works projects undertaken by the Infrastructure Services Department during the month of January 2022.

RECOMMENDATION

That Council receives the Infrastructure Services Capital Works Monthly Report for the month of January 2022.

BACKGROUND

Council's Capital Works program is focussed on renewal and upgrade of Council infrastructure to achieve Council's corporate vision of "A growing, confident and sustainable Shire". The program is funded through a combination of Council's own funding and external grants and subsidies.

RISK IMPLICATIONS

Financial

The capital works program is tracking within budget.

Infrastructure and Assets

Projects included in the current capital works program were identified through Council's Project Prioritisation Tool (PPT) which uses a risk-based, multi-criteria approach to rank projects in order of priority. The PPT is aligned with Council's Long-Term Financial Plan and Asset Management sub-plans, which focus of renewal of existing assets.

FINANCIAL AND RESOURCE IMPLICATIONS

Capital

All capital works are listed in and funded by the 2021/22 Capital Works Program.

LINK TO CORPORATE PLAN

Transport and Council Infrastructure: The provision of quality services and infrastructure for our growing community that is planned and managed using sound asset management principles.

IMPLEMENTATION/COMMUNICATION

**Infrastructure Services Capital Works Report
Project Highlights - January 2022**



Project Name: Kanervo Road - Davies Creek Bridge Replacement

Program: Bridges

Background

A Level 3 engineering inspection and load assessment was undertaken on the Davies Creek bridge on Kanervo Road in 2015 which identified significant deterioration of some of the timber girders and a load limit of 14 tonnes was imposed on the bridge.

In August 2019, Council secured a grant under the Australian Government's Bridges Renewal Program towards upgrade of the existing bridge over Davies Creek on Kanervo Road. The purpose of this project is to restore the bridge to its original intended load limit, extend the life of the structure and provide accessibility for heavy vehicles.

Scope of Works

The scope of works includes replacing the existing timber girders and deck of the bridge over Davies Creek on Kanervo Road with concrete precast deck units and a concrete deck, in addition to strengthening of the existing abutments and pier and piers.

Progress Update

All deck and kerb units were precast at the Kowa Street Depot prior to Christmas close down.

The bridge crew is now on-site and has commenced the widening of the piers. As much construction work as possible will be done under traffic and it is anticipated that the bridge will be closed in March to allow for further abutment works, the removal of the existing timber deck and the installation of the replacement concrete deck and kerb units (weather permitting).



Preparing for pier extension footing



Completed pier extension footing



Infrastructure Services Capital Works Report Project Highlights - January 2022



Project Name: Wolfram Road, Dimbulah - Road Widening Ch 7810 - Ch 8640

Program: Rural Roads

Background

Various sections of Wolfram Road, Dimbulah are single lane bitumen seal and are prone to edge wear and edge drop. Commercial traffic using Wolfram Road has increased from 5.6% in 2008 to 15.4% in 2020. Funding was allocated under the Australian Government's Roads to Recovery program to provide a wider sealed road to improve road safety, provide transport efficiencies and to cater for increased traffic volumes.

Scope of Works

The scope of works includes the widening of Wolfram Road from Ch 7810 to Ch 8640 to a sealed width of 7.5m, the extension of existing culverts to cater for the wider road and the replacement of several existing headwalls and the cleaning and re-shaping of existing table drains and cut-off drains.

Progress Update

At the end of January, the construction crew established to site in preparation for the culvert widenings. The current wet weather is likely to impact progress over the next few weeks but Wolfram Road is well drained and some progress should be made.

Below are photos of some of the defects this project will address.



Pavement failure at Ch 7960



Narrow culvert and failing headwall Ch 8600



Edge wear and breaks



Existing narrow road compared to previous stage

**Infrastructure Services Capital Works Report
Project Highlights - January 2022**



Project Name: AC Pipe Renewal Water Main Upgrade – Reynolds Street, Mareeba

Program: Water

Background

An allocation has been provided in the 2021/22 Capital Works Program to replace the failed existing asbestos cement (AC) water mains throughout the Shire as part of Council's strategy to address critical water issues across the Shire over the next 10 years.

The section of water main on Reynolds Street was identified for replacement following the numerous main breaks occurring in the past few years and the need to undertake the water main replacement prior to undertaking kerb renewal and pavement rehabilitation works, which will commence after the wet season.

Scope of Works

The scope of work included replacement of the existing water main with 150mm PVC Supermain, in addition to new service connections, valving and hydrants. There were a large number of road crossing connections that were installed along Reynolds Street.

Progress Update

Works commenced early December and completed mid-January.



Road crossing and road verge installations of the new 150mm diameter PVC Supermain water main



**Infrastructure Services Capital Works Report
Project Highlights - January 2022**



Project Name: AC Pipe Renewal Water Main Upgrade – Mareeba North

Program: Water

Background

An allocation has been provided in the 2021/22 Capital Works Program to replace the failed existing asbestos cement (AC) water mains throughout the Shire as part of Council's strategy to address critical water issues across the Shire over the next 10 years.

This section of water main was identified for replacement following the numerous main breaks occurring in the past few years and will complement works undertaken by Council work crews in 2021. This project is being undertaken with funding assistance through the Queensland Government's Works for Queensland program.

Scope of Works

The scope of work includes replacement of the existing water main with 100mm PVC Supermain, in addition to new service connections, valving and hydrants. The contractor will commence installing new mains along Starcke Street and then move onto Hampe Street. Once these sections are completed, the contractor will then progress to Moody Street where 300mm PVC Supermain will be installed.

Progress Update

A pre-start meeting was held with the contractor Terranovus Civil Pty Ltd and actual works commenced 28 January 2022 and are concentrated along Starcke Street. Works commenced 28 January 2022 with an expected three (3) month program weather dependent.



Installations of the new 100mm diameter PVC Supermain water main Starcke Street

**Infrastructure Services Capital Works Report
Project Highlights - January 2022**



Project Name: Kuranda - AC Pipe Renewal Water Main Upgrade Project - Barang Street

Program: Water

Background

An allocation has been provided in the 2021/22 Capital Works Program to replace the failed existing asbestos cement (AC) water mains throughout the Shire as part of Council's strategy to address critical water issues across the Shire over the next 10 years.

This section of water main was identified for replacement following the numerous main breaks occurring in the past few years, extreme difficulty for QFES to access fire hydrants that are currently located on undulating terrain conditions at some sections. This project is being undertaken with funding assistance through the Queensland Government's Works for Queensland program.

Scope of Works

The scope of works includes replacement of the existing water main with a mixture of ductile iron 150mm pipe and 150mm PVC Supermain, in addition to new service connections, valving and hydrants.

Progress Update

Works commenced mid-October with an estimated four (4) month construction program, weather permitting. The contractor installed water mains from Rob Veivers Drive to Arara Street intersection prior to the Christmas shutdown and returned to site on 10 January 2022. The project will be finalised in February, weather permitting, with completion of remaining service connections, water main tie-ins and reinstatement of the road.



Laying and installation of the new 150mm diameter PVC Supermain water main



**Infrastructure Services Capital Works Report
Project Highlights - January 2022**



Project Name: Granite Creek Sewage Pump Station Upgrade

Program: Wastewater

Background

An allocation has been provided in the 2021/22 Capital Works Program to renew and upgrade the Granite Creek Sewage Pump Station, located on Byrnes Street, adjacent to Granite Creek. The ageing infrastructure is rapidly deteriorating and reaching capacity, is inadequate to achieve current safety standards for servicing and maintaining the asset, and there have been numerous odour complaints about the pump station in its present form.

The upgraded pump station will meet current design standards and cater for future growth in the catchment area, which includes all sewered areas of the Mareeba township south of Granite Creek.

Scope of Works

The scope of works includes removal of the existing pump station building, pumps, pipework and associated services, and construction of a new dry well, supply and installation of new pumps, pipework, valves and switchboard. Wastewater will need to be bypassed during construction and the scope of works includes provision of a temporary aboveground bypass system and standby pump for the duration of the project.

Progress Update

Construction works commenced on 10 January and works to strip out the existing pump station scheduled for week beginning Monday 7 February. The project is expected to take up six (6) months to complete, with equipment items on order and some long delivery lead times envisaged.



Project Site

**Infrastructure Services Capital Works Report
Project Highlights - January 2022**



Project Name: The Hub Gravity Sewer Main

Program: Wastewater

Background

An allocation has been provided in the 2021/22 Capital Works Program for the installation of a new gravity sewer main and connecting the Cedric Davies Community Hub to the Lifestyle Sewerage Pump Station. The Hub was previously connected to a private pump station shared with QT's Early Learning Centre, which was exceeding capacity as a result of the relocation of the library and construction of the new Bowls Club.

Scope of Works

The scope of works includes the installation of 150mm PVC gravity sewer main which will then be connected the Cedric Davies Community Hub.

Progress Update

Construction works commenced 10 January 2022 and works start from the Lifestyle Sewerage Pump Station working back toward the Hub. To date rain has interrupted the scheduled works program which is due for completion end of February.



Excavation works for gravity sewer main

**Infrastructure Services Capital Works Report
Project Highlights - January 2022**



Project Name: Kuranda Waste Transfer Station Weighbridge

Program: Waste

Background

As part of the ongoing implementation of Council's Waste Management Services Strategy, a new weighbridge and gatehouse are being installed at the Kuranda Waste Transfer Station. The project will improve access to the facility for users and assist Council in providing a more efficient waste management service.

Scope of Works

The scope of works includes supply, installation and commissioning of a single deck steel weighbridge, associated hardware, and construction of a new gatehouse.

Progress Update

The new weighbridge and associated equipment were delivered to site 21 January 2022 with installation works commencing 22 January. The majority of the equipment has now been installed and certified 1 February. Final site commissioning is scheduled for 15 February.



Newly installed Weighbridge

**Infrastructure Services Capital Works Report
Project Highlights - January 2022**



Project Name: Buy Back Shop Mareeba Waste Transfer Station

Program: Waste

Background

A new facility is currently under construction to be utilised as a Buy Back Shop at the Mareeba Waste Facility Site located on Vaughan Street, Mareeba.

Development of the Buy Back Shop was recognised as a key action in Council's Waste Management Services Strategy 2018-2027 to support waste reduction and enable circular economy opportunities, and to offset cost increases associated with the State Waste Levy and the closure of Mareeba Landfill. The Buy Back Shop will enable goods to be recovered and made available for purchase by the public, which will reduce valuable materials being sent to landfill.

Scope of Works

The scope of works includes supply and construction of a new shed, carpark and connection to water and power.

Progress Update

The new Buy Back Shop Shed construction commenced late December and is progressing well despite recent inclement weather. At this stage final construction is scheduled for early March.

Expressions of interest for operation of the Buy Back Shop are being invited from February.



New Buy Back Shop Shed under construction



Infrastructure Services Capital Works Summary Report - January 2022

Project Description	Project Stage	Progress Comment
Program: 01 Rural and Urban Roads Reseal Program (Renewal)		
2021/22 Reseal & Asphalt Program	Construction	Preparation works on proposed resealed roads have commenced. AADT data sent to Pioneer NQ for seal design purposes. Reseal works programmed for April 2022 weather permitting
RD-05 Betterment Co-Contribution	Not Commenced	Funding set aside for potential projects arising from potential 2021/22 DRFA events and as complimentary expenditure for Approved REPA projects to ensure 'value for money' outcomes are achieved.
Program: 02 Gravel Resheet		
2021/22 Gravel Resheet Program	Construction	Resheeting sections of Grievson and Kanervo Roads in December with material milled out of the Palm Valley Road widening and sealing project. Further projects to be programmed after wet season.
Program: 03 Urban Streets		
R2R Reynolds Street, Mareeba - Replace Kerb and Channel	Design	Roadworks and kerbing programmed for early May 2022. Sections of ageing water main replaced under the AC water main replacement program and cross-overs completed during January 2022.
Program: 04 Rural Roads		
TIDS Euluma Creek Road, Julatten Ch 5.565-6.343 Rehabilitate and Widen	Construction	Euluma Creek Road programmed for line marking week of 7 February, weather permitting. Some minor repair work required due to culvert topping the road in recent rain. Project will remain within budget.
TIDS Euluma Creek Road, Julatten Ch 7.01-9.325 Rehabilitate & Widen 3 sections within chainage	Construction	Project suspended due to wet weather and will resume when weather and site conditions permit.
TIDS Euluma Creek Road, Julatten Ch 9.350-10.130 Rehabilitate & widen 3 sections within chainage	Design	Funding no longer split over two (2) financial years. Project will be delivered as part of 2022/23 Capital Works Program.
R2R Wolfram Road, Dimbulah Priority Sections Stage 2	Construction	Site compound established. Crew currently extending culverts. Progress is being impacted by wet weather.
R2R Palm Valley Road, Koah - Widen and Seal Ch 0.00-1.30	Construction	Palm Valley Road programmed to be line marked 2 February 2022, weather permitting.
Borzi Road, Mareeba - Widen and Seal Ch 0.03-0.67	Design	Programmed for construction July to October 2022.
Fallon Road, Kuranda - Rehabilitate Pavement Ch 0.874 - 0.948	Planning	DRFA funding for one site rejected, one site pre-approval. Quotes will be sought for the works with intent to finalise in dry season.
Program: 05 Bridges		
Kanervo Road, Replace Timber Bridge over Davies Creek	Construction	Pier 1 and 2 extensions are underway. Earthwork inspections carried out by GHD 28 January 2022. It is anticipated that the bridge will be closed in early March for the deck replacement, but this will be dependent on the weather.
BRP Davies Creek Road Bridge Replacement	Design	Programmed for construction April/May 2022.
Granite Creek, Mareeba - Replace Footbridge Deck (Eales Park)	Design	Consultant has completed inspections/assessment, Council anticipates receipt of report early February.
Palm Close, Mareeba - Replace Footbridge Boards	Design	Consultant has completed inspections/assessment, Council anticipates receipt of report early February.
Bicentennial Lakes Footbridge Safety Upgrade	Not commenced	Project on hold - potential for the full area to be upgraded under Parks & Open Spaces Strategy.
Program: 06 Drainage		
2021/22 Minor Culvert and Causeways Renewal	Construction	Two culverts currently being renewed. One at Kuranda Senior College Car Park and one on Speewah Road.
Amaroo Mareeba - Drainage Upgrade Stage 2 of 3 - Karobean Drive to Yarabee Close (300m)	Design	Stage 2 section has been cleared and is currently being surveyed for design. Construction currently programmed for June / July 2022.
Program: 08 Parking		
Borzi Park, Mareeba - Carparking Masterplan	Planning	Concept layouts to be developed for consideration February/March 2022.
Program: 09 Footpaths		
2021/22 Footpath Renewal Program	Not Commenced	To be programmed.
Basalt Gully Stewart Street, Mareeba Footpath Renewal	Construction	Major works completed November 2021. A new switchback link to Stewart Street and connection to picnic shelter will be completed in 2022 following completion of survey and design.
Rankin Street, Mareeba - Footpath Renewal (Chewko - Byrnes)	Completed	Project complete January 2022.
Program: 10 Parks and Gardens		
Mary Andrews Park, Mareeba - Replace Exercise Equipment	Construction	Contractor commenced installation 21 January 2022 and has been delayed due to wet weather.

Infrastructure Services Capital Works Summary Report - January 2022

Project Description	Project Stage	Progress Comment
2021/22 Park Entrance Sign Renewal Program	Construction	Signs programmed for installation 1 February 2022.
Mareeba Byrnes Street Medians Landscaping	Design	Corridor permit application being prepared for TMR, with minor electrical modifications underway so civil works can commence towards end of wet season.
Program: 11 Water		
Mareeba and Kuranda Water Treatment Plant - Staged start-up of raw water pumps upgrade	Design	Design underway.
Mareeba Water Treatment Plant - Filter 3 Install dedicated backwash pumps and reconfigure wash water feed pipes	Not Commenced	Project on hold pending outcome of BOR grant application for new filter block.
Mareeba Water Treatment Plant - Optimise clarifier performance upgrade	Design	Report on project received from City Water Technology with recommendations for further works.
Mareeba Water Treatment Plant - Backwash operation renewal	Not Commenced	Project pending outcome of grant application for new filter block. Working with City Water Technology for the implementation of this project, in conjunction with the new backwash system they are designing if grant funding is not successful.
Chillagoe Bore and Water Main Construction	Construction	Bore and pipeline commissioned by auxiliary (generator) power. Awaiting Ergon to connect power which has now been deferred to late March 2022.
Warril Drive, Kuranda - Water Main Replacement	Construction	Works completed November 2021; however heavy rain has been creating some wash outs on the main and some driveways which are being repaired.
W4Q4 Barang Street, Kuranda - Water Main Upgrade	Construction	New water installations complete, grout filling of old mains underway, along with service connections and reinstatement of road works.
W4Q4 Mareeba AC & Defunct Pipe Replacement 2.5km	Construction	Pre-start meeting held with Terranovus Civil 25 January, contractor on-site and commenced works on Starke Street. Underbore preliminary works also underway.
2021/22 Water Telemetry/SCADA Upgrades	Procurement	Sourcing new server PC's to enable the project to advance to implementation phase.
2021/22 Valve Replacement Program (Reticulation)	Construction	Works progressing with more materials on order to allow continuation of works.
Mareeba WTP Study and potential upgrade of wastewater system to improve supernatant quality	Planning	This project will be delayed due to ongoing lockdowns in NSW affecting the ability of City Water Technology to perform their work.
2021/22 Hydrant Renewal Program	Completed	Works completed for this financial year, awaiting final invoicing and once processed project will be closed out.
Mareeba Water Treatment Plant Filtration Upgrade	Not Commenced	Project on hold pending outcome of BOR grant application for new filter block.
Chillagoe Water Treatment Plant Filter Cell	Construction	Final filter replacement cell has arrived and will be installed late February / early March.
Program: 12 Wastewater		
Mareeba Wastewater Treatment Plant - Aeration diffusers replacement (every 5 years)	Construction	Equipment has arrived and arrangements will be made for installation in 2022 after wet season.
Kuranda Wastewater Treatment Plant - Replace Sludge Conveyor Belts	Procurement	Belts for the conveyor will need to be made by the supplier.
Telemetry/SCADA Upgrades	Procurement	Sourcing new server PC's to enable the project to advance to implementation phase.
New Sewer Pump Station Standby Generators x2	Procurement	The supplier has advised that new generators should arrive by March 2022.
2021/22 Mareeba Sewer CCTV & Relining Program	Construction	Relining Solutions have several crews working in Mareeba at present and project works are on schedule.
2021/22 Mareeba Wastewater Treatment Plant Component Renewals	Procurement	Purchase orders issued for quoted goods. Potential long lead times on delivery of some items.
Granite Creek, Mareeba Sewerage Pump Station Refurbishment	Construction	Contractors working on project and works expected to be completed around mid-2022.
2021/22 Mareeba Pump Station Magflow Install Program	Planning	Pump stations that will have flow meters fitted are Robins Street and Kenneally Road. Equipment to be ordered early February and once sourced will be installed.
2021/22 Mareeba Wastewater Reticulation Pump Renewal	Construction	Currently assessing which SPS pumps require replacement, with one pump being replaced to date and following scheduled servicing in May a final decision will be made on which pump/pumps are to be replaced.
Minor Sewerage Pump Stations H2S protection and refurbishment.	Construction	Works underway with contractor doing the works concurrently with Granite Creek SPS upgrade.
Mareeba Gravity Sewer Main installation from Cedric Davies	Construction	Works underway, slight delays due to wet weather with

