

From: Planz Town Planning - Susie Lord
Sent: 22 Nov 2018 16:04:13 +1000
To: Natacha Jones
Cc: Brian Millard; Carl Ewin
Subject: MCU Medium Impact Industry at 58 Chewko Road and 5-7 Slade Street, Mareeba - Lot 12 NR7652, 16 NR7652 and 14 NR7652.
Attachments: 1. P81844 Cover letter - 58 Chewko Road - MCU Medium Impact Industry.pdf, 2. P81844 DA Form1-Development Application.pdf, 3. P81844 Planning Report - MCU - High Impact Industry - Chewko Sla..._.pdf, 4. P81844 Existing Floor and Stie Plan - 2380 C1.pdf, 5. P81844 Proposed Site and Layout Plan - 2380 C2.pdf, 6. P81844 Proposed Site Plan - 2380 C3.pdf, 7. P81844 Landowners Consent HomeFab.pdf

Good afternoon,

I am pleased to provide this application for a Material Change of Use for Medium Impact Industry (Manufacturing and assembly of steel trusses, wall and floor frames) located at 58 Chewko Road and 5-7 Slade Street, Mareeba, formally described as Lot's 12, 14 and 16 on NR7652.

The subject site is mapped for Water resource planning and adjoins a Future State Controlled Road. Referral to SARA is not required for this application as the Future Transport Corridor does not directly fall over the subject site.

The relevant information for the application is:

Applicant: Broboca Pty Ltd
c/- Planz Town Planning
Mailing address: PO Box 181
Edge Hill QLD 4870
Landowner: 58 Chewko Road- John Charles Hendle
5-7 Slade Street – Broboca Pty Ltd
Application Fee: \$6, 145.00


If you require any further information please do call me. Yours faithfully,

Kind regards, Susie



Susie Lord | Project Manager
PO Box 181 Edge Hill, QLD 4870
Phone. 07 4041 0445 | Mobile. 0447 323 384

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22 November 2018

Our Ref: P81844

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

Via email: info@msc.qld.gov.au

Attention: Planning Department

Dear Brian and Carl,

**Material Change of Use for Medium Impact Industry
(Manufacturing and assembly of steel trusses, wall and floor frames)
at 58 Chewko Road and 5-7 Slade Street, Mareeba - Lot 12
NR7652, 16 NR7652 and 14 NR7652.**

I am pleased to lodge this application for a Material Change of Use for Medium Impact Industry (Manufacturing and assembly of steel trusses, wall and floor frames) located at 58 Chewko Road and 5-7 Slade Street, Mareeba, formally described as Lot's 12, 14 and 16 on NR7652.

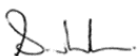
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5-7 Slade Street – Broboca Pty Ltd
Application Fee: \$6, 145.00

If you require any further information please do call me.

Yours faithfully,



Susie Lord
Planz Town Planning Pty Ltd

Att. DA form 1
Planning Report with Appendices
Land Owners Consent

DA Form 1 – Development application details

Approved form (version 1.1 effective 22 JUNE 2018) made under section 282 of the Planning Act 2016.

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

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

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

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

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

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

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

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) <i>(individual or company full name)</i>	Broboca Pty Ltd
Contact name <i>(only applicable for companies)</i>	C/- Planz Town Planning
Postal address <i>(P.O. Box or street address)</i>	PO Box 181
Suburb	Edge Hill
State	QLD
Postcode	4870
Country	Australia
Contact number	07 4041 0445
Email address <i>(non-mandatory)</i>	info@planztp.com
Mobile number <i>(non-mandatory)</i>	0447 323 384
Fax number <i>(non-mandatory)</i>	
Applicant's reference number(s) <i>(if applicable)</i>	P81844

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

PART 2 – LOCATION DETAILS

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

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

3.1) Street address and lot on plan

Street address **AND** lot on plan (all lots must be listed), **or**

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

a)	Unit No.	Street No.	Street Name and Type	Suburb
		58	Chewko Road	Mareeba
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4880	12	NR7652	Mareeba
b)	Unit No.	Street No.	Street Name and Type	Suburb
		5	Slade Street	Mareeba
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4880	16	NR7652	Mareeba Shire Council
c)	Unit No.	Street No.	Street Name and Type	Suburb
		7	Slade Street	Mareeba
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4880	14	NR7652	Mareeba Shire Council

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

Note: Place each set of coordinates in a separate row. Only one set of coordinates is required for this part.

Coordinates of premises by longitude and latitude

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

Coordinates of premises by easting and northing

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

3.3) Additional premises

Additional premises are relevant to this development application and their details have been attached in a schedule to this application

Not required

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

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

Name of water body, watercourse or aquifer:

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

In a tidal area

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

Name of port authority for tidal area (if applicable):	
<input type="checkbox"/> On airport land under the <i>Airport Assets (Restructuring and Disposal) Act 2008</i>	
Name of airport:	
<input type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>	
EMR site identification:	
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>	
CLR site identification:	

5) Are there any existing easements over the premises?