Infrastructure Services Capital Works Summary Report - January 2022

Project Description	Project Stage	Progress Comment
Program: 13 Waste		
Mareeba Waste Facility Weighbridge Data Recording System	Completed	New PC and software installed and SUEZ to remove their system 1 February.
Kuranda Waste Transfer Station Weighbridge & Gatehouse	Construction	New weighbridge installation works continuing, major components already installed with data and electrical connections and certification to be completed by 1 February.
2021/22 Mareeba Waste Facility - Leachate Pump Station Pump Replacement (Annual replacement rolling program)	Completed	Works completed January 2022.
Mareeba Waste Facility - Buy Back Shop Construction	Construction	Construction of new shed well underway.
Mareeba Waste Facility - Design for New Landfill Cells	Procurement	New cell design underway, consultant working in conjunction with Council officers and work expected to be completed by early to mid-2022.
Program: 15 Fleet		
GPS Vehicle Management System	Planning	Potential systems and fleet to be fitted under assessment.
Replace Unit 5432 Sewerage Jet Rodder trailer with a hydro vac truck	Procurement	Monitoring auctions and will procure when suitable plant identified.
Fleet Replacement #1336 - LLOs Dual Cab Ute	Procurement	Purchase Order raised 10 September 2021; anticipated delivery February 2022.
Fleet Replacement #676 - Civil Works Truck	Procurement	Purchase Order raised 4 August 2021; anticipated delivery is February 2022
Fleet Replacement #1317 - Western Roads Landcruiser	Procurement	Purchase Order raised 4 August 2021; anticipated delivery is April 2022.
Fleet Replacement #4009 Toro 72" Mower	Completed	Machine was delivered early December 2021. Final stage of fit out complete, machine in service early January 2022.
Fleet Replacement #509 Backhoe	Procurement	Purchase Order raised 19 August 2021; anticipated delivery is April 2022.
Fleet Replacement #1250 - Water and Waste Hilux	Completed	New Vehicle delivered 15 December 2021. Vehicle fitted out with toolboxes and in service mid-January 2022.
Fleet Replacement #1251 - Water and Waste Hilux	Completed	Completed January 2022.
Fleet Replacement #4053 - Husqvarna Zero Turn	Procurement	Purchase Order raised 26 October 2021; anticipated delivery March 2022.
Fleet Refurbishment #400 - Cat Excavator (Track) (Refurbishment of track grouser plates and track drive motor)	Procurement	Purchase Order raised December 2021; waiting parts, anticipated delivery April 2022.
Fleet Refurbishment Truck Mounted Water Tank	Planning	Works programmed for January / February during wet season.
Fleet Purchase 3 x Portable Traffic Lights	Completed	Lights delivered 15 December 2021 and in service mid-January 2022.
Program: 16 Depots and Council Offices		
Kowa Street, MSC Depot - Air conditioning Replacement	Construction	Minor works required to finalise project.
Rankin Street, MSC Admin Office Refurbishment	Planning	Quotes received for minor internal works. Quotes for external works to be called March 2022.
Kowa Street, MSC Depot - Emergency Generator	Planning	Size and location of generator/s needed under assessment.
Program: 17 Community Buildings		
Koah Tennis Court - Remove/replace the unstable timber light poles (with metal poles and caged footings within concrete)	Planning	Quotes to be called again from February/March with works to be completed May/June 2022 after wet season.
Dimbulah / Mareeba / Kuranda Pools Chlorine Dosing Improvements	Planning	Quotes to be called February, works to be completed over the wet season.
Mareeba Leagues Club Grandstand Refurbishment	Procurement	Quotes to be called again in early February with works to be completed May/June 2022 after wet season.
Mareeba PCYC Shire Hall Part Roof Replacement (Partial roof replacement)	Design	Quotes to be called again in early February with works to be completed May/June 2022 after wet season.
2021/22 Shire-wide Ablution Refurbishment Program	Construction	Mt Molloy septic refurb completed January 2022. Dimbulah toilets to be completed by end of March.
Kuranda SES Facilities Upgrade	Completed	Works completed in January 2022.
Program: 18 Non-Infrastructure Items		
Kuranda New Cemetery	Planning	Draft master plan to be tabled at February Council meeting.
DRFA Flood Warning Infrastructure Network MbaSC.0016.1819E.FWI - River Gauge (Biboohra)	Construction	Site investigations conducted November 2021. Works to commence March / April 2022.
DRFA Flood Warning Infrastructure Network MbaSC.0018.1819E.FWI - Rain Gauge (7 locations)	Construction	Site investigations conducted November 2021. Works to commence March / April 2022.
Program: 20 KIAC		
KIAC - New Wayfinding Signage	Construction	Arrangements made for defective signage to be sent back to fabricator in February for rectification.

9.2 PARKS AND OPEN SPACES STRATEGY

Date Prepared:	1 February 2022
Author:	Strategic Project Officer
Attachments:	1. 3 Year Action Plan Parks and Open Spaces ↓
	2. Parks and Open Spaces Survey Summary ↓
	3. Parks and Open Spaces Strategy ↓
	4. Parks and Open Spaces Survey Report ↓

EXECUTIVE SUMMARY

This report provides Council with a Parks and Open Spaces Strategy and associated 3 Year Action Plan for adoption. The purpose of the Strategy is to ensure that public spaces are planned and managed for a growing community in a financially sustainable way, using sound asset management principles.

The Strategy was developed using a structured community engagement and internal consultation process, with guiding principles of *Connectivity and Utilisation*, *Focused use of Resources Sound Asset Management*, and *Environment and Wellbeing*. A 3 Year Action Plan has been developed for Council adoption to be included in capital budgets for project delivery.

Each project will be presented to Council in detail prior to construction. In addition, a formal Council Report will be presented monthly updating Council on the progress of the action plan.

RECOMMENDATION

That Council adopts the Parks and Open Spaces Strategy and 3 Year Action Plan.

BACKGROUND**Introduction**

With the vision of a growing, confident, and sustainable Shire, Mareeba Shire Council recognises the strategic importance of providing affordable quality public spaces and facilities to encourage active communities and to improve the visual appeal and liveability of the Shire's towns and districts. Over time, Council aims to deliver parks, open spaces, paths and trails that are affordable to ratepayers, are planned and managed for a growing community and informed by community input and relevant data.

The Parks and Open Spaces Strategy 2022-2031 has been developed to achieve Council's vision to enhance the Shire's liveability and visual appeal, and to encourage active communities and economic development (Mareeba Shire Council, 2021). The purpose of the Strategy is to ensure that public spaces are planned and managed for a growing community in a financially sustainable way, using sound asset management principles.

The Strategy was developed using a structured community engagement and internal consultation process, and a summary of the outcomes of this engagement are included within this document. A set of guiding principles has been developed after a review of the known opportunities and constraints and stakeholder feedback. These are:

1. Connectivity and Utilisation
2. Focused use of Resources
3. Sound Asset Management
4. Environment and Wellbeing

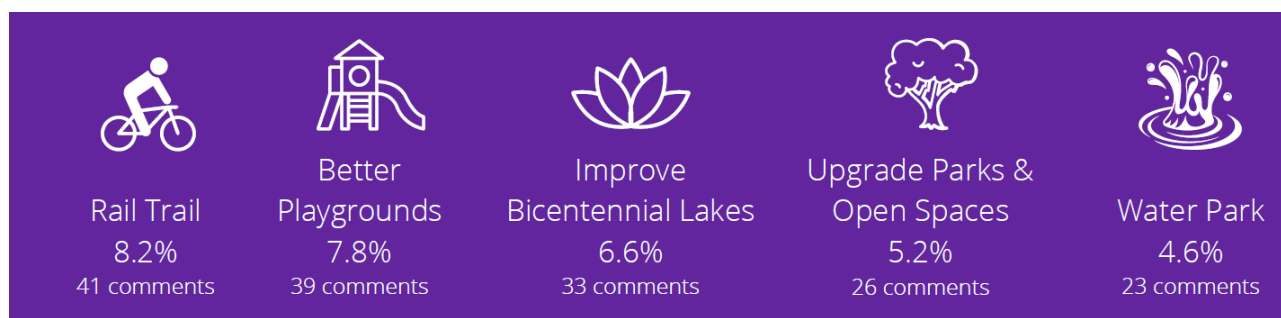
This Strategy considers all parks and open spaces within Mareeba Shire: parks, open spaces, trails, and pathways. Public toilet facilities are considered only where they relate to a formal existing or proposed park. Sports and recreation facilities such as dedicated aquatic facilities, football ovals, netball courts and tennis courts are not included but have linkages with open space, with the pathways and trail that form these linkages included in the Strategy. Cemeteries are not considered in this Strategy as they require special planning considerations. Community halls and other buildings within parks are out of scope of this management strategy but are intended to have the potential for linkage with open space.

A Community Guided Strategic Plan for Parks and Open Spaces

The Parks and Open Spaces Community Survey results have informed the development of this Strategy and will inform future planning for affordable parks and open spaces in the Shire **Invalid source specified**. The community feedback indicates:

1. It is important to consider the primary type and age of the users in each town and how these change over time, the most important features, and the specific upgrades and new facilities identified by residents.
2. The current level of maintenance for parks and open spaces was seen as adequate, except for the Bicentennial Lakes Mareeba.
3. The most common type of comment was in relation to upgrades/improvements to parks and open spaces, especially for the Bicentennial Lakes in Mareeba and unspecified playgrounds in Mareeba.
4. There is support for the development of the Mareeba Rail Trail and other new paths, trails and footpaths for exercise and recreation in the Shire especially in Mareeba, a new water park, and a new park with a playground in Amaroo Park Estate/eastern side of Mareeba.

The most frequently reported *other* survey comments from the community provided clear guidance for Council to prioritise parks and open spaces improvement projects, and a summary of the comments is provided below.



Financially Sustainable Improvements Across the Shire

Council is committed to improving Parks and Open Spaces across the Shire at no additional cost to ratepayers. Like most Councils, Mareeba Shire has limited funds for capital investment and operational and maintenance costs. The three year action plan has been developed to ensure the benefit to the whole community is maximised within Council's budget constraints.

Parks and Open Space Strategy Implementation

Key recommended actions from the Strategy have been identified and provided in the below table. They include development of 3-year and 10-year action plans to inform the asset management sub plan for Parks and Open Spaces and future revisions of the Local Government Infrastructure Plan.

• Key Recommendation	• Details	• Timeframe
• 3-year action plan	• Develop an action plan for park and open space upgrades and efficiencies to be delivered over the next three (3) years based on findings from the Strategy and commence delivery of projects.	• Immediate
• 10-year action plan	• Develop an action plan for park and open space upgrades and efficiencies to be delivered over the next 10 years based on findings from the Strategy.	• Short Term
• Asset Management Sub Plan	• Develop an Asset Management Sub Plan based on the 10-year action plan for parks and open spaces that aligns with Council's Long Term Financial Plan.	• Short Term
• Local Government Infrastructure Plan	• Update the Local Government Infrastructure Plan (LGIP) based on findings from the Strategy for trunk infrastructure upgrades to parks and open spaces.	• Short Term
• Project Prioritisation Tool	• Update the Project Prioritisation Tool (PPT) for the parks and open spaces asset class based on findings from the Strategy.	• Short Term

3 - Year Action Plan Timeline

The initial priority upgrades will be implemented as below.

Project	Description	2022	2023	2024
RAIL TRAIL				
Mareeba Rail Trail Stage 1 (Mareeba to Airport)	Cycle and pedestrian upgrades including pedestrian bridge safety improvement, trail smoothing and limiting vehicle accessibility.			
Better Playgrounds				
Geraghty Park (Julatten)	Roof for playground. Replace sandpit with new playground feature. Renew picnic table. Improve landscaping including clearing low level branches			

	and shrubs and planting with native grasses to improve visual access. New solar lighting for BBQ area.			
Pat Kinnear Memorial Park (Chillagoe Town Hall)	Relocate playground to visible position and connect with footpath and lighting.			
Dimbulah Town Hall Park Revitalisation	Automate irrigation (completed). Upgrade playground and provide shade with a 10 x 10m shelter. Refurbish existing rotund or replace with a new shelter and picnic tables.			
Kuranda Community Precinct	New playground and multi-age recreation space. New shade trees and clean out lower branches to improve sight lines.			
Various Locations	General Playground and Fitness Equipment Renewals.			
Improve Bicentennial Lakes (+ Bicentennial Lakes Icon)				
Bicentennial Lakes (Southern) Upgrade	Rankin St to Keeble St. Footpath, landscaping, and pedestrian bridge improvements. Smooth drainage channel. New toilet block and playground.			
Bicentennial Lakes (Northern) Upgrade	Keeble St to Granite Ck. Lighting, footpaths, landscaping and improve drainage channel.			
Improve Parks and Open Spaces				
New Mareeba East Park – Hastie Road	Landscaping including new trees, dry creek swale, picnic tables, small playground and small carpark that can be extended.			
Mareeba Town Walking Trails Upgrades	Develop and implement Walking Network Plan for everyday destinations.			
Gregory Terrace (Kuranda) Park Upgrade	Upgrades to incorporate new shade trees and bench seats. New nature play walk.			
Kuranda Town Walking Trails Upgrades	Develop and implement Walking Network Plan for everyday destinations.			
Kuranda Tourism Parks and Open Space Upgrades*	Various projects in accordance with approved Kuranda Infrastructure Advisory Agreement.			
Bill Newman Park (Irvinebank) Upgrade	Shaded seating and small play feature.			
Byrnes Street Beautification	New landscaping and centre parking.			
Anzac Park (Mareeba) Revitalisation	Safety, amenity and landscaping upgrades including replacing old lights and adding up-lighting to feature tree.			
Various Locations	Toilet Facilities Improvements			
Various Locations	Footpaths Improvements			
Various Locations	Park Entrance Signage Improvements			
Water Park				
New Mareeba Water Splash Park**	Northern end of the Mareeba Sports and Aquatic Centre (Swimming Pool).			

*Tourism projects in Kuranda to be funded by the Kuranda Infrastructure Levy

**Subject to State Government Funding

2021 Projects Completed.

Although most parks upgrades are to be implemented as part of the Parks and Open Spaces Strategy some vital projects have been completed by Council as they were identified during the strategy development process. These include:

- Mt Molloy Footpath - 430 metres (school to CBD)
- Bicentennial Lakes, Mareeba - New Solar Lights
- Arnold Park Public Toilet Upgrade
- Byrnes Street Beautification, Mareeba.
- Mt Molloy - Main Street Centre Islands Beautification and Irrigation Upgrade
- Centenary Park, Mareeba - Playground Upgrade.
- Irrigation Upgrade Program (Dimbulah, Chillagoe, Sunbird Park (Mareeba), Kuranda CBD, Mount Molloy).
- Annual Footpath Renewal Program (eg. Anzac Avenue, Rankin St, Basalt Gully - Stewart Street section)

RISK IMPLICATIONS

Financial

The 3 Year Action Plan is fully funded and has been developed with an objective of no increase to the operational budget.

Environmental

The Parks and Open Spaces Strategy seeks to improve the Shire's environmental assets. Environmental risk implications associated with capital projects are considered within the risk management component of project prioritisation.

Infrastructure and Assets

Infrastructure and asset risk implications associated with capital projects are considered within the Strategy and risk management component of project prioritisation in the 3 Year Action Plan.

Political and Reputational

Political and reputational risk implications associated with proposed capital projects are considered in the Strategy and within the risk management component of project prioritisation.

Legal and Compliance

Legal and compliance risk implications associated with capital projects are considered within the risk management component of project prioritisation and managed in the project delivery framework.

Health and Safety

Health and safety risk implications associated with capital projects are considered within the risk management component of project prioritisation and managed in the project delivery framework.

Service Delivery and IT

Service delivery continuity are considered within the strategy and the development of the 3 year action plan.

LEGAL/COMPLIANCE/POLICY IMPLICATIONS

Legal/Compliance/Policy Implications are considered within the strategy and the development of the 3 year action plan.

FINANCIAL AND RESOURCE IMPLICATIONS

Capital

Capital funding is available for the proposed projects.

Is the expenditure noted above included in the current budget?

The expenditure will be incorporated into the current and new budgets to meet project delivery requirements.

If not you must recommend how the budget can be amended to accommodate the expenditure

The capital funding is available and can be noted in the budgets to reflect project delivery requirements.

Operating

No net additional operational expenditure is needed.

Is the expenditure noted above included in the current budget?

N/A

LINK TO CORPORATE PLAN

Financial Sustainability: A council that continuously operates in a cost-effective manner while managing council's assets and reserves to ensure a sustainable future.

Community: An informed and engaged community which supports and encourages effective partnerships to enhance the liveability of the Shire.

Transport and Council Infrastructure: The provision of quality services and infrastructure for our growing community that is planned and managed using sound asset management principles.

Economy and Environment: A resilient economy that promotes and supports the shire's natural assets and local industry and encourages investment while preserving and future proofing for generations to come.

Governance: Sound decision making based on effective frameworks and clear strategic direction to achieve regulatory compliance while delivering affordable levels of identified services within the Shire.

IMPLEMENTATION/COMMUNICATION

A communication and implementation plan has been prepared.

3 YEAR ACTION PLAN



PARKS AND OPEN SPACES

Vision

To provide quality cost-effective public spaces and facilities which continue to enhance the liveability and visual appeal within our Shire, encouraging active communities and economic development.

Guiding Principles

 CONNECTIVITY & UTILISATION	 FOCUSED USE OF RESOURCES	 SOUND ASSET MANAGEMENT	 ENVIRONMENT & WELLBEING
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Investment Highlights

RAIL TRAIL

- Mareeba Rail Trail Stage 1 (Mareeba to Airport)

BETTER PLAYGROUNDS

- Julatten – Geraghty Park Playground and BBQ Area Revitalisation
- Pat Kinnear Memorial Recreation Park (Chillagoe Town Hall) Playground Revitalisation
- Dimbulah Town Hall Park Revitalisation
- Kuranda Community Precinct – New Playground and Multi-Age Recreation Space
- Playground and Fitness Equipment Renewals – Various Locations

IMPROVE BICENTENNIAL LAKES

- Bicentennial Lakes (Southern) Revitalisation
- Bicentennial Lakes (Northern) Revitalisation

IMPROVE PARKS AND OPEN SPACES

- New Mareeba East Park – Hastie Road
- Mareeba Town Walking Trails Upgrades
- Anzac Park Revitalisation
- Gregory Terrace Park Upgrades
- Kuranda Walking Trails Upgrades
- Kuranda Tourism Parks and Open Space Upgrades*
- Bill Newburn Park (Irvinebank) Upgrade
- Byrnes Street Beautification
- Toilet Facilities Upgrades – Various Locations
- Footpath Renewals – Various Locations

WATER PARK

- New Water Splash Park**

* Tourism projects in Kuranda to be funded by the Kuranda Infrastructure Levy

** Subject to State Government funding



3 YEAR ACTION PLAN

PARKS AND OPEN SPACES



PROJECT	DESCRIPTION	2022	2023	2024
RAIL TRAIL				
Mareeba Rail Trail Stage 1 (Mareeba to Airport)	Cycle and Pedestrian Safety Upgrades	●		
BETTER PLAYGROUNDS				
Geraghty Park (Julatten)	Roof for playground. Replace sandpit with new playground feature. Improve landscaping. New solar lighting for BBQ area.			●
Pat Kinnear Memorial Park (Chillagoe Town Hall)	Relocate playground to visible position and connect with footpath and lighting.		●	
Dimbulah Town Hall Park Revitalisation	Automate irrigation (completed). Upgrade playground and provide shade.	●	●	
Kuranda Community Precinct	New playground and multi-age recreation space.		●	
Various Locations	Playground and Fitness Equipment Renewals.	●	●	●
IMPROVE BICENTENNIAL LAKES				
Bicentennial Lakes (Southern) Upgrade	Rankin St to Keeble St. Footpath, landscaping, and pedestrian bridge improvements. New toilet block and playground.	●	●	
Bicentennial Lakes (Northern) Upgrade	Keeble St to Granite Ck. Lighting, footpaths, landscaping and improve drainage channel.			●
IMPROVE PARKS AND OPEN SPACES				
New Mareeba East Park – Hastie Road	Landscaping, picnic tables, small playground and small carpark that can be extended.		●	
Mareeba Town Walking Trails Upgrades	Develop and implement Walking Network Plan for everyday destinations.	●	●	●
Anzac Park (Mareeba) Revitalisation	Safety and amenity upgrades.	●		
Gregory Terrace (Kuranda) Park Upgrade	Upgrades to incorporate new shade trees and bench seats.			●
Kuranda Town Walking Trails Upgrades	Develop and implement Walking Network Plan for everyday destinations.	●	●	●
Kuranda Tourism Parks and Open Space Upgrades*	Various projects in accordance with approved Kuranda Infrastructure Advisory Agreement.	●	●	●
Bill Newburn Park (Irvinebank) Upgrade	Shaded seating and small play feature.	●		
Byrnes Street Beautification	New landscaping and centre parking.	●	●	
Various Locations	Toilet Facilities Improvements	●	●	●
Various Locations	Footpaths Improvements	●	●	●
Various Locations	Park Entrance Signage Improvements	●	●	●
WATER PARK				
New Mareeba Water Splash Park**	Northern end of the Mareeba Sports and Aquatic Centre (Swimming Pool).	●	●	

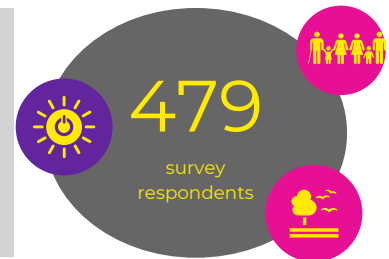


Parks and Open Spaces Community Survey 2021

Mareeba Shire Summary

Survey Respondents

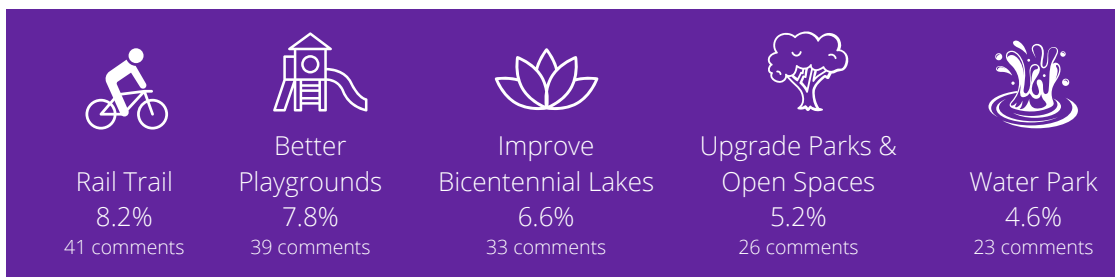
Responses were received from residents living in all our towns throughout the shire with numbers proportionate with town size. The majority of respondents were from Mareeba (315,65%). Survey respondents were most commonly aged 35 - 49 years (35%) and were from families with adult/s and young children (38%).



With the vision of a growing, confident and sustainable Shire, Mareeba Shire Council recognises the strategic importance of providing affordable quality public spaces and facilities to encourage active communities and to improve the visual appeal and liveability of the Shire's towns and districts. Over time the aim is to deliver parks, open spaces, paths and trails that are affordable to ratepayers, are planned and managed for a growing community and informed by community input and relevant data.

Mareeba Shire Council conducted a community survey from 1 December 2020 to 1 February 2021 to gain a better understanding of who is using the parks and open spaces in the Shire, identify those which are most used and how they are used (frequency, for what purpose and with whom) as well as community views on the most important aspects of parks and open spaces. The survey findings will inform future planning for affordable parks and open spaces in towns throughout the Shire.

Most Common Comments (498 total 'other' comments)



Most common type of comment

Upgrade and improve existing parks and open spaces (216, 43.4% of comments).



Parks & open spaces upgrades

- More and/or upgraded play areas for children that are fenced, shaded, safer and age specific (39, 7.8% comments)
- Bicentennial Lakes attracted the most comments about improvements (33, 6.6%) with 7 comments made about needing better maintenance and 26 regarding upgrades - more facilities, clear waterways, safer and accessible.




New parks and open spaces

- New paths, trails and footpaths for exercise, recreation and commuting (99, 19.9% of comments)
 - Create pedestrian and cycling paths and trail circuits for recreation and commuting in the Shire, but especially in Mareeba (55, 11% comments)
 - Mareeba Rail Trail (41, 8.2% comments)
- Create new parks (53, 10.6% comments).
 - Water park (23, 4.8% comments)
 - New park with a playground on eastern side of Mareeba (17, 3.5% comments)

Parks and Open Spaces Community Survey 2021

Maintenance




Survey comments indicate the current level of parks maintenance is adequate across the Shire, apart from the Bicentennial Lakes, Mareeba. Some comments were made about paths, trails and footpaths not being safe, not suitable for people with mobility issues and not being in good condition.

Almost half of respondents use parks and open spaces at least once per week (43%) and the most common reasons for use are recreation (72%) and exercise (49%). Respondents most commonly use parks and open spaces with friends and family (67%) and almost half with young children (45%).

Use of Parks & Open Spaces



Important Elements



The most reported important elements of parks and open spaces were: toilet amenities (58%), picnic tables/BBQs/shelters (54%), trees and natural surroundings (50%), playgrounds (45%) and rubbish bins (38%).

The most visited parks in the Shire were in Mareeba Centenary Park (47%), Mary Andrews Gardens Park (35%), Bicentennial Lakes (18%). In other towns, Kuranda Barron River Esplanade (7%), Geraghty Park Julatten (5%), Wetherby Park Mt Molloy (4%) and Dimbulah Town Hall Park (4%) were the most commonly visited parks.

Most Visited Parks

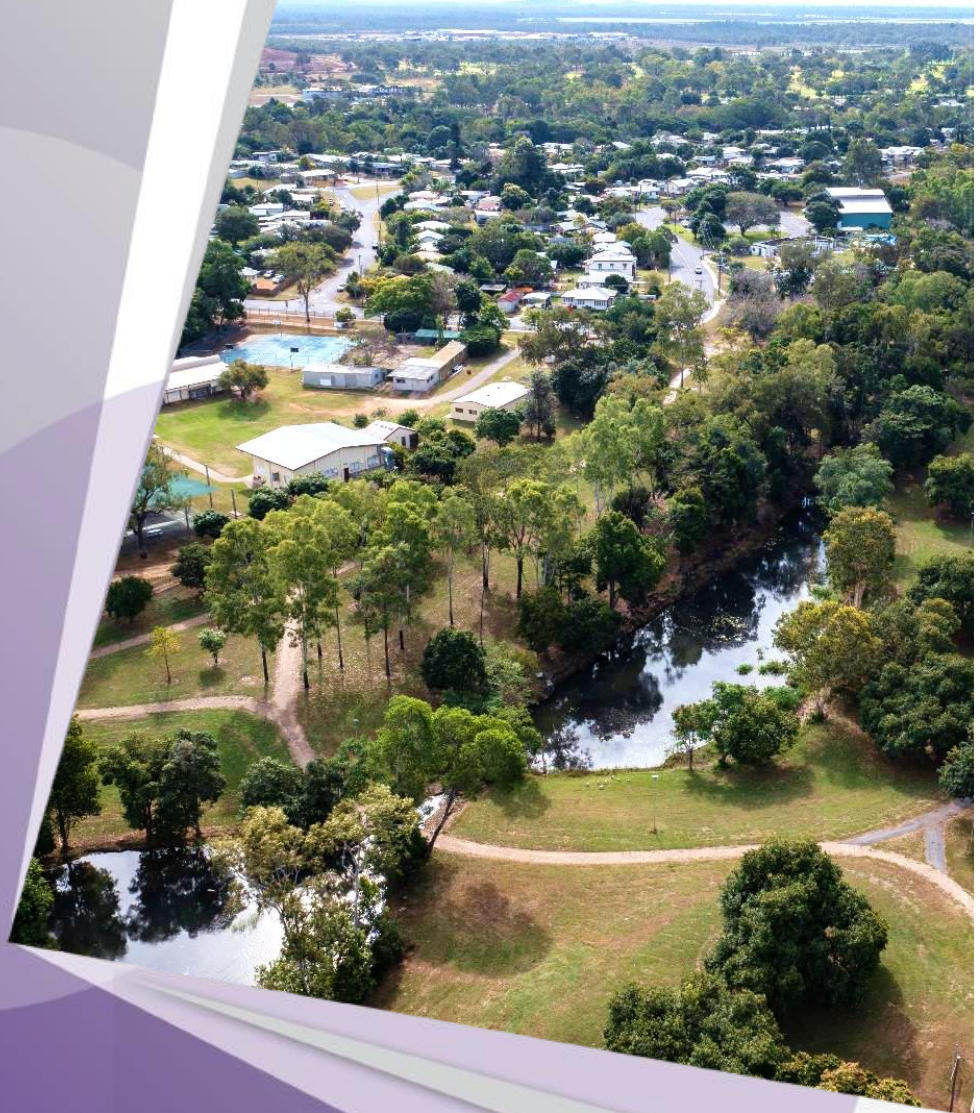


Most Used Paths and Trails



Respondents identified many paths and trails for exercise, recreation and commuting throughout the Shire. The most used paths and trails were all in Mareeba: Bicentennial Lakes (17%), Mareeba Rail Trail (12%), Ceola Dr, Sunset Park Estate and Sunbird Park Estate Pathways (10%), and Anzac Ave footpath to CBD (6%).

“When planning for parks and open spaces, it’s important to think about the unique characteristics of residents in each town and their aspirations for these facilities”



Parks and Open Spaces Strategy

2022 - 2031



Parks and Open Spaces Strategy 2022-2031

1. EXECUTIVE SUMMARY

This Parks and Open Spaces Strategy 2022-2031 has been developed to achieve Council's vision to enhance the Shire's liveability and visual appeal, and to encourage active communities and economic development (Mareeba Shire Council, 2021). The purpose of the Strategy is to ensure that public spaces are planned and managed for a growing community in a financially sustainable way, using sound asset management principles.

The Strategy was developed using a structured community engagement and internal consultation process, and a summary of the outcomes of this engagement are included within this document. A set of guiding principles has been developed after a review of the known opportunities and constraints and stakeholder feedback. These are:

1. Connectivity and Utilisation
2. Focused use of Resources
3. Sound Asset Management
4. Environment and Wellbeing

This Strategy considers all parks and open spaces within Mareeba Shire: parks, open spaces, trails, and pathways. Public toilet facilities are considered only where they relate to a formal existing or proposed park. Sports and recreation facilities such as dedicated aquatic facilities, football ovals, netball courts and tennis courts are not included but have linkages with open space, with the pathways and trail that form these linkages included in the Strategy. Cemeteries are not considered in this Strategy as they require special planning considerations. Community halls and other buildings within parks are out of scope of this management strategy but are intended to have the potential for linkage with open space.



Parks and Open Spaces Strategy 2022-2031

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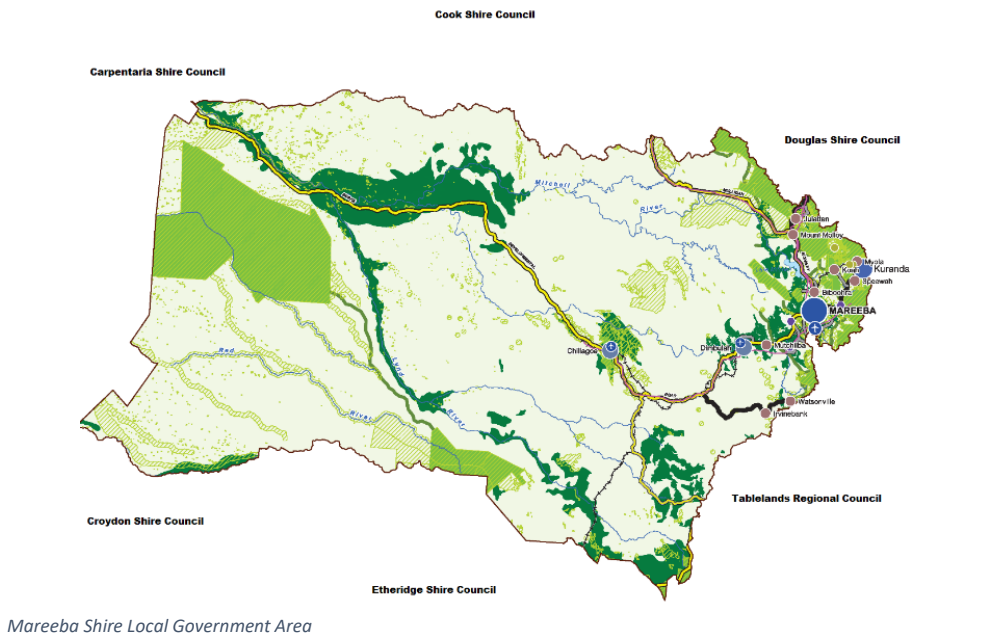
2. INTRODUCTION

Mareeba Shire is a growing, confident and sustainable Shire on the Atherton Tablelands in Far North Queensland. A Shire of diversity with a vibrant, multicultural population and landscapes that vary from World Heritage Rainforest and breathtaking waterfalls to productive agricultural farms and cattle properties. The Shire’s estimated population of just over 22,000 is dispersed across 53,457km². Most of the Shire’s population resides in the Mareeba and Kuranda townships with the remaining 6,000 people in the many small, rural and remote communities including Chillagoe, Almaden, Petford, Dimbulah, Mutchilba, Koah, Speewah, Biboohra, Mt Molloy, Julatten, Mt Carbine, Irvinebank and Watsonville.

Council’s corporate vision is for a growing, confident and sustainable Shire and Council recognises the strategic importance of providing quality, cost effective public spaces and facilities that continue to enhance the liveability and visual appeal within the Shire, encourages active communities and economic development (Mareeba Shire Council, 2021). To support this vision, Council has developed the Parks and Open Spaces Strategy 2022-2031 to ensure public spaces are planned and managed for a growing community in a financially sustainable way, using sound asset management principles.

Mareeba Shire Council Parks and Open Spaces Vision 2021 - 2031

To provide quality, cost effective public spaces and facilities that continue to enhance the liveability and visual appeal within the Shire, encourages active communities and economic development.



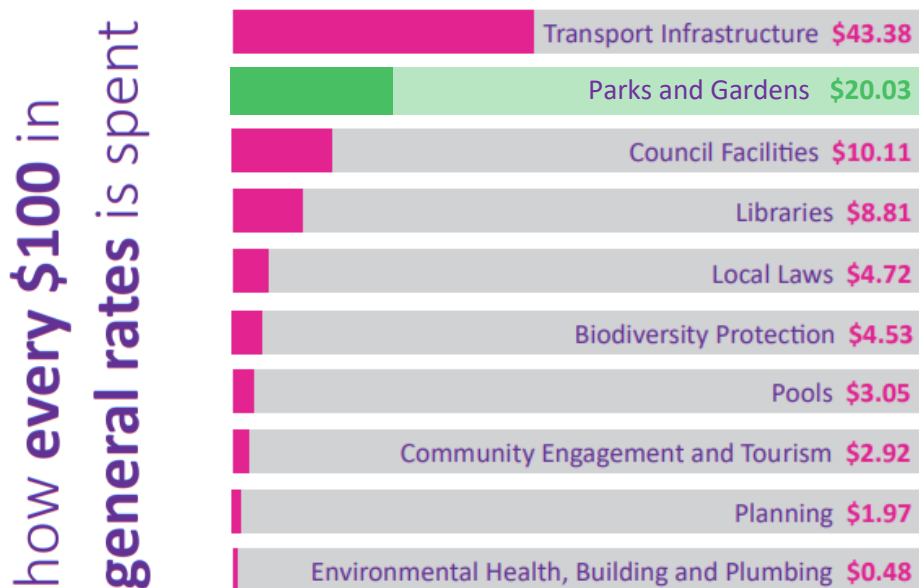


Parks and Open Spaces Strategy 2022-2031

3. BACKGROUND

Mareeba Shire Council is responsible for managing for around 250 parks and open spaces across the Shire with a total area of approximately 247 hectares. This is made up of various publicly accessible open spaces, including recreational parks, reserves, playgrounds, exercise stations, off-road trails, streetscapes and esplanades.

In the 2021/22 financial year, Council allocated approximately 20% of annual general rates income towards operation and maintenance of parks and open spaces throughout the Shire, at a cost of approximately \$2.7 million per annum. The balance is allocated across various other assets and services, including roads and drainage, facilities, libraries, local laws, biosecurity and tourism.



Extract from 2021/22 Annual Budget Snapshot showing allocation of general rates income



River Walk along Barron River Esplanade, Kuranda

Parks and Open Spaces Strategy 2022-2031

4. STRATEGY OBJECTIVES

This Strategy sets out the following objectives to achieve Council's Parks and Open Spaces Vision, *"To provide quality, cost effective public spaces and facilities that continue to enhance the liveability and visual appeal within the Shire, encourages active communities and economic development"*:

- Meet the specific land use strategic outcomes and infrastructure planning standards detailed in the Mareeba Shire Council Planning Scheme (Mareeba Shire Council, 2016)
- Identify key connectivity issues and routes for walkers and cyclists;
- Provide a coordinated approach for Council to manage existing open spaces that optimises the limited operational and maintenance funding available;
- Develop a prioritisation tool for parks and trails based on key features such as existing locations, functions, emerging communities, established pedestrian and cycle networks to enable prioritisation and customer service standards;
- Integrate community aspirations into the development of Council priorities to provide clear direction for parks and open spaces;
- Increase the appeal for utilisation of parks and open spaces;
- Provide evidence-based planning that can be used by Council and community groups to support grant applications;
- Consider significant cultural heritage sites and issues;
- Ensure appropriate infrastructure is in place to accommodate future population growth and to provide a foundation for future open space planning decisions;
- Integrate legislative requirements for parks and open spaces;
- Inform future revisions of the Local Government Infrastructure Plan (LGIP);
- Inform asset management sub plans and long-term financial planning.
- Support economic development in the Shire.



Expansion of residential development on eastern outskirts of Mareeba



Parks and Open Spaces Strategy 2022-2031

5. METHODOLOGY

The following methodology was used to expand the context of the vision and objectives and to devise meaningful and measurable actions.

- A review of existing parks and open spaces was undertaken encompassing:
 - Local Government Infrastructure Plan desired standards;
 - Current service levels;
 - Existing use, intended renewals and the growth areas of towns and localities;
 - Purpose and target age, ability and intended use for each space;
 - Identified opportunity and constraints; and
 - Literature review of existing proposals, masterplans and strategies.
- Site inspections were undertaken of parks and trails to consolidate and extend existing knowledge and documentation.
- Stakeholders were engaged to understand values, expectations and aspirations, opportunities and constraints through:
 - Invitation for public feedback via a community survey;
 - Internal consultation with Council staff.
- The drivers for strategic parks and open spaces planning were identified and informed action planning.
- Opportunities were identified to:
 - Rationalise existing open spaces to realise the Parks and Open Spaces Strategy vision and provide a cohesive network;
 - Define appropriate levels of service;
 - Manage parks through community partnerships.
- Guiding principles were established to guide parks and open space management into the future.
- Finally, key recommended actions from the Strategy have been identified, which include development of 3-year and 10-year action plans to inform the asset management sub plan for Parks and Open Spaces and future revisions of the LGIP.

Parks and Open Spaces Strategy 2022-2031

6. ENGAGEMENT

6.1 Community Engagement

Mareeba Shire Council conducted a community survey over two months from 1 December 2020 to 1 February 2021 to gain a better understanding of who is using the parks and open spaces throughout the Shire, identify those which are most used and how they are used (frequency, for what purpose and with whom) as well as community views on the most important aspects of parks and open spaces.

The survey results have informed the development of this Strategy and will inform future planning for affordable parks and open spaces in the Shire (Mareeba Shire Council, 2021). The community feedback indicates:

1. It is important to consider the primary type and age of the users in each town and how these change over time, the most important features, and the specific upgrades and new facilities identified by residents.
2. The current level of maintenance for parks and open spaces was seen as adequate, except for the Bicentennial Lakes Mareeba.
3. The most common type of comment was about improving parks and open spaces, especially for the Bicentennial Lakes in Mareeba and unspecified playgrounds in Mareeba.
4. There is support for the development of the Mareeba Rail Trail and other new paths, trails and footpaths for exercise and recreation in the Shire especially in Mareeba, a new water park, and a new park with a playground to support the expansion of residential development on the eastern side of Mareeba.

6.2 Internal Engagement

Council staff were engaged to identify operational issues, opportunities, efficiencies and constraints on the way parks and open spaces are built, operated and maintained.