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

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

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

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

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

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

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

c) What is the level of assessment?

- Code assessment Impact assessment (requires public notification)

d) Provide a brief description of the proposal (e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots): Medium Impact Industry (Manufacturing and assembly of steel trusses, wall and floor frames).

e) Relevant plans

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

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

6.2) Provide details about the second development aspect

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

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

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

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

c) What is the level of assessment?

- Code assessment Impact assessment (requires public notification)

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

e) Relevant plans

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

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

6.3) Additional aspects of development

Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application

Not required

Section 2 – Further development details

7) Does the proposed development application involve any of the following?

Material change of use Yes – complete division 1 if assessable against a local planning instrument

Reconfiguring a lot Yes – complete division 2

Operational work Yes – complete division 3

Building work Yes – complete *DA Form 2 – Building work details*

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use

Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m ²) (if applicable)
Manufacturing and assembly of steel trusses, wall and floor frames	Medium Impact Industry	N/A	647m ²

8.2) Does the proposed use involve the use of existing buildings on the premises?

Yes

No

Division 2 – Reconfiguring a lot

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

9.1) What is the total number of existing lots making up the premises?

9.2) What is the nature of the lot reconfiguration? (tick all applicable boxes)

Subdivision (complete 10))

Dividing land into parts by agreement (complete 11))

Boundary realignment (complete 12))

Creating or changing an easement giving access to a lot from a construction road (complete 13))

10) Subdivision

10.1) For this development, how many lots are being created and what is the intended use of those lots:

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

10.2) Will the subdivision be staged?

Yes – provide additional details below

No

How many stages will the works include?

What stage(s) will this development application apply to?

11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts?				
Intended use of parts created	Residential	Commercial	Industrial	Other, please specify:
Number of parts created				

12) Boundary realignment			
12.1) What are the current and proposed areas for each lot comprising the premises?			
Current lot		Proposed lot	
Lot on plan description	Area (m ²)	Lot on plan description	Area (m ²)
12.2) What is the reason for the boundary realignment?			

13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement? (attach schedule if there are more than two easements)				
Existing or proposed?	Width (m)	Length (m)	Purpose of the easement? (e.g. pedestrian access)	Identify the land/lot(s) benefitted by the easement

Division 3 – Operational work

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

14.1) What is the nature of the operational work?	
<input type="checkbox"/> Road work <input type="checkbox"/> Drainage work <input type="checkbox"/> Landscaping <input type="checkbox"/> Other – please specify:	<input type="checkbox"/> Stormwater <input type="checkbox"/> Earthworks <input type="checkbox"/> Signage <input type="checkbox"/> Water infrastructure <input type="checkbox"/> Sewage infrastructure <input type="checkbox"/> Clearing vegetation
<input type="checkbox"/> Yes – specify number of new lots:	
<input type="checkbox"/> No	
14.3) What is the monetary value of the proposed operational work? (include GST, materials and labour)	
\$	

PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application
Mareeba Shire Council

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

- Yes – a copy of the decision notice is attached to this development application
- Local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
- No

PART 5 – REFERRAL DETAILS

17) Do any aspects of the proposed development require referral for any referral requirements?

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

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

Matters requiring referral to the **Chief Executive of the Planning Regulation 2017:**

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

Water-related development – construction of new levees or modification of existing levees (*category 3 levees only*)

Wetland protection area

Matters requiring referral to the local government:

Airport land

Environmentally relevant activities (ERA) (*only if the ERA have been devolved to local government*)

Local heritage places

Matters requiring referral to the chief executive of the distribution entity or transmission entity:

Electricity infrastructure

Matters requiring referral to:

- The **Chief executive of the holder of the licence**, if not an individual
- The **holder of the licence**, if the holder of the licence is an individual

Oil and gas infrastructure

Matters requiring referral to the Brisbane City Council:

Brisbane core port land

Matters requiring referral to the Minister under the Transport Infrastructure Act 1994:

Brisbane core port land (inconsistent with Brisbane port LUP for transport reasons)

Strategic port land

Matters requiring referral to the relevant port operator:

Land within Port of Brisbane's port limits (below high-water mark)

Matters requiring referral to the Chief Executive of the relevant port authority:

Land within limits of another port (below high-water mark)

Matters requiring referral to the Gold Coast Waterways Authority:

Tidal works, or work in a coastal management district in Gold Coast waters

Matters requiring referral to the Queensland Fire and Emergency Service:

Tidal works marina (*more than six vessel berths*)

18) Has any referral agency provided a referral response for this development application?

Yes – referral response(s) received and listed below are attached to this development application

No

Referral requirement	Referral agency	Date of referral response

Identify and describe any changes made to the proposed development application that was the subject of the referral response and the development application the subject of this form, or include details in a schedule to this development application (*if applicable*).

PART 6 – INFORMATION REQUEST

19) Information request under Part 3 of the DA Rules

I agree to receive an information request if determined necessary for this development application

I do not agree to accept an information request for this development application

Note: *By not agreeing to accept an information request I, the applicant, acknowledge:*

- that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties
- Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.

Further advice about information requests is contained in the [DA Forms Guide](#).

PART 7 – FURTHER DETAILS

20) Are there any associated development applications or current approvals? (e.g. a preliminary approval)			
<input type="checkbox"/> Yes – provide details below or include details in a schedule to this development application <input checked="" type="checkbox"/> No			
List of approval/development application references	Reference number	Date	Assessment manager
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			

21) Has the portable long service leave levy been paid? (only applicable to development applications involving building work or operational work)		
<input type="checkbox"/> Yes – a copy of the receipted QLeave form is attached to this development application <input type="checkbox"/> No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid <input checked="" type="checkbox"/> Not applicable (e.g. building and construction work is less than \$150,000 excluding GST)		
Amount paid	Date paid (dd/mm/yy)	QLeave levy number
\$		

22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?
<input type="checkbox"/> Yes – show cause or enforcement notice is attached <input checked="" type="checkbox"/> No

23) Further legislative requirements			
<u>Environmentally relevant activities</u>			
23.1) Is this development application also taken to be an application for an environmental authority for an Environmentally Relevant Activity (ERA) under section 115 of the <i>Environmental Protection Act 1994</i> ?			
<input type="checkbox"/> Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below <input checked="" type="checkbox"/> No <i>Note: Application for an environmental authority can be found by searching "ESR/2015/1791" as a search term at www.qld.gov.au. An ERA requires an environmental authority to operate. See www.business.qld.gov.au for further information.</i>			
Proposed ERA number:		Proposed ERA threshold:	
Proposed ERA name:			
<input type="checkbox"/> Multiple ERAs are applicable to this development application and the details have been attached in a schedule to this development application.			
<u>Hazardous chemical facilities</u>			
23.2) Is this development application for a hazardous chemical facility ?			
<input type="checkbox"/> Yes – Form 69: Notification of a facility exceeding 10% of schedule 15 threshold is attached to this development application <input checked="" type="checkbox"/> No <i>Note: See www.business.qld.gov.au for further information about hazardous chemical notifications.</i>			
<u>Clearing native vegetation</u>			

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

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

No

Note: 1. Where a development application for operational work or material change of use requires a s22A determination and this is not included, the development application is prohibited development.

2. See <https://www.qld.gov.au/environment/land/vegetation/applying> for further information on how to obtain a s22A determination.

Environmental offsets

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

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

No

Note: The environmental offset section of the Queensland Government's website can be accessed at www.qld.gov.au for further information on environmental offsets.

Koala conservation

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

Yes

No

Note: See guidance materials at www.des.qld.gov.au for further information.

Water resources

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

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

No

Note: Contact the Department of Natural Resources, Mines and Energy at www.dnrme.qld.gov.au for further information.

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

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

Waterway barrier works

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

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

No

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

Marine activities

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

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

No

Note: See guidance materials at www.daf.qld.gov.au for further information.

Quarry materials from a watercourse or lake

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

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

Note: Contact the Department of Natural Resources, Mines and Energy at www.dnrme.qld.gov.au and www.business.qld.gov.au for further information.

Quarry materials from land under tidal waters

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

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

Note: Contact the Department of Environment and Science at www.des.qld.gov.au for further information.

Referable dams

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

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

Note: See guidance materials at www.dnrme.qld.gov.au for further information.

Tidal work or development within a coastal management district

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

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

Note: See guidance materials at www.des.qld.gov.au for further information.

Queensland and local heritage places

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

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

Note: See guidance materials at www.des.qld.gov.au for information requirements regarding development of Queensland heritage places.

Name of the heritage place:		Place ID:	
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Brothels

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

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

Decision under section 62 of the Transport Infrastructure Act 1994

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

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

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist	
I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17 <i>Note: See the Planning Regulation 2017 for referral requirements</i>	<input checked="" type="checkbox"/> Yes
If building work is associated with the proposed development, Parts 4 to 6 of <i>DA Form 2 – Building work details</i> have been completed and attached to this development application	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable
Supporting information addressing any applicable assessment benchmarks is with development application <i>Note: This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see DA Forms Guide: Planning Report Template.</i>	<input checked="" type="checkbox"/> Yes
Relevant plans of the development are attached to this development application <i>Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.</i>	<input checked="" type="checkbox"/> Yes
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (<i>see 21</i>)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable