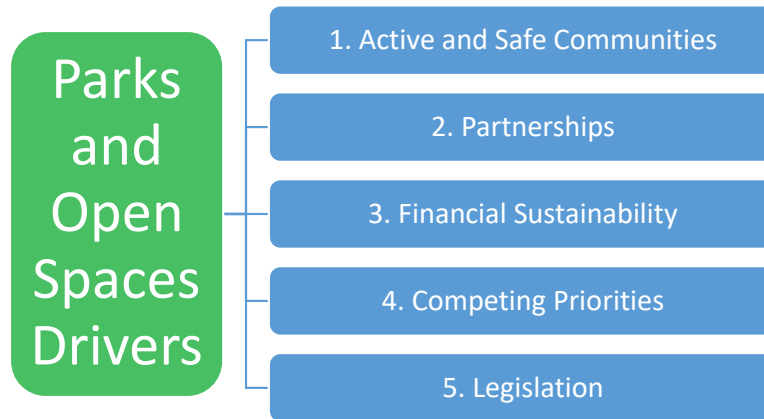
Disused Railway Corridor, Mareeba to be developed and promoted as a Rail Trail



Parks and Open Spaces Strategy 2022-2031

7. PARKS AND OPEN SPACE DRIVERS

The desire to provide quality Parks and Open Spaces that are well planned and managed have been driven by community aspirations, partnerships, the need to prioritise existing proposals and concepts for Parks and Open Spaces and the need to comply with various legislation.



Parks and Open Spaces Service Drivers

7.1 Active and safe communities

Council maintains a variety of parks and open spaces such as recreational areas, water esplanades, streetscapes, footpaths, and cycleways.

Council endeavours to:

- Provide safe, accessible, resilient and fit-for-purpose public spaces to improve the health and wellbeing of the community;
- Advocate and promote community initiatives that support an active and healthy lifestyle;
- Advocate and promote community safety and other community services;
- Facilitate partnerships to improve public safety and amenity.

7.2 Partnerships

Council values and encourages effective community partnerships to deliver better community, liveability and wellbeing outcomes.

Council has previously partnered with and supported community organisations to enhance open spaces, for example to assist community groups to seek grant funding to build trails and develop playgrounds at community run halls. Council will continue to explore partnerships with organisations and residents that offer the potential for mutually beneficially arrangements that provide sound community outcomes.

Parks and Open Spaces Strategy 2022-2031

7.3 Financial Sustainability

Council has many parks and reserves spread out through a large Shire and limited resources to maintain these. It is therefore imperative that the limited funds and resources that Council has available to allocate are focused effectively and efficiently in the right place at the right time for maximum community benefit.

7.3.1 Maintenance Funding

Funding for Parks and Open Spaces maintenance comes from general rates; upgrades and new facilities comes from reserves, developer contributions, non-recurrent grants and indirectly through partnerships with government, the business sector and community organisations.

7.3.2 General Rates

At the time of authoring this strategy, the 2021-2022 budget allocated \$2.7 million to parks, gardens and reserve maintenance. For every \$100 in general rates, \$20.03 is allocated to be spent on parks and gardens throughout Mareeba Shire. The balance is allocated to the provision, operation and maintenance of other infrastructure and services for the community, including roads, facilities, public health, libraries, etc.

7.3.3 Developer Contributions

Council charges Infrastructure Charges (developer contributions) to developers to contribute towards expansion and upgrade of trunk infrastructure to provide for growth of the region, including public parks and land for community facilities. The Local Government Infrastructure Plan (LGIP) directs the expenditure of these funds, with developer contributions only able to be used for capital expenditure (not operation or maintenance) of trunk infrastructure as identified in the LGIP. This Strategy will be used to inform the next revision of the LGIP.



New playground at Centenary Park, Mareeba



Parks and Open Spaces Strategy 2022-2031

7.4 Competing Priorities

In recent years, Council has developed many stand-alone proposals, plans and studies for various parks and open spaces, such as the proposed Rail Trail and the revitalisation of the Bicentennial Lakes. Whilst all ideas and plans have merit in their own right, it is important that these plans and ideas are prioritised against all projects across the Shire to ensure best value for money outcomes for the community are delivered while ensuring Council remains financially sustainable.

7.4.1 Existing Proposals and Strategies

The existing documents considered as part of development of this Strategy include:

- Priority Route Maps, FNQ Addendum Principal Cycle Network Plan (draft) (Queensland Government Department of Transport and Main Roads, 2020)
- Mareeba To Walkamin Rail Trail (Otium Planning Group, 2019)
- Mareeba Town Cycling Loop (Mareeba Mountain Goats Inc)
- Kuranda Pedestrian, Traffic and Parking Study (Bitzios Consulting, 2019)
- Bicentennial Lakes Masterplan (Mareeba Shire Council, 2018)
- Mareeba Shire Street Tree Master Plan (Landplan landscape Architecture, 2017);
- Mareeba Anzac Avenue Embankment Soft Landscape Plan (LA3 Pty Ltd, 2016)
- Mapping Our Anzac History (Mareeba Shire Council, 2015)
- Kuranda Infrastructure Program (ARUP, 2011)
- Barron River Esplanade Walking Track (Mareeba Shire Council, 2005)
- Kuranda Village Plant Palette (Siteplan Cairn Pty Ltd, 2000);
- Mareeba Shire Council Bikeway Planning Report for Mareeba Township (Mareeba Shire Council, 1999)

7.4.2 Kuranda Infrastructure Agreement

Concurrent to the development of this Strategy, a review of the Kuranda Infrastructure Agreement (KIA) was being completed to inform the development of the new Kuranda Township Infrastructure Master Plan. The review incorporated a review of existing tourism-related public infrastructure in Kuranda and results from targeted stakeholder engagement into a new 10-year forecast of upgrade and renewal projects, many of which are relevant to this Strategy.

7.4.3 Project Prioritisation Tool

Council utilises a Project Prioritisation Tool (PPT) which applies multi-criteria analysis to inform decision-making on prioritisation of projects for council annual capital budgets for renewal, replacement and upgrades. The PPT hosts a list of actions for asset classes including parks and open spaces, footpaths and cycleways. The PPT criteria and weightings are reviewed annually and adopted by Council. This Strategy will be used to inform the next revision of the PPT.

Parks and Open Spaces Strategy 2022-2031

7.5 Legislation

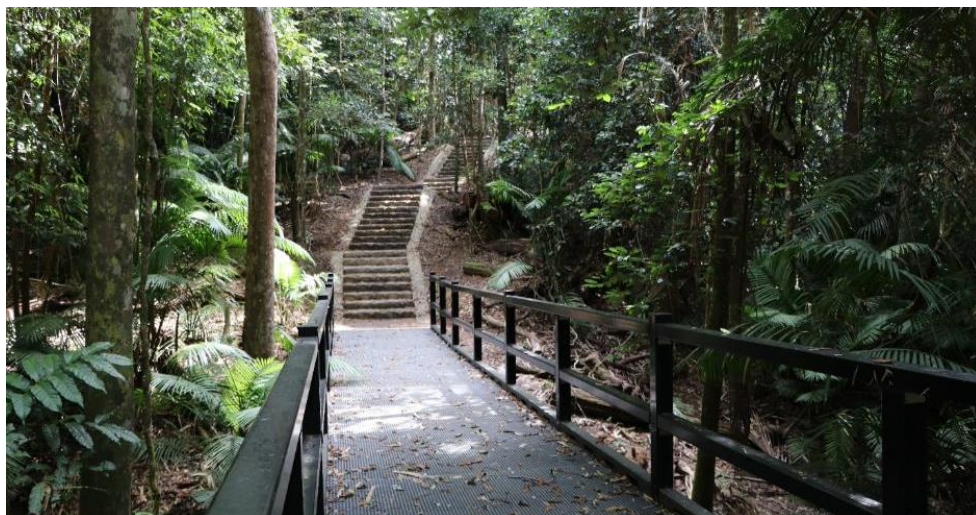
The management of parks and open spaces has evolved over years from providing simple playgrounds and gardens through to providing well-connected, accessible green space, trails, parks and open spaces. These assets now have specific legislative requirements in terms of future development and day-to-day operation.

Mareeba Shire has positive population growth and future developments will need to comply with the State Government’s new mandatory provisions for neighbourhood design which have come into effect through amendments to the *Planning Regulation 2017*.

Council also has obligations under various other legislation to manage public health, environmental and biosecurity issues in its public spaces in accordance with various legislation.



Existing Playground in Pat Kinnear Park behind Chillagoe Hall



Barron Falls Walking Trail, Kuranda



Parks and Open Spaces Strategy 2022-2031

8. PRINCIPLES OF OPEN SPACE MANAGEMENT

To deliver parks and open spaces services that are flexible and responsive to community needs and to be consistent with the Council’s corporate objectives, a set of guiding principles has been developed.

These principles have been developed after a review of the known opportunities and constraints, and stakeholder feedback. Broad comments about upgrading and maintenance of park and open spaces, the need for more paths and trails, and the planting of trees all featured highly in the comments received back in the community survey.

The principles will guide Council decision making in day-to-day operational decisions and for future capital investment planning over the next 10 years.

Principle	Key Considerations
<p>Connectivity & Utilisation</p>	<ul style="list-style-type: none"> • An action for a nominated park appropriate for the park's priority. • An action for a nominated trail network to provide alternative transport connection and promote an active lifestyle. • Additional trail or cycleway that is highly utilised. • Does the action target gap in functionality or economic development outcome for open space e.g. demographic / increases visitors?
<p>Focused use of resources</p>	<ul style="list-style-type: none"> • Is it a financially sustainable action? • Is there an annual cost reduction by proceeding with the action? • Whole of Life Cost - renew existing assets before improving service levels to reduce impact on annual budget.
<p>Sound asset management</p>	<ul style="list-style-type: none"> • Does it provide a critical safety feature? • Does it fulfill a statutory obligation? • Consistent with service levels?
<p>Environment & Wellbeing</p>	<ul style="list-style-type: none"> • Open space providing aesthetic appeal for the community's and visitor's enjoyment. • Connection to nature for community wellbeing and provides a green corridor. • Builds climate change resilience eg heat island mitigation through the use of shade. • Improves environmental health outcome.

Parks and Open Spaces Principles

Parks and Open Spaces Strategy 2022-2031

9. RECOMMENDED ACTIONS

The following table presents a list of the Strategy’s key recommendations and actions to achieve Council’s vision for parks and open spaces.

Key Recommendation	Details	Timeframe
3-year action plan	Develop an action plan for priority works (subject to funding availability) for park and open space upgrades and efficiencies to be delivered over the next three (3) years based on findings from the Strategy and commence delivery of projects.	Immediate
10-year action plan	Develop an action plan for park and open space upgrades and efficiencies works (subject to funding availability) to be delivered over the next 10 years based on findings from the Strategy.	Short Term
Asset Management Sub Plan	Develop an Asset Management Sub Plan based on the 10-year action plan for parks and open spaces that aligns with Council’s Long Term Financial Plan.	Short Term
Local Government Infrastructure Plan	Update the Local Government Infrastructure Plan (LGIP) based on findings from the Strategy for trunk infrastructure upgrades to parks and open spaces.	Short Term
Project Prioritisation Tool	Update the Project Prioritisation Tool (PPT) for the parks and open spaces asset class based on findings from the Strategy.	Short Term



Mareeba Aquatic Facility and Bicentennial Lakes, Mareeba



Parks and Open Spaces Strategy 2022-2031

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Parks and Open Spaces Survey Report

2021



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Section 1

Introduction

With the vision of a growing, confident and sustainable Shire, Mareeba Shire Council recognises the strategic importance of providing affordable quality public spaces and facilities to encourage active communities and to improve the visual appeal and liveability of the Shire's towns and districts. Over time, the aim is to deliver parks, open spaces, paths and trails that are affordable to ratepayers, are planned and managed for a growing community and informed by community input and relevant data.

Mareeba Shire Council conducted a community survey over two months from 1 December 2020 to 1 February 2021 to gain a better understanding of who is using the parks and open spaces throughout the Shire, identify those which are most used and how they are used (frequency, for what purpose and with whom) as well as community views on the most important aspects of parks and open spaces. The findings will inform future planning for affordable parks and open spaces in towns throughout the Shire. Further details on the survey method are at Appendix 1.

Survey Respondents

- ❖ 481 respondents participated in the survey with 479 questionnaires returned and written comments received from 2 others.
- ❖ Responses were received from residents living in all towns throughout the Shire with numbers proportionate with town size.
- ❖ Most questionnaires were received from residents in Mareeba (315 or 65%), Kuranda (41 or 8.6%), Outside the Mareeba Shire (25, 5.2%), Julatten (23, 4.8%) and Dimbulah (17, 3.5%).
- ❖ Overall, the most common type of respondent was a Mareeba resident aged 35-49 years living in a household with children.



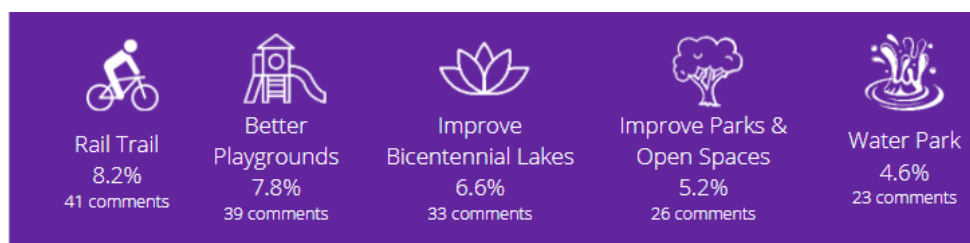
Section 2

Community Feedback Summary

2.1 Most Common Comments

A total of 498 *other* comments were received from 481 respondents with the most common comments identified. These were then grouped according to *type* of comment and the results are presented below.

➤ Most frequently reported *other* survey comments:



*The Rail Trail is an undeveloped former rail corridor, not an existing Council facility. The survey results have treated the rail trail comments as calls for a new off-road trail for cyclists and pedestrians even though many respondents commented about 'upgrading' the rail trail.

➤ Most common *type* of survey comment

Upgrades

- Most common *type of comment* was about upgrading and improving existing facilities, either for unspecified parks and open spaces or for identified parks (216, 43.4% of comments) with 26 comments calling for improved parks and open spaces in general.
- Playgrounds was the most common *type of upgrade/improvement* commented on - more and/or upgraded play areas for children that are fenced, shaded, safer and age specific (39, 7.8% comments).
- Bicentennial Lakes attracted the most comments about improvements (33, 6.6%) with 7 comments made about needing better maintenance and 26 regarding upgrades - more facilities, clear waterways, safer and accessible.

New

- Nearly twice as many comments were made about developing new paths, trails and footpaths for exercise, recreation and commuting (99, 19.9% of comments) than for creating new parks (53, 10.6% comments).
- The most common new parks and open spaces commented on were:
 1. More pedestrian and cycling paths and trails (unspecified) for recreation and commuting including circuits in the Shire, but especially in Mareeba (55, 11%)
 2. Mareeba Rail Trail (41, 8.2% comments)
 3. Water park (23, 4.8% comments)
 4. Park with a playground at Amaroo Park Estate/eastern side of town (17, 3.5% comments)



Mareeba Rail Trail

2.2 Use of Parks, Paths and Trails

Almost half of respondents reported using parks and open spaces at least once per week (43%) and the most common reasons for using parks and open spaces were for recreation (72%) and exercise (49%).

➤ The most commonly reported important elements of parks and open spaces were:

1. toilet amenities (58%)
2. picnic tables / BBQs / shelters (54%)
3. trees and natural surroundings (50%)
4. playgrounds (45%)
5. rubbish bins (38%)
6. trails/paths/cycleways that link parks and open spaces (32%)
7. trails/paths/cycleways within parks and open spaces (28%)
8. drinking water (28%)

➤ The most frequently visited parks were all located in Mareeba:

1. Centenary Park (47%)
 2. Mary Andrews Gardens Park (35%)
 3. Bicentennial Lakes (18%)
- In other towns, there is very low use of parks and the most visited parks were:
1. Kuranda Barron River Esplanade (7%)
 2. Geraghty Park Julatten (5%)
 3. Town Hall Park Dimbulah (4%)
 4. Wetherby Park Mt Molloy (4%)

➤ The most frequently used paths and trails were all in Mareeba:

1. Bicentennial Lakes (17%)
2. Mareeba Rail Trail (12%)
3. Ceola Drive, Sunset Park Estate and Sunbird Park Estate Pathways (10%)
4. Anzac Ave footpath to the CBD (6%)

2.3 Maintenance

- The survey comments indicate that Council's current level of parks maintenance is adequate across the Shire, apart from the Bicentennial Lakes, Mareeba.
- Some comments were made about paths, trails and footpaths not being safe, not suitable for people with mobility issues and not being in good condition.

2.4 Planning for Parks and Open Spaces in Shire Towns

The community feedback indicates:

1. It is important to consider the primary type and age of the users in each town and how these change over time, the most important features, and the specific upgrades and new facilities identified by residents. (Refer Section 3.5 for details)
2. The current levels of maintenance for parks and open spaces seem to be adequate, except for the Bicentennial Lakes Mareeba.
3. The most common type of comment was in relation to upgrades/improvements to parks and open spaces, especially for improving the Bicentennial Lakes in Mareeba and unspecified playgrounds in Mareeba.
4. There is support for the development of the Mareeba Rail Trail and other new paths, trails and footpaths for exercise and recreation in the Shire especially in Mareeba, a new water park, and a new park with a playground in Amaroo Park Estate/eastern side of Mareeba.



Upgraded playground equipment
Mareeba Centenary Park

Section 3

Survey Results

3.1 Use of Parks and Open Spaces

Almost half of respondents reported using parks and open spaces at least once per week (207, 43% respondents) and the most common reasons for use are recreation (346, 72% respondents) and exercise (237, 49% respondents). Respondents most commonly use parks and open spaces with friends and family (321, 67% respondents) and almost half with young children (219, 45% respondents).

3.2 Important Elements - Parks and Open Spaces

The most commonly reported important elements of parks and open spaces were:

1. Toilet amenities (280, 58% respondents),
2. Picnic tables / BBQs / shelters (259, 54% respondents),
3. Trees and natural surroundings (243, 50% respondents),
4. Playgrounds (218, 45% respondents), and
5. Rubbish bins (183, 38% respondents).

3.3 Parks

3.3.1 Most Commonly Visited Parks

The three most frequently visited parks were all located in Mareeba:

1. Centenary Park (223, 46.6% respondents),
2. Mary Andrews Gardens Park (166, 34.7% respondents),
3. Bi-Centennial Lakes and Basalt Gully (86, 18.0% respondents).

Centenary Park was most visited by Mareeba residents (192, 86% of park visitors) and then by those from outside the Shire (8, 3.6% of park visitors) as well as residents from a range of other areas within the Shire especially Bibohra residents (6, 2.7%) and Julatten residents (5, 2.2%).

Mary Andrews Garden Park was most commonly visited by Mareeba residents (166, 90.4% of park visitors) and then by those from Bibohra (7, 4.2% of park visitors). Bicentennial Lakes was mostly visited by Mareeba residents (86, 90.7% of park visitors) and then by those from outside the shire (3, 3.5% of park visitors).

All other parks were selected by less than 10% of respondents. A small number of respondents reported using none of the parks listed (29, 6.0% respondents).

In other towns, the most visited parks were:

1. Kuranda Barron River Esplanade (34, 7% respondents),
2. Geraghty Park Julatten (24, 5% respondents),
3. Town Hall Park Dimbulah (21, 4.4% respondents),
4. Wetherby Park, Mt Molloy (20, 4% respondents)

3.3.2 Maintenance and Upgrades in the Most Visited Parks

Even though Mareeba's Mary Andrews Gardens Park was the second most visited park in the Shire, there were only two comments about the need for better maintenance and two comments calling for upgrades or improvements.

The most visited park in the Shire, Mareeba's Centenary Park, attracted comments from 7 respondents (1.4%) regarding upgrades and more frequent maintenance. Of these, six respondents or 1.2% commented that facilities could be upgraded including: replacing unsafe play equipment, replacing soft fall mulch, upgrading toilets, providing more tables and seating, planting more trees and replacing donated trees. One respondent commented that the toilets need to be cleaned more regularly (1, 0.2% respondents).

It was the third most used park, the Bicentennial Lakes in Mareeba that attracted the most comments (33, 6.6% comments) about the need for upgrades and better maintenance and these are detailed in the following sections.

3.3.3 Park Maintenance

A similar number of comments were made about parks and open spaces being good/well maintained (20 comments, 4%) as were made about the need for better maintenance of unspecified parks and open spaces (19 comments, 3.8%). A further 20 comments (4%) were made about the need for better maintenance of identified parks, with Bicentennial Lakes receiving the most (7 comments 1.4%).