25) Applicant declaration	
<input checked="" type="checkbox"/> By making this development application, I declare that all information in this development application is true and correct <input checked="" type="checkbox"/> Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the <i>Electronic Transactions Act 2001</i> <i>Note: It is unlawful to intentionally provide false or misleading information.</i>	
<p>Privacy – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website.</p> <p>Personal information will not be disclosed for a purpose unrelated to the <i>Planning Act 2016</i>, <i>Planning Regulation 2017</i> and the <i>DA Rules</i> except where:</p> <ul style="list-style-type: none"> such disclosure is in accordance with the provisions about public access to documents contained in the <i>Planning Act 2016</i> and the <i>Planning Regulation 2017</i>, and the access rules made under the <i>Planning Act 2016</i> and <i>Planning Regulation 2017</i>; or required by other legislation (including the <i>Right to Information Act 2009</i>); or otherwise required by law. <p>This information may be stored in relevant databases. The information collected will be retained as required by the <i>Public Records Act 2002</i>.</p>	

PART 9 – FOR OFFICE USE ONLY

Date received: Reference number(s):

Notification of engagement of alternative assessment manager	
Prescribed assessment manager	
Name of chosen assessment manager	
Date chosen assessment manager engaged	
Contact number of chosen assessment manager	

Relevant licence number(s) of chosen assessment manager	
---	--

QLeave notification and payment	
<i>Note: For completion by assessment manager if applicable</i>	
Description of the work	
QLeave project number	
Amount paid (\$)	
Date paid	
Date received form sighted by assessment manager	
Name of officer who sighted the form	



APPLICATION FOR DEVELOPMENT PERMIT

MCU FOR MEDIUM IMPACT INDUSTRY (MANUFACTURING AND
ASSEMBLY OF STEEL TRUSSES, WALL AND FLOOR FRAMES)
58 CHEWKO ROAD AND 5-7 SLADE STREET, MAREEBA

22 NOVEMBER 2018

PREPARED BY

PLANZ TOWN PLANNING PTY LTD

on behalf of

BROBOCA PTY LTD

CREATING GREAT PLACES FOR PEOPLE

Contents

1	Proposed Development.....	1
1.1	Nature of the Proposal.....	1
	<i>Figure 1: Site cover</i>	1
1.2	The Site	3
	<i>Figure 1: Aerial image of subject site</i>	4
2	Planning Considerations	5
2.1	State Interest	5
	<i>Figure 2d: DA Mapping layers</i>	5
2.2	Mareeba Shire Planning Scheme Assessment	5
2.3	Strategic Framework.....	7
	Applicable sections of the Strategic Framework	7
2.4	Compliance	8
	8.2.5 EXTRACTIVE RESOURCE OVERLAY CODE.....	8
	9.4.2 LANDSCAPING CODE	9
	9.4.3 PARKING AND ACCESS CODE	10
	Appendix 1: Assessment against the planning scheme.....	13
	6.2.5 Industry Zone Code	13
	8.2.2 Airport environs overlay code.....	19
	8.2.5 Extractive resources overlay code	26
	8.2.12 Transport infrastructure overlay code.....	31
	9.3.5 Industrial activities code	33
	9.4.1 Advertising devices code.....	37
	9.4.2 Landscaping code.....	41
	9.4.3 Parking and access code	48
	9.4.5 Works, services and infrastructure code	60
	Appendix 2: Proposal plans	72

Application Summary

Application details	
Proposal	Development permit for Material Change of Use - Medium Impact Industry (Manufacturing and assembly of steel trusses, wall and floor frames)
Applicant	Broboca Pty Ltd
Property Owner	58 Chewko Road- John Charles Hendle 5-7 Slade Street – Broboca Pty Ltd
Address	58 Chewko Road & 5-7 Slade Street, Mareeba
Real Property Description	12 NR7652, (58 Chewko Rd) 16 NR7652 & 14 NR7652 (5-7 Slade St)
Lot Size	Lot 12: 2,931m ² Lot 5: 1,787m ² Lot 7: 1,777m ² Cumulative land area of 6,495m ²
Zone	Industry Zone
Precinct	Precinct A –Trades and Services
Current Use	58 Chewko Road: Sandblasting/heavy steel manufacturing/spray painting and cartage business. 5-7 Slade Street: Informal storage
Level of Assessment	Impact
Applicable Codes	Strategic Framework Industry Zone code Airport Environs Overlay code Extractive Resources Overlay code Transport Infrastructure Industrial Activities use code Advertising devices Landscaping Parking and access Works, services and infrastructure
Referral Triggers	<ul style="list-style-type: none"> ▪ Not applicable

1 PROPOSED DEVELOPMENT

1.1 Nature of the Proposal

This application is over land described as 58 Chewko Road and 5-7 Slade Street, Mareeba (Address (12 NR7652, 16 NR7652 & 14 NR7652) and is for an impact assessable Material Change of Use for Medium Impact Industry, the use will involve the manufacturing and assembly of steel trusses, wall and floor frames.

The development will involve:

The use of existing structures and the construction of an extension to the existing shed, the construction of a large awning over the north-eastern loading / unloading area and the construction of an ancillary office (**See figure 1: Site cover**).

OFFICE	- 197.28 m ²
WORKSHOP	- 668.27 m ²
STEEL FABRICATION	- 305.25 m ²
STORE 1	- 95.78 m ²
STORE 2	- 63.93 m ²
STAFF	- 30.36 m ²
COVERED DRIVE	- 647.94 m ²
TOTAL	- 2008.81 m²

Figure 1: Site cover

- The combined site area is 6,495m². The project will incur 2,008.81m² (31% site cover)
- Staff amenities and office space to facilitate ancillary administrative activities and consultations with clients
- Parking for 15 vehicles (inclusive of 1 x PWD space) and a minimum of 1 HRV
- 450m² (6.9%) landscaping to soften the built for and contribute towards street appeal
- Dedicated refuse area behind the staff room
- Sufficient space to accommodate safe and effective on-site manoeuvring and loading / unloading of Heavy Rigid Vehicles wholly onsite.

- 3 x crossovers – 2 x crossovers to Chewko Road and 1 x crossover to Slade Street, to allow for adequate on-site circulation of vehicles, and to ensure all vehicles can enter and exit the site in a forward motion.
- Connection to all infrastructure services.

Balance areas of Lot 14 and Lot 16 are to remain vacant. This land may be used in the future as part of any business expansion, or lots may be reconfigured in the future to create one lot from the balance area.

Medium Impact Industry is defined as:

Medium Impact Industry:

Premise used for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products and have one or more of the following attributes

- *Potential for noticeable impacts on sensitive land uses due to off-site emissions including aerosol, fume, particle, smoke, odour and noise*
- *Potential for noticeable offsite impacts in the event of fire, explosion or toxic release*
- *Generates high traffic flows in the context of the locality or the road network*
- *Generates an elevated demand on the local infrastructure network*
- *Onsite controls are required for emissions and dangerous goods risks*
- *The use is primarily undertaken indoors*
- *Evening or night activities are undertaken indoors not outdoors.*

Homefab is currently located on an adjoining property at 11-13 Wallace St, and has been at this location, supporting the local economy for nearly 30 years.

Homefab are in the process of purchasing adjoining land at 58 Chewko Road and have purchased 5-7 Slade Street with the intention of relocating their business to these sites. The subject site will provide great prospects for business expansion into industry 4.0 for the future and ensure that their business remains locally owned and operated in Mareeba.

Peta Maree Broadley, Brian Cater & Ben Bolen are well-respected in the Mareeba community. Homefab have supported a large number of apprentices and trainees over the last 29 years, many of who are locals.

Homefab support, educate and sponsor community programs and local schools, and are committed to the strengthening of regional Australian towns and communities.

Homefab have also been recognised by MasterBuilders Australia for their innovative use of steel for housing construction.

The main compliance considerations for the assessment are parking and access and landscaping. These matters are addressed in **Section 2** of this report and the development complies with the performance outcomes for these provisions. Council is requested to approve the application subject to reasonable conditions.

1.2 The Site

The site is located approximately 1.8km from the centre of Mareeba, and is zoned for Industry (Precinct A - Trades and Services). The industrial subdivision has been established for in excess of 20 years and contains a mixture of industrial land uses such as, mechanics and auto electricians. The proposed land use (Business operator: HomeFab) is currently operating at 11-13 Wallace Drive and is in the process of purchasing land at 58 Chewko Road and 5-7 Slade Street to permanently move the business to a larger location.

The cumulative area of the site is 6,495m² and is situated on the corner of Chewko Road (an identified Extractive Resources Route) and Slade Street.

58 Chewko Road benefits from crossovers to Slade Street and Chewko Road.

5 and 7 Slade Street benefit from crossovers to Slade Street.

The site is not heavily constrained by overlays, although the site is generally affected by the Airport environs overlay and the Transport Infrastructure overlay. Chewko Road is identified as a 'Key resource transport route' for the transportation of extractive resources, as per the Extractive Resources overlay.

58 Chewko Road is currently being utilised for Sandblasting, spray painting, heavy steel fabrication and cartage. 5-7 Slade Street is currently being utilised for storage. Both properties are considered to be suitable for industrial land uses.



Figure 1: Aerial image of subject site

2 PLANNING CONSIDERATIONS

2.1 State Interest

The Planning Regulations and State Development Assessment Provisions (SDAP) set out the matters of interest to the state for development assessment (**Figure 2**).

The subject site is mapped for Water resource planning and adjoins a Future State Controlled Road.

Referral is **not** required for this application as the Future Transport Corridor does not directly fall over the subject site.