The park that received the most comments about maintenance was Mareeba Bicentennial Lakes (7, 1.4% comments). It was reported that this park needs more frequent and improved maintenance, including rubbish and glass removal, weeding, pruning and irrigation.

The park receiving the second highest number of comments about maintenance was Dimbulah Heritage Railway Park. Although it was the second most visited park in Dimbulah (16, 3.2% comments), it received the most comments about needing better maintenance (4, 0.8% comments) including cleaning play equipment and issues around green ants and magpies.

The relatively low number of comments about the need for improved maintenance overall indicates Council's current level of parks maintenance is adequate across the Shire, except for the Mareeba Bicentennial Lakes and perhaps the Dimbulah Heritage Railway Park.

3.3.4 Park Upgrades

The most common *type of other comment* was made about upgrading or improving existing parks and open spaces, either in general or about identified parks (216, 44.9% of comments). Of these 216 comments about upgrading parks and open spaces, 129 or 25.9% were about upgrading parks.

The most common type of park upgrade commented on was more and/or upgraded play areas for children that are fenced and shaded (39, 7.8% of all comments). These comments regarding playgrounds also represent just over one third of the 129 comments about upgrading parks.

The most common comments made about *upgrading identified parks* were:

1. Bicentennial Lakes upgrades (26, 5.2% comments)
2. Borzi Park upgrades - more parking and toilets required (17, 3.4% comments)
3. Upgrade Barron River Esplanade Mareeba - access, walking tracks, parklands (9, 1.8% comments)
4. Kuranda Skate Park upgrade - safety concerns (6, 1.2% comments)
5. Centenary Park Mareeba upgrade - replace and increase play equipment, upgrade toilets, more tables, seating and plants (6, 1.2% comments)

3.3.5 Bicentennial Lakes Upgrades

Of all the parks and open spaces in the Shire, Mareeba's Bicentennial Lakes attracted the most comments about the need for upgrades/improvements to the existing facilities and features (26, 5.2% comments). Comments were coded into this category primarily if they related to providing new facilities:

- More or new facilities - BBQ's / picnic areas / shelters, lighting, Water Park, seating, rubbish bins, playgrounds, shade, trees and plants, event spaces, family friendly amenities, equipment for older children, exercise area, bike track, dog park, gardens.
- Comments relating to the waterways were also regarded as an upgrade rather than maintenance. There was a small number of divergent comments including - returning the lakes to natural seasonal water flow, ensuring a continuous flow of water all year round and general cleaning (rubbish removal) and improvement of water quality.
- Improvements to safety and accessibility, especially for older people and for people with a disability, were also regarded as an upgrade rather than maintenance, for example, remove steep bridges and improve condition of pathways so that they are safe.
- Upgrade comments were often made within the context of: (a) making it more inviting, (b) an attraction for locals and visitors, (c) increase utilisation and maximise potential for range of activities and purposes, (d) improving personal and physical safety.

3.3.6 New Parks

The most common new parks identified were both located in Mareeba:

1. A new water park (23, 4.6% comments), and
2. A park with playground at Amaroo Estate/eastern side of town (17, 3.4% comments).

New Water Park

Of the 23 comments about a new water park in the Shire, they were primarily received from Mareeba residents (20, 87.0% respondents) and from families with young children (19, 82.6% respondents).

Comments primarily related to:

- It would be good to have a water park for young children.
- Water park could be located at Mary Andrews Park.
- Suitable for hot climate and drier towns such as Mareeba, Dimbulah, Mt Molloy.
- Providing additional recreation facilities / options for children and teens.
- Free water park facility could have BBQ, seating, playground, toilets.
- Water could be recycled from the Barron River.
- Water park should be funded by the State as promised.

New Park at Amaroo Estate/Eastern side of town

Of the 17 comments about a new park at Amaroo Estate / eastern side of town, these were all received from Mareeba residents and primarily from families with young children (10, 58.8% respondents).

As part of this new park respondents requested: playgrounds, shaded areas, fenced dog area, walk/cycle paths within the park.

Other comments about new parks included a nature playground (6, 1.2% comments), need facilities/park for older children/teens (6, 1.2% comments), need a park in Kenneally Estate/Marinelli Estate (4, 0.8% comments) and need all abilities playground and facilities (3, 0.6% comments).

3.4 Paths and Trails

3.4.1 Most Frequently Used Paths and Trails

A large range of footpaths, paths within parks, off road paths and trails and National Park trails throughout the shire were reported. The four most used paths and trails reported were all in Mareeba:

1. Bicentennial Lakes (83, 17% respondents),
2. Mareeba Rail Trail (58, 12% respondents),
3. Ceola Dr, Sunset Park Estate & Sunbird Park Estate Pathways (48, 10% respondents).
4. Anzac Ave footpath to CBD (29, 6% respondents)

3.4.2 Paths and Trails Maintenance and Upgrades

Few comments in the survey were made about improved maintenance or upgrades to paths and trails. Only 3 or 0.6% of 498 'other' comments were about the need for better paths and trails maintenance and no comments were made about upgrading trails or paths. However, at Question 8, nine respondents (1.8%) reported not using paths and trails as they were not safe, not suitable for people with mobility issues and not in good condition.

3.4.3 New Paths and Trails

More comments were made about developing new paths, trails and footpaths for exercise and recreation (99, 20% of comments) than for developing new parks (53, 11% of comments).

By far the most common paths and trails comments were about the need for more paths and trails for exercise, recreation and commuting including circuits and loops, more footpaths and cycling options. This accounted for nearly one fifth of the 498 other comments about parks and open spaces. Three comments were received about new trails for horse-riding.

The most common new path or trail commented on was the Mareeba Rail Trail (41, 8.2% comments).

Mareeba Rail Trail

The most common 'other' comment in the survey was to 'upgrade' the Mareeba Rail Trail. As the Rail Trail isn't an existing Council facility and is an undeveloped former rail corridor, the survey analysis has treated the rail trail comments as calls for a new trail facility even though many respondents used the word 'upgrade'. Comments suggested upgrading the Rail Trail to allow off-road cycling, walking and running.

The survey demonstrated that the de-commissioned former rail corridor is well used for walking and cycling as it was identified as the second most used trail/path in the Shire, which helps explain the calls to 'upgrade' the trail as it is currently used in its undeveloped state. Most comments about the rail trail were from Mareeba residents (27, 66% respondents) and 13 (or 32% respondents) by those from outside the shire, indicating that a developed rail trail would attract users from both within and outside of the Shire.

Approximately 70% of rail trail users are in the 35 - 64 years age bracket and almost half (41.1% respondents) are from adult couple households. This suggests that rail trail users are a slightly older age demographic. Of those who commented on the Rail Trail, the majority are frequent users (25, 61% respondents).

3.5 Planning for Town Parks and Open Spaces

Biboohra (11 respondents)

Planning for parks and open spaces should consider use by multi-generational families and use of spaces for events. The most important features reported by Biboohra residents are toilets, picnic amenities, rubbish bins and drinking water. Biboohra currently has one park (Tom Mahon Park), and no frequently used paths or trails were identified. Biboohra residents primarily report using parks in Mareeba, especially Mary Andrews Garden park.

Chillagoe (6 respondents)

Planning for parks and open spaces should consider use by multi-generational families and use of spaces for events. The most important features reported by Chillagoe residents were toilets, picnic amenities and rubbish bins. Chillagoe's most frequently used Council park is Ten Acres Reserve and no specific Council paths or trails were identified as frequently used.

Dimbulah (17 respondents) were

Planning for parks and open spaces should consider use by families with young children and use of spaces for events. The most important features reported by Dimbulah residents were picnic amenities, toilets, playgrounds and rubbish bins. Town Hall Park and Heritage (Railway) Park are the most frequently visited parks and there is some suggestion that the latter requires upgrades (4, 23% respondents) and maintenance (4, 23% respondents). Residents' report using unspecified town footpaths and roads for active recreation.

Julatten (23 respondents)

Planning for parks and open spaces should consider use by an older age demographic, a range of family types and use of spaces for recreation and environment. The most important features reported by Julatten residents were trees and nature, toilets and picnic amenities. Dog parks were more important to Julatten residents than overall results (8, 35% respondents). Geraghty Park is the most frequently visited park in Julatten and several roads were identified as frequently used for recreation (including Black Mountain Road). Developing horse riding trails was suggested by Julatten respondents (3, 13% respondents).

Koah (9 respondents)

Planning for parks and open spaces in Koah should consider use by families with young children. The most important features were trees and nature, rubbish bins, trails and paths that link places. Koah has one park (Musumeci Park) and several roads were identified as frequently used for recreation. Koah respondents most common 'other comment' was to create new / extend existing footpaths and trails (4, 44% respondents.)

Kuranda (41 respondents)

Planning for parks and open spaces should consider use by an older age demographic, particularly adult couples and use of spaces for recreation and environment. The most important features reported by Kuranda residents were trees and nature, toilets, picnic amenities and rubbish bins. The most frequently visited Kuranda park / path was the Barron River Esplanade, where upgrades such as improving accessibility, walking tracks and parklands were suggested. Safety upgrades to the Kuranda skate park were also identified (5, 12% respondents.)

Mareeba (315 respondents)

Planning for parks and open spaces should consider use by families with young children for recreational purposes. The most important features reported by Mareeba residents were toilets, picnic facilities and playgrounds. Centenary Park is the most frequently visited park in Mareeba and Bicentennial Lakes is the most frequently visited path / trail. The most common type of comment was about upgrading existing facilities. Upgrades for specific parks were most commonly identified by Mareeba residents for Bicentennial Lakes (26, 8% respondents) and Borzi Park - parking (15, 5% respondents). The most commonly identified new facilities were the Rail Trail (28, 9% respondents), water park (20, 6% respondents) and a park at Amaroo Estate / eastern side of Mareeba (12, 4% respondents).

Mt Molloy (11 respondents)

Planning for parks and open spaces should consider use by an older age demographic and use primarily for recreational purposes. The most important features reported by Mt Molloy residents were trees and nature and toilets. Directional signage was more important to Mt Molloy residents than overall results. Wetherby Park is the most frequently visited park in Mt Molloy and Babblers Hill / Tall Gums and Labyrinth was the most frequently visited path / trail.

Speewah (12 respondents)

Planning for parks and open spaces should consider use by an older age demographic, particularly adult couples and use of spaces for recreation. The most important features reported by Speewah residents were trees and nature, and trail and paths that link parks. Dog parks were more important to Speewah residents than overall results. Speewah has one park (Roscommon Park) and hiking trails within surrounding national parks are most frequently used.

Other towns

There were very few responses for other individual towns (Irvinebank, Watsonville, Mt Carbine, Mutchilba) and it is difficult to draw conclusions about parks and open spaces in these towns.

3.6 Most Common Types of 'Other' Comments

The 'other comments' have been grouped according to type of comment and the results presented below.

<i>Comment type</i>	<i>Count</i>	<i>Percentage of respondents (N=481)</i>	<i>Percentage of responses (N=498)</i>
UPGRADES			
Park upgrades	129	26.8%	25.9%
Parks and open spaces upgrades	46	9.6%	9.2%
Playground upgrades	39	8.1%	7.8%
Pool upgrades	2	0.4%	0.4%
Paths/Trails upgrades	0	0	0
Total Parks and Open Spaces Upgrades	216	44.9%	43.4%
NEW			
Paths/trails new (cycle, pedestrian)	96	20%	19.3%
Paths/trails new (horseriding)	3	0.6%	0.6%
Parks new	53	11%	10.6%
Playgrounds new	9	1.9%	1.8%
Parks and open spaces new	7	1.5%	1.4%
Total New Parks and Open Spaces	168	34.9%	33.8%
MAINTENANCE			
Parks need better maintenance	20	4.2%	4.0%
Parks and open spaces better maintenance	19	3.9%	3.8%
Paths/trails need better maintenance	3	0.6%	0.6%
Total better maintenance required	42	8.7%	8.40%
Parks and open spaces are good/well maintained	20	4.2%	4.0%
Other comments	52	10.8%	10.4%
TOTAL	498	NA	100.00%

Appendix 1 Survey Method

The Survey

Council sought community feedback regarding the current use of parks and open spaces within the Mareeba Shire to inform the development of the Strategy. A community survey was conducted over two months from 1 December 2020 to 1 February 2021 to gain a better understanding of who is using the parks and open spaces throughout the Shire, identify those which are most commonly used and how they are used (frequency, for what purpose and with whom) as well as community views on parks and open spaces.

A questionnaire consisting of eight closed questions and two open questions was made available online on Council's website and social media platforms and in hardcopy from Council Libraries and the Customer Service Centre.

479 questionnaires were returned, and written comments were received from another two residents and these were analysed to present the most common results from all respondents and the key findings are presented in this summary.

A total of 498 comments were made at the free text Question 10 inviting 'other' comments and the results include the comments made by the 479 survey respondents as well as the written comments of two other residents.

Survey Respondents

Responses were received from residents living in all towns throughout the Shire with numbers proportionate with town size. Interest was particularly high in Mareeba (315, 65% respondents) and Kuranda residents (41, 9% respondents) had the second highest number of surveys returned.

Respondents were most commonly from the household types of family with adults and young children (181, 38% respondents) and adult couples (139, 29% respondents). There were some differences when respondents place of residence was considered with some of the smaller towns having other household types such as multi-generational families as most common.

Overall, the most common type of survey respondent was a Mareeba resident (315, 65% respondents) aged 35-49 years (171, 36% respondents) living in a household with adult/s and young children (181, 38% respondents).

Survey respondents in the respective age cohorts of 20-34 years and 35-49 years were over-represented with those aged up to 19 years and respondents aged 80+ years significantly under-represented compared to the proportion of Shire residents in the respective age cohorts. Survey respondents aged 50-64 years more closely represented the proportion of Shire residents in this age cohort.

Survey Questions



PARKS AND OPEN SPACES SURVEY

Parks and Open Spaces Strategy Survey

Mareeba Shire Council recognises the importance of providing quality public spaces and facilities to encourage active communities and to improve the visual appeal and liveability of the Shire. To support this vision, Council is developing a Parks and Open Spaces Strategy to ensure that these public spaces are planned and managed for a growing community using sound asset management principles.

Mareeba Shire Council maintains a variety of parks and open spaces such as recreational parks, waterway esplanades, streetscapes, footpaths and cycleways. Your feedback is important and is the starting point for community engagement which will assist with informing the development of this Strategy.

Please return to a customer service office or library by Monday 1 February 2021.

1. Where do you currently reside or is your closest town?

Tick one that applies

- | | |
|-------------------------------------|--|
| <input type="checkbox"/> Bibohra | <input type="checkbox"/> Mareeba |
| <input type="checkbox"/> Chillagoe | <input type="checkbox"/> Mt Carbine |
| <input type="checkbox"/> Dimbulah | <input type="checkbox"/> Mt Molloy |
| <input type="checkbox"/> Irvinebank | <input type="checkbox"/> Mutchilba |
| <input type="checkbox"/> Julatten | <input type="checkbox"/> Speewah |
| <input type="checkbox"/> Koah | <input type="checkbox"/> Watsonville |
| <input type="checkbox"/> Kuranda | <input type="checkbox"/> Outside Mareeba Shire |

2. Which parks do you most frequently visit in Mareeba Shire?

Tick up to three options

- | | |
|---|--|
| <input type="checkbox"/> Tom Mahon Park - Bibohra | <input type="checkbox"/> Abattoir Swamp Environmental Park - Julatten |
| <input type="checkbox"/> Balancing Rock Picnic Area - Chillagoe | <input type="checkbox"/> Musumeci Park - Koah |
| <input type="checkbox"/> Ten Acres Recreational Reserve - Chillagoe | <input type="checkbox"/> Centenary Park - Kuranda |
| <input type="checkbox"/> Town Hall Park - Chillagoe | <input type="checkbox"/> Kuranda Esplanade |
| <input type="checkbox"/> Lions Park - Dimbulah | <input type="checkbox"/> Gregory Terrace Park - Kuranda |
| <input type="checkbox"/> Swimming Pool Park - Dimbulah | <input type="checkbox"/> Bartley Park - Kuranda |
| <input type="checkbox"/> Town Hall Park - Dimbulah | <input type="checkbox"/> Anzac Memorial Park - Kuranda |
| <input type="checkbox"/> Eureka Creek Rest Area via Dimbulah | <input type="checkbox"/> Wrights Lookout - Kuranda |
| <input type="checkbox"/> Dimbulah Heritage Park (Railway Park) - Dimbulah | <input type="checkbox"/> Jumrum Creek Environmental Park - Kuranda |
| <input type="checkbox"/> Barooga Gardens Park - Dimbulah | <input type="checkbox"/> Harris Park, Road Reserve, Black Mt. Road - Kuranda |
| <input type="checkbox"/> Raleigh Street Park - Dimbulah | <input type="checkbox"/> Kowrowa Park |
| <input type="checkbox"/> Bill Newburn Park - Irvinebank | <input type="checkbox"/> Borzi Park - Mareeba |
| <input type="checkbox"/> Margeritha English Park - Julatten | <input type="checkbox"/> Davies Park - Mareeba |
| <input type="checkbox"/> Geraghty Park - Julatten | <input type="checkbox"/> Centenary Park - Mareeba |
| <input type="checkbox"/> Hunter Creek Park - Julatten | |

Cont. over page...

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PARKS AND OPEN SPACES SURVEY REPORT



PARKS AND OPEN SPACES SURVEY

- Mary Andrews Gardens Park - Mareeba
- Firth Park - Mareeba
- Arnold Park - Mareeba
- Doyle Street Dog Park - Mareeba
- Allan Jensen Park - Mareeba
- Stadhams Park, Moody Street - Mareeba
- Sunset - Sunbird Park - Mareeba
- Vaughan Park, Vaughan Street - Mareeba
- Anzac Memorial Park - Mareeba
- Barron Esplanade - Mareeba
- Bi-Centennial Lakes and Basalt Gully - Mareeba
- Jack Bethel Park - Mareeba
- Lions Park - Mareeba
- Rotary Park - Mareeba
- Shaban Park - Mareeba
- Alex Lawson Park - Mareeba
- Ceola Drive Park - Mareeba
- Dunigan Park - Mareeba
- Eales Park - Mareeba
- George Woodhouse Park - Herberton St. - Mareeba
- Ralph Leinster Park - Mareeba
- Wetherby Park - Mt. Molloy
- Rifle Creek Rest Area - Mt Molloy
- Bicentenary Park - Mt Molloy
- Vains Park Recreation Reserve - Mt Molloy
- Mt Molloy Main Street Park - Mt Molloy
- Masterson Park - Mutchilba
- Roscommon Park - Speewah
- None of these

3. Which trails, pathways or cycleways do you most frequently use in Mareeba Shire?

4. How often do you visit Mareeba Shire Parks or Open Spaces?

Tick one that applies

- Daily
- At least once per week
- At least once per month
- Occasionally
- Never

PARKS AND OPEN SPACES SURVEY REPORT



PARKS AND OPEN SPACES SURVEY

5. How do you currently use Mareeba Shire Parks and Open Spaces?

Tick all that apply

- Events
- Commuting/Travel
- Environment
- Recreation
- Exercise
- Other *(please specify)*

6. Who do you use parks and open spaces with most often?

Tick all that apply

- Seniors
- Young Children
- Teenage Children
- Friends or Family
- People with a Disability
- Mostly by myself
- Club or Group
- Other *(please specify)*

7. What are the five most important elements of any park or open space?

Choose up to five options

- | | |
|--|---|
| <input type="checkbox"/> Exercise Areas | <input type="checkbox"/> Picnic Tables / BBQs / Shelters |
| <input type="checkbox"/> Lighting | <input type="checkbox"/> Trails, Pathways and Cycleways (that link parks and open spaces) |
| <input type="checkbox"/> Drinking Water | <input type="checkbox"/> Playgrounds |
| <input type="checkbox"/> Trees and Natural Surroundings | <input type="checkbox"/> Rubbish Bins |
| <input type="checkbox"/> All Abilities Access | <input type="checkbox"/> Information and Directional Signage |
| <input type="checkbox"/> Toilet Amenities | <input type="checkbox"/> Open Spaces / Lawns |
| <input type="checkbox"/> Trails, Pathways and Cycleways (within parks) | <input type="checkbox"/> Waterways |
| <input type="checkbox"/> Gardens | <input type="checkbox"/> Parking |
| <input type="checkbox"/> Dog Parks | <input type="checkbox"/> Event Sites |
| <input type="checkbox"/> Other <i>(please specify)</i> | |



PARKS AND OPEN SPACES SURVEY

8. Which option best describes your household?

Tick one that applies

- Single Adult
- Adult couple
- Unrelated Adults / House Share
- Family - Adult(s) and young children
- Family - Adult(s) and teenagers
- Family - Multiple generations / extended
- Other family type

9. Into which age bracket do you fall?

Tick one that applies

- Up to 19 yrs
- 20-34 yrs
- 35-49 yrs
- 50-64 yrs
- 65-79 yrs
- 80+ yrs

10. Do you have any comments about Mareeba Shire Parks and Open Spaces?

Please return to a customer service office or library by Monday 1 February 2021.