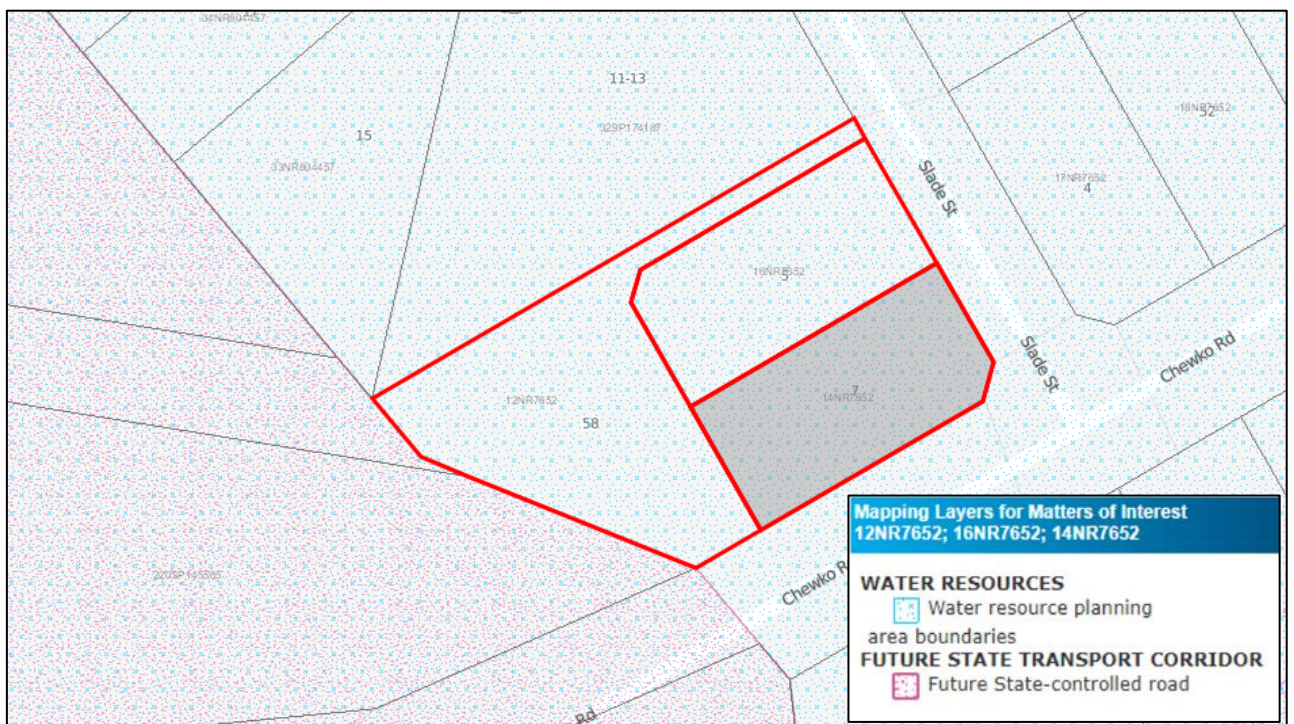


Figure 2d: DA Mapping layers

2.2 Mareeba Shire Planning Scheme Assessment

The proposed use is Impact Assessable Development against the Mareeba Shire Council Planning Scheme – July 2017. The assessment and compliance table for this development is shown below. The proposal satisfies the Purpose and Overall Outcomes of the Planning Scheme Codes, as identified in **Appendix 1**.

In considering the proposal against the relevant codes, there are Performance Outcomes and Acceptable Outcomes which are to be considered:

1. Assessable development must demonstrate that the Performance Outcomes can be achieved.
2. The Acceptable Outcomes that are nominated in the Codes are just one means by which the Performance Outcomes may be achieved.

The proposal satisfies the Purpose and Overall Outcomes of the Planning Scheme Codes, as identified in **Appendix 1**. The assessment and compliance table for this development is shown below.

Planning Scheme Assessment Table Codes		Applicability
Zone Code	Industry Zone (Precinct A – Trades and Services)	✓
Overlay Codes	Agricultural land	N/A
	Airport Environs - Bird and Bat Strike -8km	✓
	Bushfire Hazard	N/A
	Environmental Significance	N/A
	Extractive Resources - Key Resource Transport Route	✓
	Flood Hazard	N/A
	Heritage	N/A
	Hill and Slope	N/A
	Regional Infrastructure Corridors and Substations	N/A
	Residential Dwelling	N/A
	Scenic Amenity	N/A
	Transport Infrastructure	✓
Use Codes	Industrial activities	✓
Other Development Codes	Advertising devices	✓
	Landscaping	✓
	Parking and access	✓
	Works, services and infrastructure	✓

2.3 Strategic Framework

The Strategic Framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs in the planning scheme area for the life of the planning scheme. The strategic framework has five themes that collectively represent the intent of the scheme:

1. Settlement pattern and built environment;
2. Natural resources and natural environment
3. Community identity and diversity
4. Transport and infrastructure; and
5. Economic development;

Applicable sections of the Strategic Framework

Although each theme has its own section, the strategic framework in its entirety represents the policy intent for the planning scheme. Those elements of the Strategic Framework that are relevant to this application are included below:

3.3.12 Element—Industry areas	
(2)	Mareeba provides a strategic alternative and secure location to limited supplies of industrial land in Cairns, and potentially expands as a base for increased agricultural, cattle and mining activities, and for servicing Gulf Savannah and Cape York communities.
(6)	The location of industry activities avoids or is appropriately separated from sensitive land uses to protect the health, wellbeing, amenity and safety of the community from the impacts of air, noise and odour emissions, and hazardous materials.
(7)	Sensitive urban land uses such as residential development or community facilities do not encroach upon or establish within <i>industry areas</i> .
3.4.8 Element—Air and noise quality	
(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.
3.7 Economic development – Strategic Outcomes	
(5)	<i>Industry areas</i> provide for a range of industrial development, expansion, supporting infrastructure and employment opportunities consistent with their intended function in

	the shire. <i>Industry areas</i> are protected from incompatible development and sensitive land uses. The Mareeba Airport expands and caters for a hub of specialist aviation services.
3.7.8	Element—Industry
(2)	<i>Industry areas</i> are located within <i>activity centres</i> to accommodate for trades and industrial development that provide employment and services to the catchments of these <i>activity centres</i> .
(3)	<i>Industry areas</i> are designated and protected from other land uses which could impair or prejudice their development for industrial purposes.
(5)	The health, safety, wellbeing and amenity of the community is protected from unacceptable impacts associated with hazardous materials, noise, pollution and odour.

The project will be consistent with the industrial nature of the zone, and provide an opportunity for a locally owned and operated business to remain in Mareeba, promoting employment within an existing centre. Further, the proposal is not a high impact industry and will therefore not result in detrimental health, well-being, amenity and safety impacts to the community. Therefore, the proposed development is in keeping with the provisions of the Strategic Framework.

2.4 Compliance

8.2.5 EXTRACTIVE RESOURCE OVERLAY CODE

It is considered that the proposal will comply with **PO1**, which states that: *Vehicular access to a ‘Key resource transport route’ identified on Extractive resources overlay map (OM-005e) does not adversely affect the safety or efficiency of the route for the existing or future transportation of extractive resources from a ‘Key resource processing area’ identified on Extractive resources overlay map (OM-005e).*

The site will have a total of 3 crossovers to appropriately manage safe on-site manoeuvring of vehicles.

1 x Crossover will serve Slade St: This is an existing crossover

2 x crossovers will serve Chewko Road: One formal and one informal crossover currently serve 58 Chewko Road.

As part of this proposal, the currently informal crossover will be formalised in accordance with FNQROC standards.

Therefore, resulting in three formal crossovers serving the subject site.

Three crossovers are required to allow for the functional manoeuvrability of HRVs on site, to allow for loading/unloading of goods wholly within the site and to ensure that all vehicles can leave the site in a forward motion.

Further, the expected average number of delivery trucks to the site would be a maximum of 1 semi-trailer every 3 weeks, other fixed tray trucks potentially 2 per week. Trucks leaving the site with finished frames would depend on the work load but would average 2 per week.

The proposed access arrangement does not adversely affect the safety or efficiency of the route for the existing or future transportation of extractive resources from a 'Key resource processing area'

Therefore whilst the site requires two crossovers on the Chewko Road frontage for on-site vehicle circulation and safety reasons, the actual scale and intensity of the use of the crossovers is relatively marginal for what would usually be expected in an industrial area. It is considered that the proposal would have a marginal and manageable impact on the identified *Key resource transport route*'

9.4.2 LANDSCAPING CODE

It is considered that the proposal will comply with **PO1**, which states that: *Development, other than in the Rural zone, includes landscaping that:*

- (a) *contributes to the landscape character of the Shire;*
- (b) *compliments the character of the immediate surrounds;*
- (c) *provides an appropriate balance between built and natural elements; and*
- (d) *provides a source of visual interest.*

The proposal will allow for 6.9% of the site to be landscaped. 10% cannot reasonably be achieved in order to allow for sufficient space for on-site vehicle circulation and the ability for all vehicles to enter and exit the site in a forward motion.

Species selected for planting will contribute to the landscape character of the shire, enhance the character of the surrounding area, soften the built form and provide a source of visual interest to the site and surrounding area.

9.4.3 PARKING AND ACCESS CODE

It is considered that the proposal will comply with **PO1**, which states that:

- (a) Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the:*
- (b) nature of the use;*
- (c) location of the site;*
- (d) proximity of the use to public transport services;*
- (e) availability of active transport infrastructure; and*
- (f) accessibility of the use to all members of the community.*

Although **Table 9.4.3.3B – Vehicle Parking and Service Vehicle Space Requirements**, states that for Medium impact industry: 1 space per 90m² GFA + one HRV or AV space need to be provided.