Mareeba Shire Council, 65Rankin Street, Mareeba Q 4880
P: 1300 308 461 | E: info@msc.qld.gov.au | W: www.msc.qld.gov.au

9.3 MAREEBA CBD TOILET FACILITIES

Date Prepared: 8 February 2022
Author: Manager Technical Services
Attachments: Nil

EXECUTIVE SUMMARY

The purpose of this report is to propose alternative of public toilet facilities to the Queensland Country Women's Association (QCWA) Rest Room be provided within the Mareeba CBD.

RECOMMENDATION

That Council undertakes detailed design and cost estimates for two (2) toilets in the Mareeba CBD for consideration in the 2022/23 Capital Works Budget.

BACKGROUND

The Mareeba CBD is currently serviced by the former Queensland Country Women's Association (QCWA) Rest Room, located at 118 Byrnes Street which was constructed around 1947. Various alterations have occurred internally on the building since its construction, with large refurbishments occurring in 1999-2000. The exterior of the building remains largely unchanged.

Located immediately behind the QCWA is a separate toilet block which was constructed around the 1990s. The courtyard behind the CWA building poses ongoing security issues as there is no visibility into the courtyard until entering these toilets.

The verandah at the front and sides of the building are a feature of the building's design, which Council has recognised as having local heritage significance. Despite being in a high-traffic area, the front steps and verandah of the building currently attracts loitering and anti-social behaviour.

**Alternative Locations:**

Council officers have undertaken a review of alternative locations for ablution facilities which may better service the needs of the community. Ideally, the location of a new public toilet facility will be located in close proximity to water, wastewater and power, well-lit, easily accessible for pedestrians and have car parking close by.

Two (2) locations were identified as suitable for the requirements of this project, being;

1. Post Office Carpark
2. ANZ Carpark

If the proposed locations are developed, the public's access to ablution facilities within the CBD will be improved, and the large ablution facilities provided by the CWA site would be surplus to requirements.

Once the new toilets are constructed the CWA site can then be leased.

Location 1: Post Office Car Park

The proposed location is within the small garden on the southern entrance to the carpark. Initial investigations indicate that only minimal impact to car parking would be required. Access to the facility would be via the Byrnes Street footpath, with a small opening created in the decorative stone wall separating the carpark from the footpath.



Location 2: ANZ Carpark

The proposed location is within the small garden on the southern entrance to the carpark. Initial investigations indicate that only minimal impact to car parking would be required. Access to the facility would be via the Byrnes Street footpath, with a small opening created in the hedge/garden separating the carpark from the footpath.

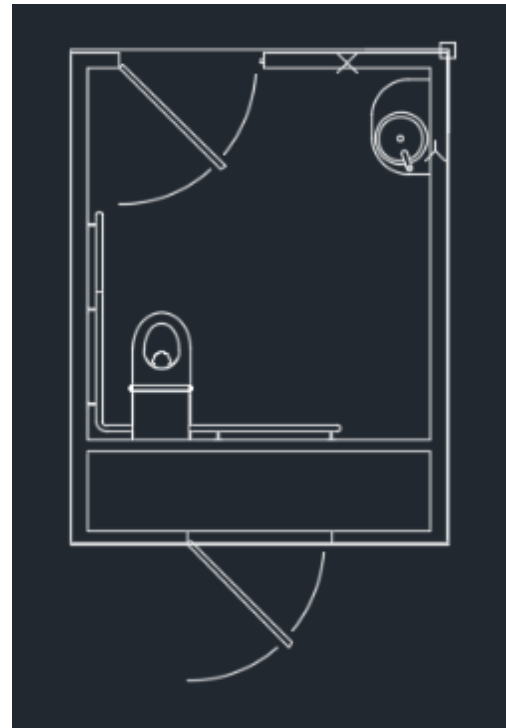


Configuration:

As the intent of the proposal is to improve accessibility across the Mareeba CBD to public ablution facilities, the proposed configuration of the facilities is a single all-abilities cubicle accessible directly from the footpath.

Additional benefits of the single cubicle is the reduced impact to car parking within the immediate vicinity, with the width of the unit capable of fitting within the general footprint of angle parking and reduced cleaning and maintenance costs compared with the existing CWA facility.

An example design is provided below.



RISK IMPLICATIONS

Nil

LEGAL/COMPLIANCE/POLICY IMPLICATIONS

The proposed structures would be a single, unisex and DDA compliant facility, which would align with the various legislative and building compliance requirements.

FINANCIAL AND RESOURCE IMPLICATIONS

Capital

If the locations are accepted, it is proposed to develop detail designs and cost estimates for consideration at the 2022/23 budget deliberations.

LINK TO CORPORATE PLAN

Financial Sustainability: A council that continuously operates in a cost-effective manner while managing council's assets and reserves to ensure a sustainable future.

Community: An informed and engaged community which supports and encourages effective partnerships to enhance the liveability of the Shire.

Economy and Environment: A resilient economy that promotes and supports the shire's natural assets and local industry and encourages investment while preserving and future proofing for generations to come.

Governance: Sound decision making based on effective frameworks and clear strategic direction to achieve regulatory compliance while delivering affordable levels of identified services within the Shire.

IMPLEMENTATION/COMMUNICATION

If delivered, the project should provide improvement to the public's access to ablution facilities within the Mareeba CBD.

9.4 INFRASTRUCTURE SERVICES, TECHNICAL SERVICES OPERATIONS REPORT - JANUARY 2022

Date Prepared: 21 January 2022
Author: Manager Technical Services
Attachments: Nil

EXECUTIVE SUMMARY

The purpose of this report is to outline Council's Fleet, Design, Soils Lab, Survey, Quality, GIS, Project Management, Facilities and Investigation Services activities undertaken by Infrastructure Services during the month of January 2022.

RECOMMENDATION

That Council;

1. receives the Infrastructure Services, Technical Services Operations Report for January 2022; and
2. endorses the procurement of a Toolbox Trailer and a Grader Display Screen with funding to be sourced from savings in the current Fleet Renewal Program.

BACKGROUND**Technical Services**Design, quality and investigations:

Investigation activities undertaken in January included:

Activity	Current Requests	Closed Requests
Road Infrastructure Review	57	23
Drainage Investigations	7	4
NHVR Permit Applications	1	14
Aerodrome Investigations	1	0
Traffic Count Surveys	0	0
Parks Investigations	3	1
Dial Before You Dig Requests	0	117

Soil Laboratory:

Council's Soil Laboratory provides NATA-accredited soil and material testing for internal and external services. The laboratory was closed for the month of January with staff on leave.

Asset Inspections:

Scheduled inspections of Council's transport infrastructure assets have been undertaken during the month of January. Field inspections were directed towards culvert crossings of roads within the shire and road inspections. Work was completed towards updating data in the Maintained Road Network within the Shire with the first review being undertaken. In addition to field inspections, work was completed towards improving data collected for the footpath, water, sewerage, roads and kerbs.

Inspections planned for February will continue to focus on the kerb and channelling, underground stormwater network as well as inspection of Council roads and other transport infrastructure.

Operational Works and Subdivisions

To ensure ongoing compliance with development conditions, both during construction and on-maintenance, Council undertakes routine inspection and monitoring of sites. The following developments remain current:

Locality	Subdivisions Name	Status
Mareeba	Amaroo Stage 12	Under construction
Koah	123 Fantin Road (Two Chain Road)	On-maintenance
Mareeba	Kenneally Estate Stage 4	On-maintenance
Mareeba	The Edge Stage 3	On-maintenance
Mareeba	The Edge Stage 3A	Off-maintenance
Mareeba	Amaroo Stage 11	On-maintenance
Mareeba	The Edge Stage 2B	Off-maintenance
Mareeba	Mareeba Roadhouse and Accommodation Park, Williams Close	On-maintenance - Monitoring
Kuranda	72 - 76 Mason Road Stage 1	On-maintenance
Kuranda	112 Barnwell Road widening	Monitoring

Disaster Recovery Funding Arrangements (DRFA)

The DRFA is jointly funded by the Commonwealth and Queensland governments to help alleviate the costs of relief and recovery activities undertaken in disaster-affected communities by delivering recovery activities to return affected eligible assets back to pre-event condition. The status of declared disaster events currently being managed are provided below:

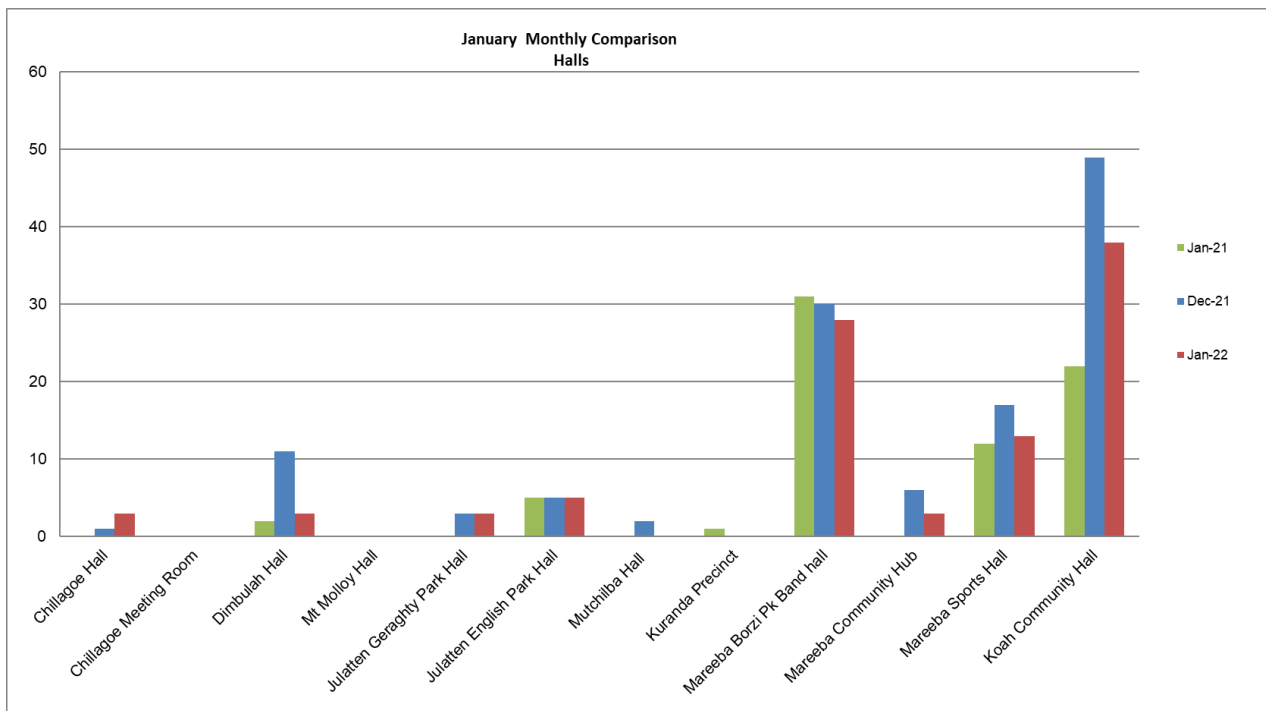
Program	Status
2021 DRFA Program General	Mareeba Shire activated DRFA assistance measures linked to Tropical Cyclone Imogen and associated low pressure system that occurred 2 – 12 January 2021. A consultant has been engaged to assist with delivery of the 2021 DRFA Program. Betterment projects are to be identified and submitted in future funding rounds.
2021 DRFA REPA Program	High priority sites have been awarded to successful contractors, following notification from QRA of eligible activities, with the majority of sites now complete. Council at its Ordinary Meeting, 15 December 2021, endorsed award of the REPA Contracts on condition of endorsement by QRA.
2019 DRFA	Gamboola Crossing remains the only site not yet completed. Commencement occurred in late October however rainfall within the Mitchell River Catchment has required demobilisation from site. Works will be recommenced as soon as access to the site is available.
2019 Betterment	All sites have been physically completed.

Facilities

Community Halls:

Maintaining safe and efficient access to Council Community Halls is recognised as an important aspect for the community's ongoing wellbeing. All facility users are required to comply with the conditions set out by the State Government's COVID-19 Restrictions.

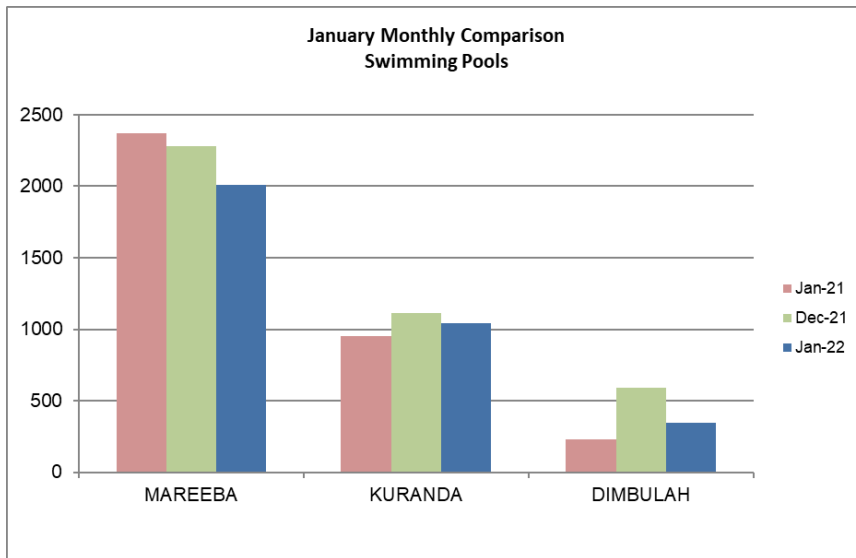
January hall hires have decreased compared to last month, however for the same period last year there has been an increase. Sporting groups are yet to return from school holidays and cancellation due to low numbers were evident.



Swimming Pools

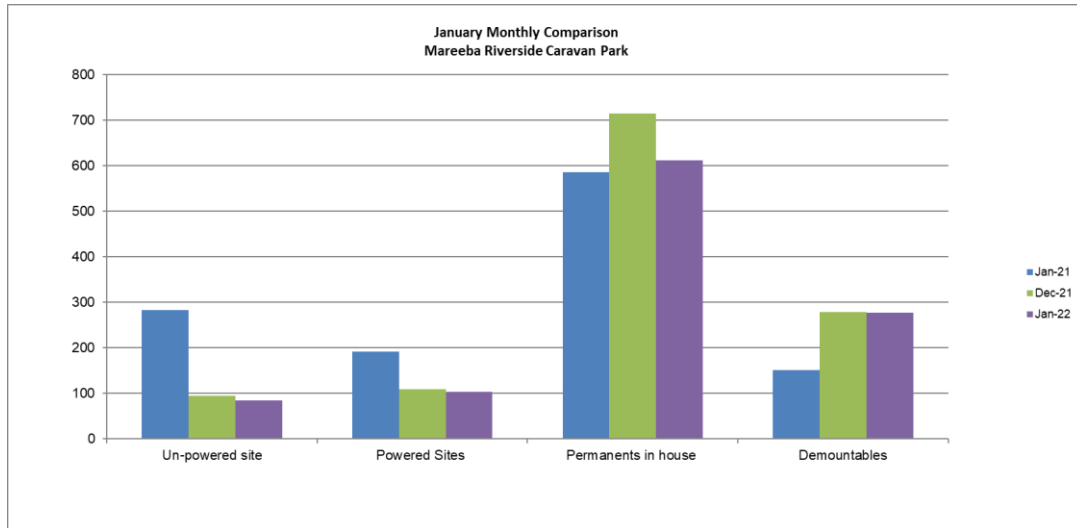
All Pools were open to the public with the new Managing Lessee undertaking a ground-up review of practices at all facilities, which has resulted in a number of proposed changes, including gate entry practices at all facilities.

Utilisation of the pools for January was down on historic and previous months numbers, which may be due to inclement weather.

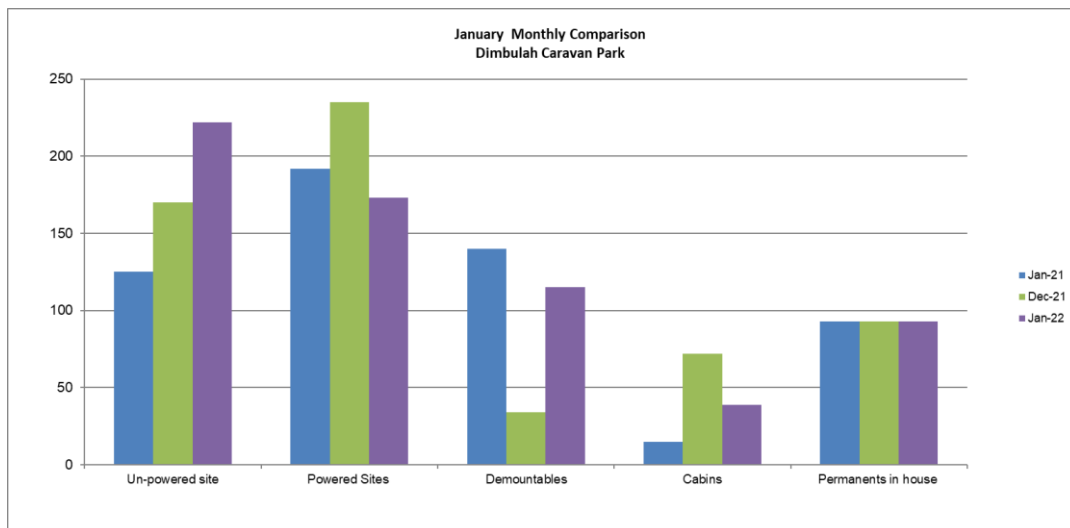


Caravan Parks:

Mareeba Riverside Caravan Park has seen a reduction for bookings across all facilities and sites. This may be due to a reduction in farm workers/visitors moving on now the Queensland Border is open.



Dimbulah Caravan Park overall utilisation has increased compared to last month and for the same period last year. Having a long weekend increased the unpowered sites for campers and demountables.



Vandalism & Graffiti:

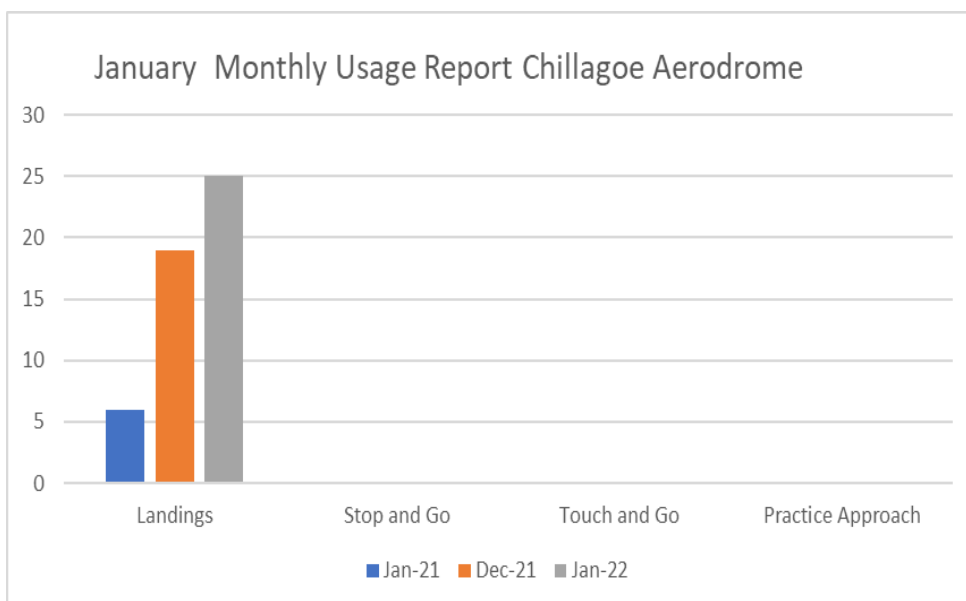
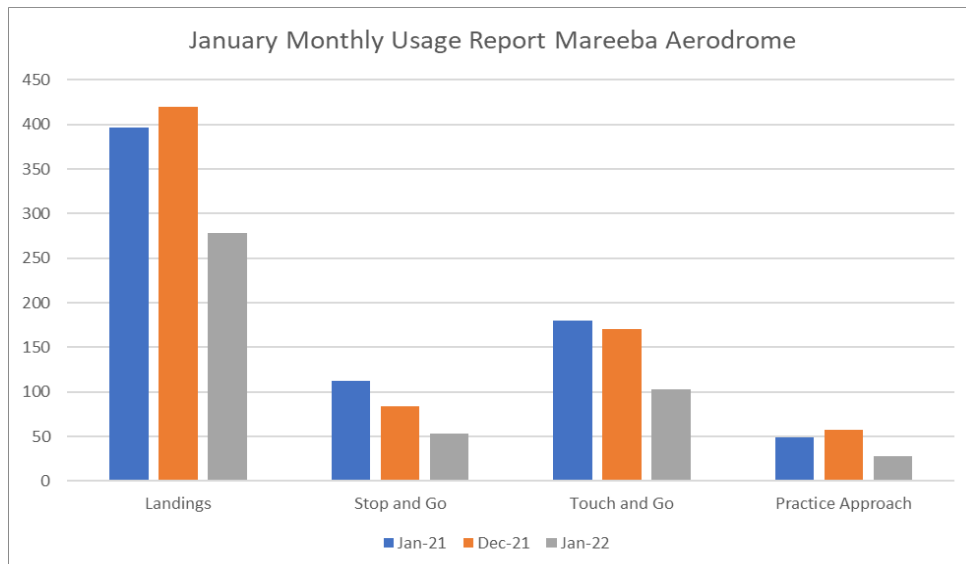
During January, 8 reports of vandalism/graffiti were recorded for Council facilities, with annual costs provided below;

Financial Year	Actuals	Comments
2015/16	\$ 2,134.00	• Mareeba CWA Toilets/restroom - vandalism and graffiti x 4
2016/17	\$ 16,546.00	• Mareeba PCYC - vandalism x 1
2017/18	\$ 23,948.00	• Rotary Park - vandalism x 1
2018/19	\$ 14,851.00	• Irvinebank Toilets - vandalism x 1
2019/20	\$ 14,211.18	• Julatten Geraghty Park Hall - vandalism x 1
2020/21	\$ 62,199.62	
2021/22	\$27,035.66	

Note - actuals for vandalism/graffiti do not reflect costs to repairs during that period. Incoming expenses for repairs carry over until works are completed.

Aerodromes

Mareeba Aerodrome recorded a reduction in activity for January, potentially owing to inclement weather conditions. Chillagoe Aerodrome has only minor activity recorded for the period.



Fleet

Delivery of the 2021/22 fleet replacement program is progressing well, with recent financial forecasts providing anticipated savings to the program. As a result, it is proposed to reallocate a portion of current year's savings towards the procurement of two (2) new minor plant assets, being a Toolbox Trailer and a Display Screen for Grader 14.

These assets will result in operational efficiencies for the construction crew (trailer) provide improvements to the operation of the final trim grader (display screen). A review of the potential costs indicate that procurement of the assets will be well within savings in the current program.

Future operating costs for the infrastructure will be recovered through internal hire rates associated with to the various assets.

LEGAL/COMPLIANCE/POLICY IMPLICATIONS

COVID-19 impacts in relation to closure and re-opening of facilities will be managed in line with Queensland Government requirements.

FINANCIAL AND RESOURCE IMPLICATIONS***Capital***

Reallocation of savings within the Fleet Renewal Program to provide for the procurement of a Toolbox Trailer and Display Screen for the Final Trim Grader.

Operating

Additional cost associated with graffiti and vandalism is expected and will be accommodated within existing budget allocations.

LINK TO CORPORATE PLAN

Financial Sustainability: A council that continuously operates in a cost-effective manner while managing council's assets and reserves to ensure a sustainable future.

Transport and Council Infrastructure: The provision of quality services and infrastructure for our growing community that is planned and managed using sound asset management principles.

Community: An informed and engaged community which supports and encourages effective partnerships to enhance the liveability of the Shire.

Economy and Environment: A resilient economy that promotes and supports the shire's natural assets and local industry and encourages investment while preserving and future proofing for generations to come.

9.5 INFRASTRUCTURE SERVICES, WATER AND WASTE OPERATIONS REPORT - JANUARY 2022

Date Prepared: 21 January 2022
Author: Manager Water and Waste
Attachments: Nil

EXECUTIVE SUMMARY

The purpose of this report is to summarise Council's Water and Waste activities undertaken by the Infrastructure Services Department during the month of January 2022.

RECOMMENDATION

That Council receives the Infrastructure Services, Water and Waste Operations Report for January 2022.

BACKGROUND**Water and Wastewater Treatment:**

All treatment plants are performing satisfactorily. Water demand was varied across all schemes with rainfall in some catchments resulting in slightly lower consumption per connection compared to the previous month.

Routine environmental monitoring did not detect any exceedances of environmental discharge limits. No anomalies or reportable notifications were reported in relation to routine water quality testing conducted during the month.

Water Treatment	Mareeba	Kuranda	Chillagoe	Dimbulah	Mt Molloy*
Water Plant average daily production (kL)	5,706	853	259	378	67
Number of Connections	4,385	982	157	272	137
Average daily water consumption per connection (L)	1,301	869	1,917	1,650	593

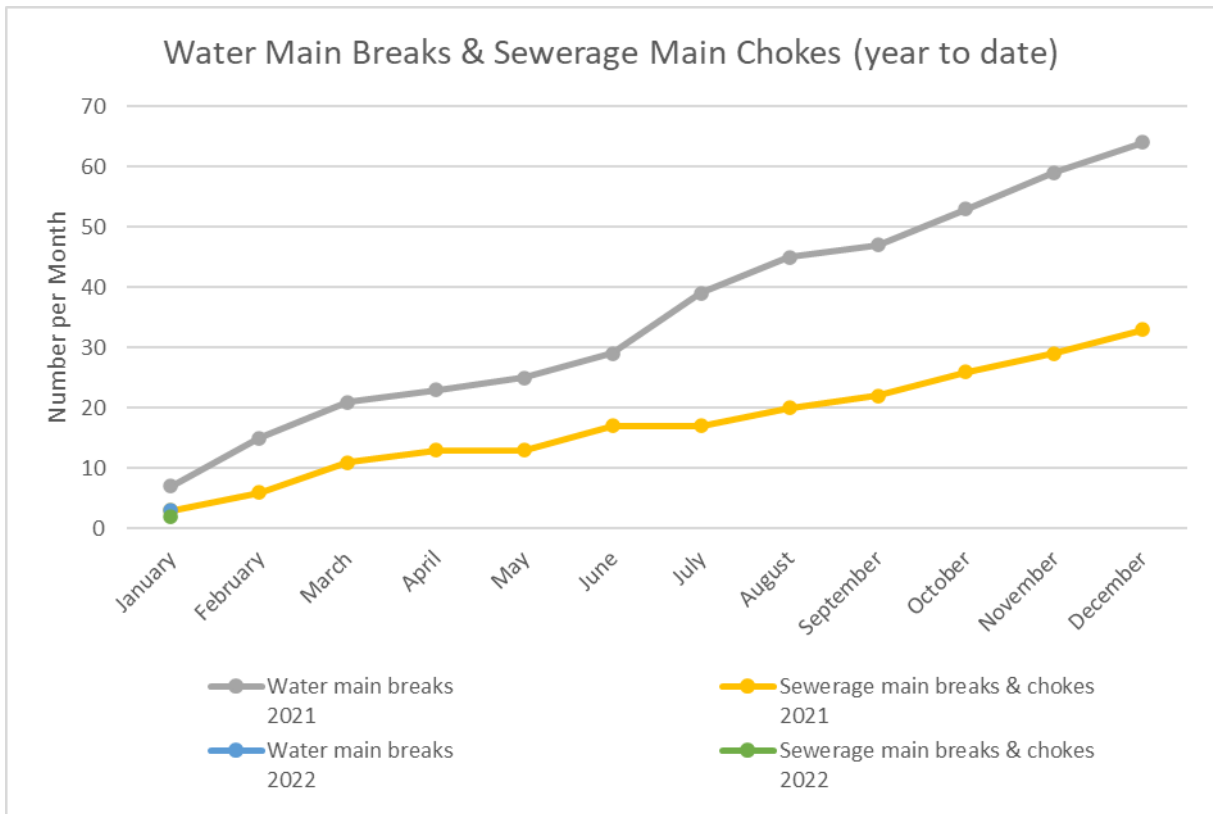
* Mt Molloy is an untreated, non-potable water supply

Wastewater Treatment	Mareeba	Kuranda
Wastewater Plant average daily treatment (kL)	3,872	285
Number of Connections	3,424	346
Average daily inflow per connection (L)	1,311	824

Water and Wastewater Reticulation:

Council's water reticulation crew attended to three (3) water main breaks and three (3) sewer main breaks this month, and average response times were within targets set out in Council's customer service standard for water services.

Monthly statistics are shown on the water reticulation main breaks and sewerage main breaks and chokes:

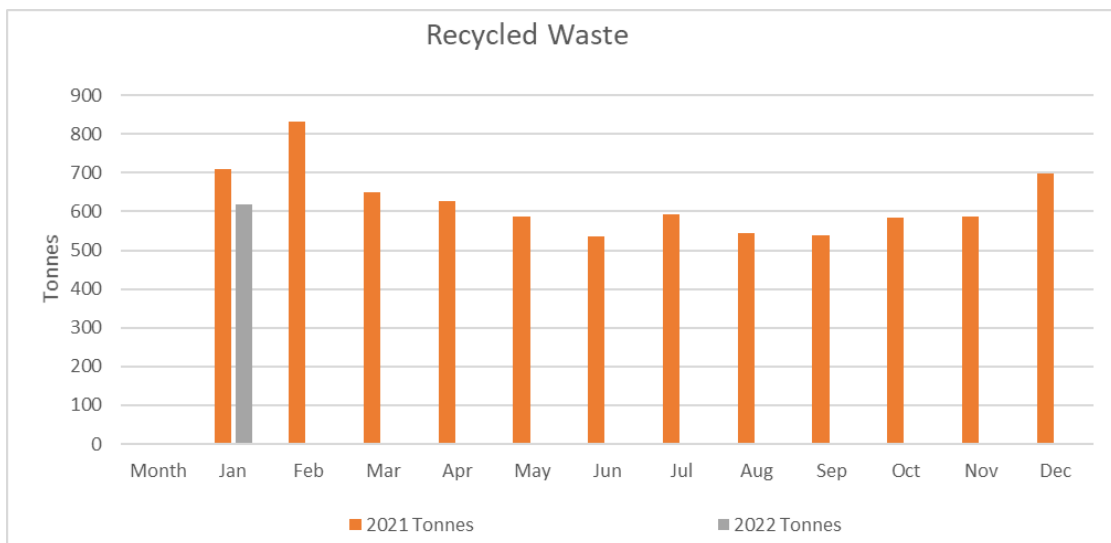


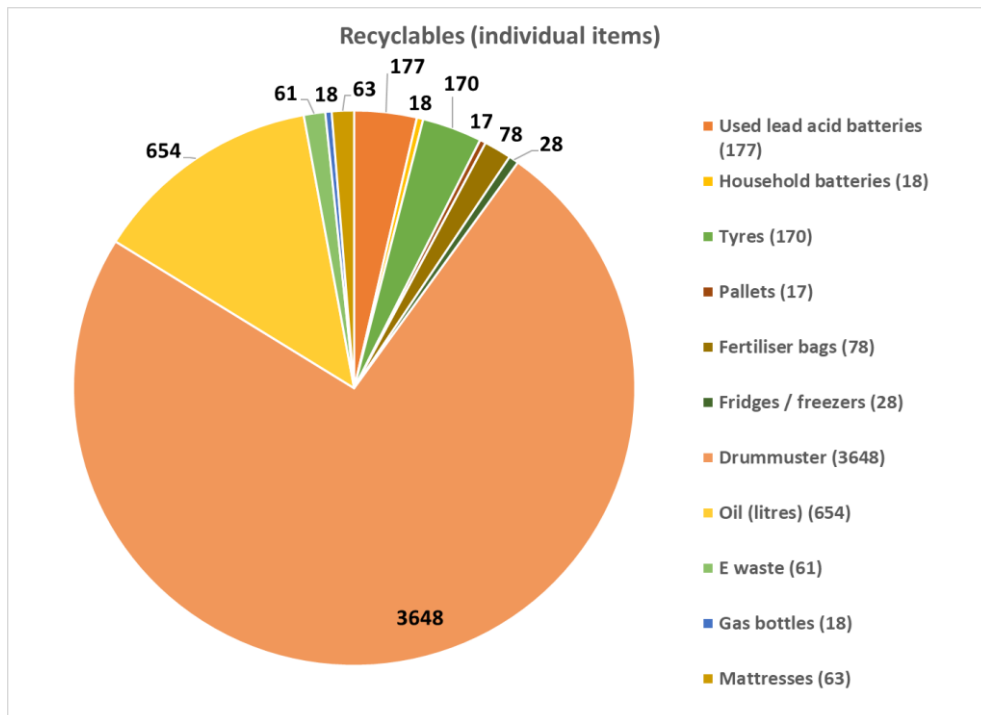
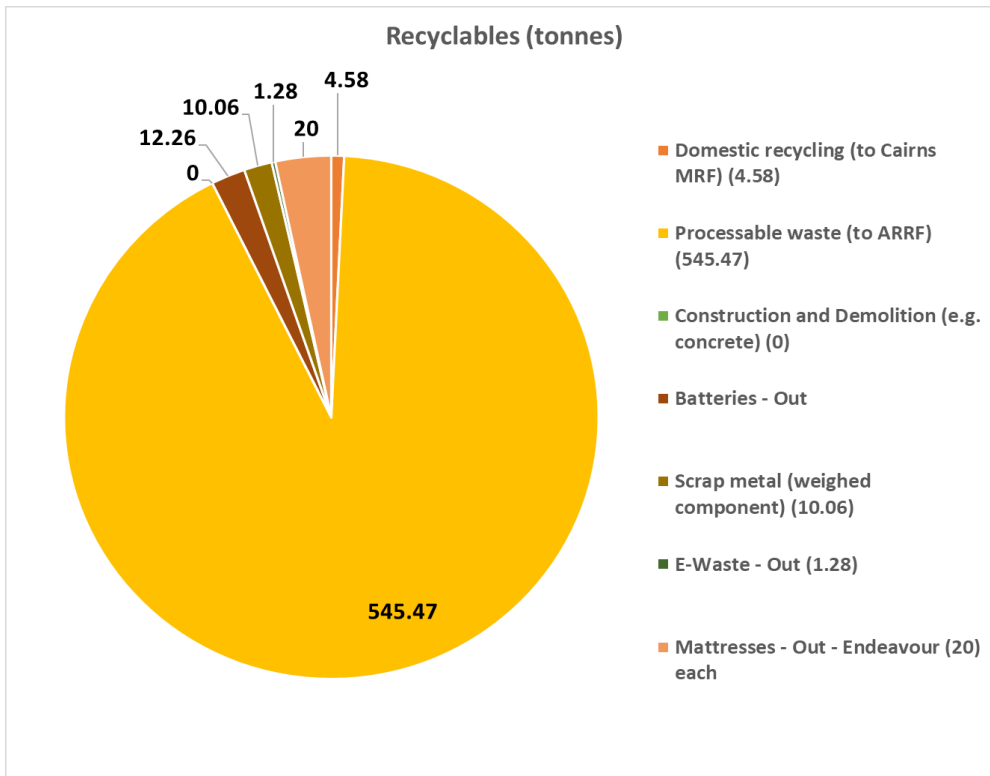
Waste Operations:

All transfer stations are currently operational.

Recycling

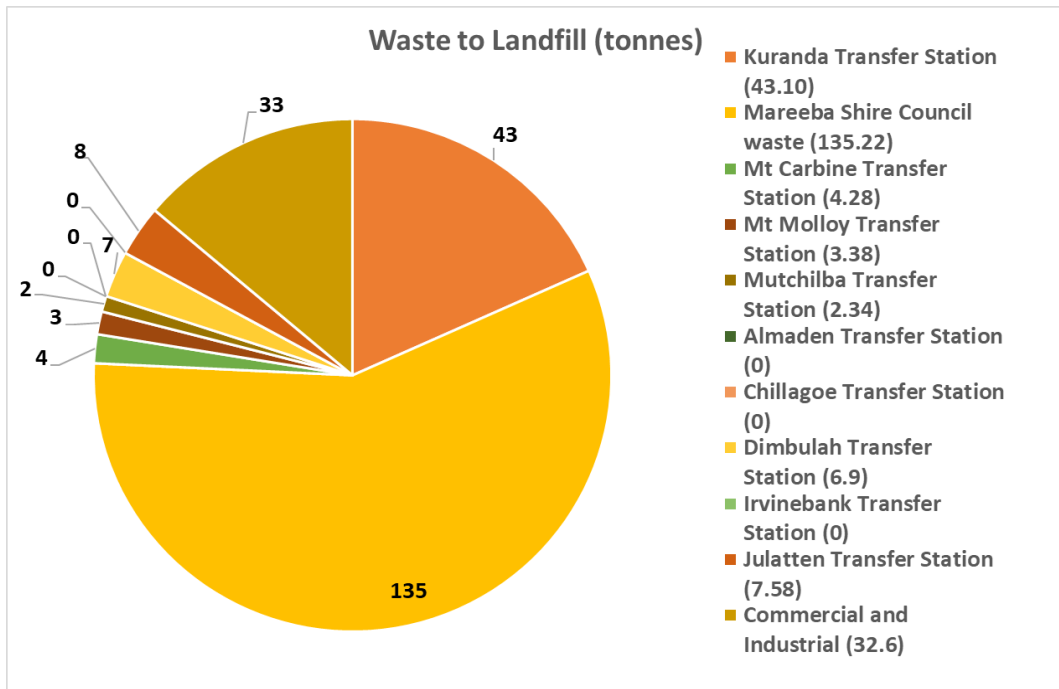
Waste material collected at each of the waste transfer stations are either deposited directly to the Springmount Waste Facility, recycled or transported to the SUEZ Advanced Resource Recovery Facility (ARRF) in Cairns for processing.





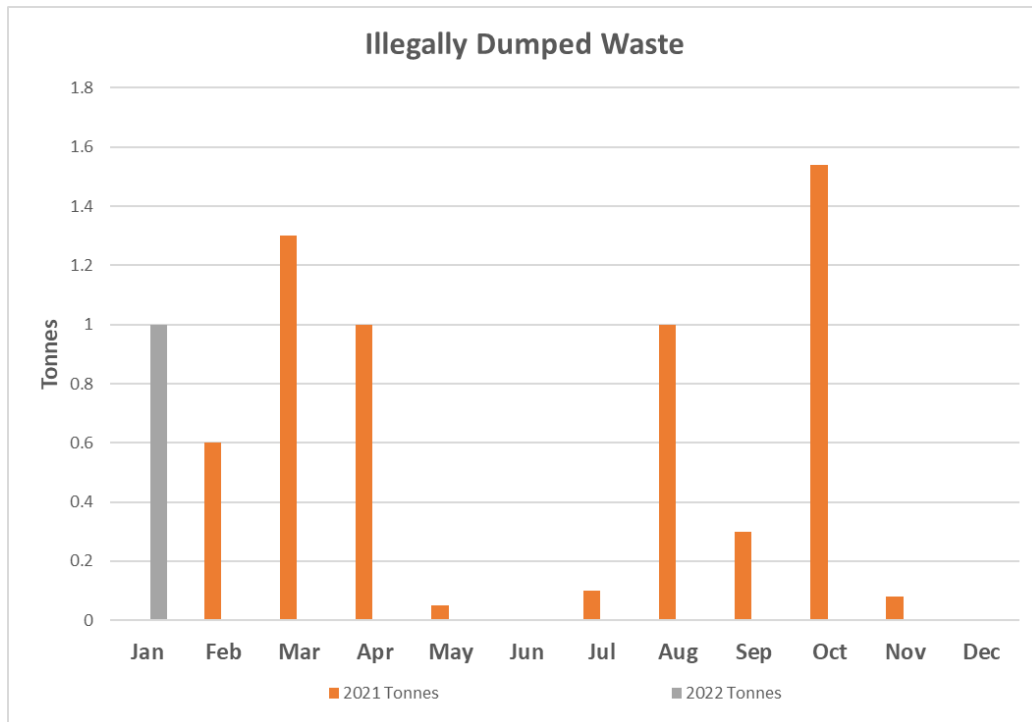
Waste to Mareeba Landfill

Mareeba Landfill is no longer receiving residual waste from the SUEZ Advanced Resource Recovery Facility (ARRF) plant in Cairns. Landfill waste in January was transported off site to the Springmount Waste Facility includes minor quantities received from the waste transfer stations (Mareeba included), commercial and industrial waste, and waste that Mareeba Shire Council produces from its own activities.



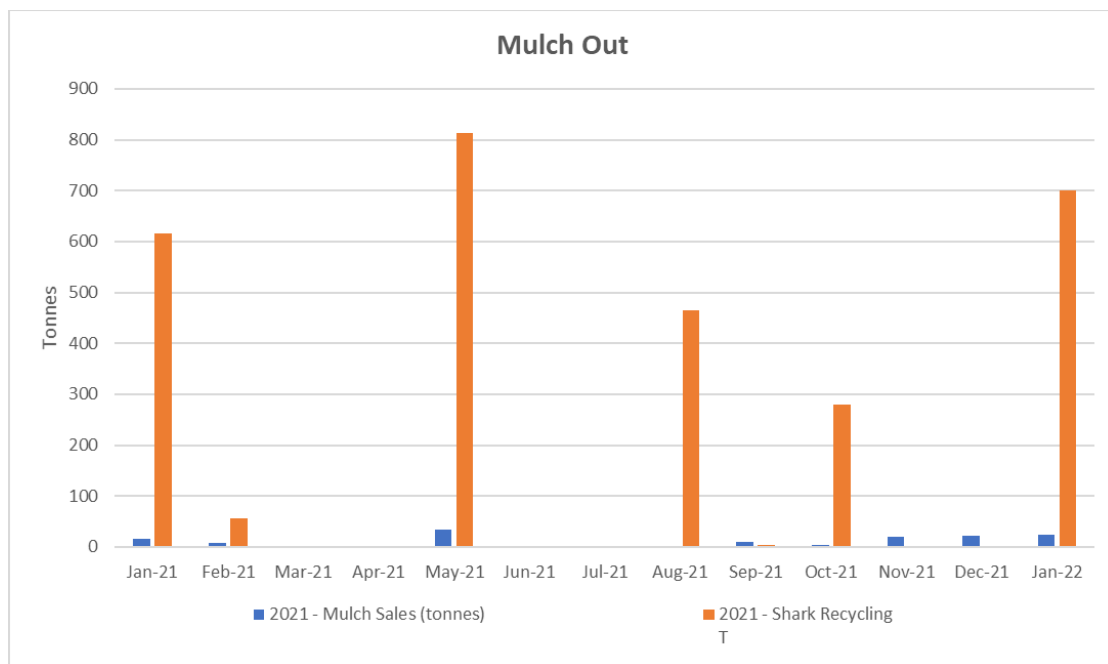
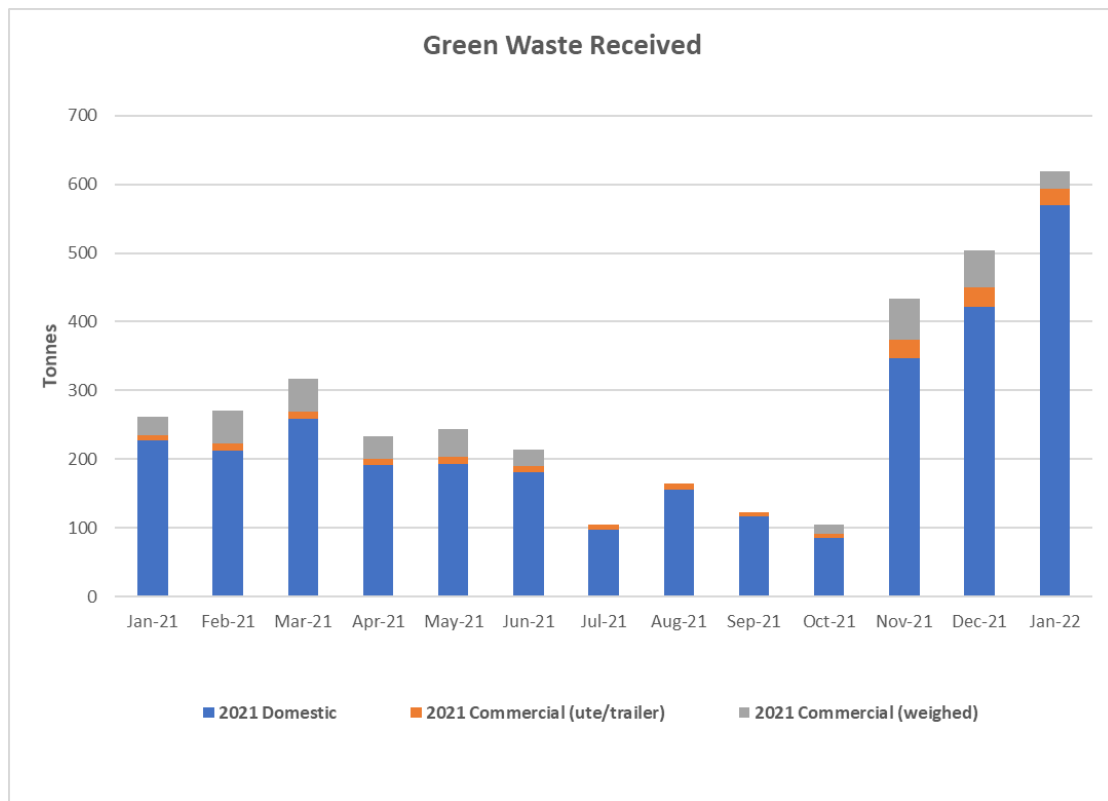
Illegally Dumped Waste

Council received a small amount of illegally dumped waste through Mareeba Waste Transfer Station during the month of January.



Green Waste

Council received a total of 618 tonnes of green waste in the month of January. Green waste was last mulched in mid-January and will again be mulched late February or early March.



RISK IMPLICATIONS

Environmental

Council holds an Environmental Authority issued under the *Environmental Protection Act 1994* to operate landfill facilities.

LEGAL/COMPLIANCE/POLICY IMPLICATIONS

Nil

FINANCIAL AND RESOURCE IMPLICATIONS***Capital***

Nil

Operating

Nil

LINK TO CORPORATE PLAN

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Transport and Council Infrastructure: The provision of quality services and infrastructure for our growing community that is planned and managed using sound asset management principles.

Economy and Environment: A resilient economy that promotes and supports the shire's natural assets and local industry and encourages investment while preserving and future proofing for generations to come.

Governance: Sound decision making based on effective frameworks and clear strategic direction to achieve regulatory compliance while delivering affordable levels of identified services within the Shire.

IMPLEMENTATION/COMMUNICATION

Nil

9.6 INFRASTRUCTURE SERVICES, WORKS SECTION ACTIVITY REPORT - JANUARY 2022

Date Prepared: 4 February 2022

Author: Manager Works

Attachments: Nil

EXECUTIVE SUMMARY

The purpose of this report is to summarise Council's Transport Infrastructure, Parks and Gardens, Bridge Maintenance, RMPC and Land Protection operational activities undertaken by Infrastructure Services during the month of January 2022.

RECOMMENDATION

That Council receives the Infrastructure Services, Works Progress Report for the month of January 2022.

BACKGROUND**Transport Infrastructure**Road Maintenance Activities

Unsealed road maintenance grading was suspended during the month of January and will recommence 1 February 2022 with some additional, out of sequence maintenance grading to be undertaken on Slape Road and George Fabris Road before the crew is re-establishes in the Mt Molloy area to continue the unsealed road maintenance grading program. Both Slape Road and George Fabris Road have sustained running surface defects due to recent and on-going rain.

During the month of January, other operational activities included:

- Herbicide spraying of rural road in the Mareeba area in readiness for the slashing program commencement next month
- Road repairs to scours and washouts, pothole patching of rural and urban roads and Mareeba area
- Cleaning of blocked grates in Mareeba streets
- Reinstate signage around Mareeba Streets
- Clearing flood debris from bridges on Bolton Road, Black Mountain Road, Mt Lewis Road, Anzac Avenue, Bilwon Road and Chapmans Road
- Tree removal on several roads in the Julatten, Mt Molloy, Kuranda, Speewah and Koah areas
- Slashing in the Julatten and Mt Molloy areas
- Mowing, herbicide spraying and slashing of roads in the Dimbulah, Mutchilba and Chillagoe areas
- Road repairs to scours and washouts in the Watsonville area

Customer Requests

During the month of January, the Works Group received 198 Customer Requests (CRs) with 191 resolved (resolved requests include those received prior to 2022). The table below shows the number of requests lodged per Works section for the month.

Month	Roads	Parks and Gardens	Pest Management
January	137	52	9

At the time of reporting, the Works Group had 88 open (unresolved) requests.

Bridges and Major Culverts

Maintenance and inspections were carried out on the following bridges, causeways and major culverts during the month of January.

Location	Area	Structure
Oak Forest Road	Kuranda	Bridge
Barron Street	Koah	Bridge
Anzac Ave	Mareeba	Bridge
Cardina Boulevard	Speewah	Bridge
Black Mtn Road	Kuranda	Bridge
Jeffrey Road	Kuranda	Bridge
Bolton Road	Koah	Bridge
Kelly Road	Speewah	Major Culvert
Veivers Drive	Speewah	Major Culvert
Barron Street	Koah	Bridge
Bolton Road	Koah	Major Culvert
Koah Road	Koah	Causeway
Keeble Street	Mareeba	Major Culvert
Kowa Street	Mareeba	Major Culvert
Little Road	Kuranda	Bridge
Myola Road	Kuranda	Bridge
Ganyan Drive	Speewah	Major Culvert
Clohesy River Road	Koah	Major Culvert
Davies Creek Road	Mareeba	Bridge
Stoney Creek Road	Speewah	Bridge
Speewah Road	Speewah	Bridge
Seary Road	Mareeba	Major Culvert

TMR Routine Maintenance Performance Contract (RMPC)

Vegetation management works have commenced on the western and eastern State-controlled roads with herbicide spraying completed on the Burke Developmental Road (BDR), Mareeba - Dimbulah Road and Mulligan Highway between Mareeba and Mt Molloy. Slashing was completed on the Mossman - Mount Molloy Road and is underway on the Mulligan Highway between

Mareeba and Mt Molloy and on the Mareeba - Dimbulah Road. Boom slashing was completed on the Kennedy Highway.

During January, water courses were monitored daily with road closure signage being erected in accessible areas as required. A road condition report is submitted daily to the Cairns Traffic Management Centre during periods of unsettled weather.

In late January, the BDR was placed under a five (5) tonne load limit on the instruction of TMR from just north of Chillagoe to the Shire boundary at Dunbar.

Council staff have been unable to access the BDR beyond the Walsh River at Trimble's Crossing for some weeks and road conditions past that point remain unknown.

Parks and Open Spaces

The recent and ongoing rain has made vegetation management a priority with Parks and Gardens staff focussed on maintaining open spaces within the Mareeba Shire for January, which will continue for the remainder of the wet season. Parks and Gardens have engaged the services of slashing and mowing contractors on a limited basis due in line with budget constraints to try and keep up with the workload.

Coupled with this increased workload, the Parks and Gardens operation has not had the services of four (4) low security prisoners from the Lotus Glen Correctional Facility who assist staff at the Mareeba Cemetery each Tuesday, Wednesday and Thursday. These additional workers went into Covid lockdown at Lotus Glen Correctional Facility just prior to Christmas and are yet to return.

Staff from other sections are being used to bolster Parks and Gardens resources with assistance being provided through the Transport Section's construction and maintenance staff at every opportunity, acknowledging their first priority must remain with road and bridge maintenance particularly given recent flooding events.

Other points of note for the Parks and Gardens Section during January are:

- Four (4) burials
- The removal and storage of Christmas trees and associated decorations
- The commencement of the replacement exercise equipment at Mary Andrews Park (capital project)
- Several tree removals
- Twice-weekly mowing of Davies Park

Land Protection

Parthenium Weed: Inspections were carried out on the 12 active sites known to Mareeba Shire Council. All landholders are complying with their biosecurity obligation. Officers will continue to monitor one (1) site every two (2) weeks with the other 11 every three (3) weeks.

One new Parthenium infestation has been located at Dimbulah on the highwater mark of the Walsh River discovered while inspecting the area for Amazonian Frogbit after a report Frogbit was seen upstream of Bruce Weir. No Frogbit was located, and officers believe it is not in the area. Land Protection Officers (LPOs) spoke with the property owner, who was aware of the Parthenium

and has been treating it himself for several years. LPOs arranged with the property owner to inspect the property approximately every quarter.

Giant Rats Tail Grass: Council's annual roadside spray program has started for the year, staff are treating roadsides and table drains throughout the shire. Selective herbicides are used in order to allow other vegetation to provide competition for the weed.

Katherine Green Bellyache bush: One active site at Koah was inspected after the recent rains and several seedlings were located but no mature plants. The property owner is complying with biosecurity obligations.

Feral Pigs: A customer Request was received from Speewah stating several property owners have feral pigs regularly entering their property. The property owners believe it is the same pigs traveling the creek line on the back of their properties. The area is not suited to 1080 baiting due to property size and advice was given on exclusion fencing, trapping and shooting as alternative control methods.

LEGAL/COMPLIANCE/POLICY IMPLICATIONS

COVID-19 impacts in relation to operations will be managed in line with Queensland Government restrictions.

FINANCIAL AND RESOURCE IMPLICATIONS

Operating

All operational works are funded by the section specific 2021/22 maintenance budgets.

LINK TO CORPORATE PLAN

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IMPLEMENTATION/COMMUNICATION

Nil

10 OFFICE OF THE CEO**10.1 COUNCILLOR ATTENDANCE AT LGAQ WASTE FORUM**

Date Prepared: 4 February 2022
Author: Chief Executive Officer
Attachments: Nil

EXECUTIVE SUMMARY

The purpose of this report is to obtain Council approval for the attendance of Councillors at the Local Government Association Queensland (LGAQ) Waste Forum to be held in Brisbane 8 - 10 March 2022.

RECOMMENDATION

That Council approves the attendance of Cr Mlikota at the LGAQ Waste Forum to be held in Brisbane 8 - 10 March 2022.

BACKGROUND

The LGAQ Waste Forum brings Councils together to discuss all things waste management and resource recovery. With recent announcements and progressing agendas at a Federal and State level, it has never been more important for our elected members, senior officer and industry to come together and discuss waste.

RISK IMPLICATIONS

Nil

LEGAL/COMPLIANCE/POLICY IMPLICATIONS

Nil

FINANCIAL AND RESOURCE IMPLICATIONS***Capital***

Nil

Operating

Yes

Is the expenditure noted above included in the current budget?

Yes

LINK TO CORPORATE PLAN

Economy and Environment: A resilient economy that promotes and supports the shire's natural assets and local industry and encourages investment while preserving and future proofing for generations to come.

Governance: Sound decision making based on effective frameworks and clear strategic direction to achieve regulatory compliance while delivering affordable levels of identified services within the Shire.

IMPLEMENTATION/COMMUNICATION

N/A

11 CONFIDENTIAL REPORTS**RECOMMENDATION**

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 275 of the Local Government Act 2012:

11.1 Sale of Land Due to Rates and Charges in Arrears

This matter is considered to be confidential under Section 275 - h of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

12 BUSINESS WITHOUT NOTICE

13 NEXT MEETING OF COUNCIL

14 FOR INFORMATION

14.1 SUMMARY OF NEW PLANNING APPLICATIONS & DELEGATED DECISIONS FOR THE MONTH OF JANUARY 2022

Date Prepared: 1 February 2022

Author: Senior Planner

Attachments: Nil

Please see below information.

Summary of new Planning Development Applications and Delegated Decisions for January 2022

New Development Applications					
Application #	Lodgement Date	Applicant/ Address	Property Description	Application Type	Status
Nil					

Decision Notices issued under Delegated Authority					
Application #	Date of Decision Notice	Applicant	Address	Property Description	Application Type
RAL/21/0025	05/01/2022	L & J Finn C/- Twine Surveys Pty Ltd	39 Byrnes Street and 94 Walsh Street, Mareeba	Lots 1 & 2 on RP714909 and Lot 42 on M3565	ROL Boundary Realignment
RAL/21/0026	05/01/2022	S Torrasi C/- U&i Town Plan	135-137 Mason Street, Mareeba	Lot 23 on CP903074 & Lot 22 on CP860952	ROL Boundary Realignment
RAL/21/0020	17/01/2022	The Corporation of the Diocesan Synod of North Queensland C/- Freshwater Planning Pty Ltd	49-51 & 53 Constance Street, Mareeba	Lot 1 on RP700517 and Lot 1 on RP734542	ROL Boundary Realignment
MCU/21/0024	12/001/2022	Zarbeau Pty Ltd C/- Neil Beck	46 Rains Street, Mareeba	Lot 23 on M356231	MCU - Dual Occupancy
MCU/21/0025	12/001/2022	Zarbeau Pty Ltd C/- Neil Beck	64 James Street, Mareeba	Lot 24 on M356231	MCU - Dual Occupancy

Negotiated Decision Notices issued under Delegated Authority					
Application #	Date of Decision Notice	Applicant	Address	Property Description	Application Type
Nil					

January 2022 (Regional Land Use Planning)

Change to Existing Development Approval issued					
Application #	Date of Decision	Applicant	Address	Property Description	Application Type
Nil					

Referral Agency Response Decision Notices issued under Delegated Authority					
Application #	Date of Decision	Applicant	Address	Property Description	Application Type
CAR/22/0001	31/01/2021	C & N Tilse C/- Construction Approvals	179 Fichera Road, Mareeba	Lot 2 on RP745867	Referral agency response for building works assessable against the Mareeba Shire Council Planning Scheme 2016 - Accommodation Activities Code

Extensions to Relevant Period issued					
Application #	Date of Decision	Applicant	Address	Property Description	Application Type
Nil					

Survey Plans endorsed					
Application #	Date	Applicant	Address	Property Description	No of Lots
DA/13/0085	24/01/2022	Kanjini Co-Op Pty Ltd	Emerald Falls Road, Mareeba	LOTS 8 & 67 ON SP328197 (CANCELLING LOT 67 ON SP323239)	1 New Lot
RAL/21/0010	31/01/2022	Dean Martin	2850 Kennedy Highway & 116 Kanervo Road, Koah	LOTS 8 & 9 ON SP328074 (CANCELLING LOT 202 ON RP843530 AND LOT 2 ON SP178556)	No New Lots, Boundary Realignment
REC/07/0052	25/01/2022	Hockey Machinery Sales Pty Ltd C/- Twine Surveys Pty Ltd	Summer Street, Mareeba	LOTS 32 & 47 ON SP328232 (CANCELLING LOT 99 ON SP328218)	1 New Lot

January 2022 (Regional Land Use Planning)

REC/07/0052	13/001/2022	Hockey Machinery Sales Pty Ltd C/- Twine Surveys Pty Ltd	Summer Street, Mareeba	LOTS 84 & 100 ON SP328215 (CANCELLING LOT 100 ON SP328204)	1 New Lot
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January 2022 (Regional Land Use Planning)