This would work out to 22 parking spaces which is unreasonable considering the parking demand for the proposed Medium Impact Industry land use.

The site will contain many covered areas, such as the loading /unloading area ('Covered Drive' as per Proposed Site and Layout Plan) which accounts for 647m² of the GFA, which is not a true indication of parking need. Typically loading / unloading areas of this size are not covered to the proposed extent. In this instance the loading / unloading area has been covered to allow for convenient all-weather loading / unloading of product and materials.

Further, the proposed workshop area (combining the existing workshop and proposed workshop area) of 668.27m² mostly accommodates large machinery, and is not a true indication of the scale and intensity of employees and subsequent parking need for this proposal. Considering that there would be approximately 7 staff on the workshop floor at any given time.

The business will have a maximum of 13 staff and an average 2 visitors on site at any given time.

Considering the scale and intensity of the land use and the number of persons present on site at any given time, provision of 15 parking spaces (including one PWD space) and space for 1 HRV is considered to be adequate for the proposal. Therefore complying with PO1 of the Parking and Access code.

It is considered that the proposal will comply with **PO2**, which states that: *Vehicle crossovers are provided to:*

- (a) *ensure safe and efficient access between the road and premises;*
- (b) *minimize interference with the function and operation of roads; and*
- (c) *minimise pedestrian to vehicle conflict.*

To achieve the safe movement of HRVs on site, the proposal will retain the existing battleaxe crossover and driveway to Slade Street benefiting 58 Chewko Road and the existing Chewko Road access also benefiting 58 Chewko Road.

An additional crossover will be established on the Chewko Road frontage to assist with the safe on-site vehicle movements of HRVs.

There will be a distance of approximately 9m between the existing and newly created crossovers on Chewko Rd. These crossovers are necessary in this location to allow for single movement of HRVs to access each of the loading / unloading areas as identified on the Proposed Site and Layout Plan. The crossovers will be relating to the one property, undertaking the one use, as opposed to the crossovers falling over separate lots. The proximity of the crossovers to one-another is not considered to be a significant risk taking into account the relatively small number of large vehicle movements and that the two crossovers would fall over one property.

New crossovers would be constructed in accordance with FNQROC Standard Drawing – Access Crossovers s1015 Version D.

Therefore, the development will obtain access from both Chewko Road and Slade Street to ensure that there is adequate space for safe on-site vehicular movements, including loading / unloading wholly within the site and entering and exiting the site in a forward motion.

It is considered that the three crossovers would work to minimise pedestrian to vehicle conflict, minimise interference with the function and operation of roads, and ensure safe and efficient access between the road and the premises, therefore achieving compliance with PO2.

APPENDIX 1: ASSESSMENT AGAINST THE PLANNING SCHEME

6.2.5 Industry Zone Code

- (1) The purpose of the Industry zone code is to provide for a range of service, low, medium or high impact industrial uses
- (2) It may include non-industrial and businesses uses that support the industrial activities where they do not compromise the long-term use of the land for industrial purposes.
- (3) Mareeba Shire Council's purpose of the Industry zone code is to facilitate industrial activity in order to:
 - (a) Contribute to and strengthen the economic development of the region
 - (b) Service the needs of the communities in the shire; and
 - (c) Provide for a variety of employment opportunities
- (4) The shires industrial areas will vary in their role and level of service provision and cater for different scales and types of industrial development. Three precincts are identified within the zone in order to establish a hierarchy of industrial areas catering for lower impact to higher impact industries:
 - (a) The trades and services precinct is intended to accommodate service industry and low impact industries. This precinct encompasses the majority of the existing smaller industrial areas which are often located in commercial areas or adjoining residential areas. The precinct is strategically located in serviced areas to provide light industry, service and trades industries to meet local needs and located. Higher impact industries may be appropriate in some locations within the precinct where it can be demonstrated that they will not have any adverse impacts on surrounding development and land uses.
 - (b) The General industry precinct is intended to accommodate medium impact industries and existing high impact industries. This precinct encompasses the central industrial area of Mareeba. Further expansion of high impact industries is not encouraged due to the proximity of the precinct to residential areas meaning a transition to lower impact industries is supported; and
 - (c) The Heavy industry precinct is intended to accommodate a range of industrial uses including high impact industries and encompasses the Chillagoe industrial area, the Mareeba major industrial area and the Mareeba Airport industrial area.

- (5) The purpose of the code will be achieved through the following overall outcomes:
- (a) Uses and works for industrial purposes are located, designed and managed to maintain safety to people, avoid significant adverse effects on the natural environment and minimise impacts on surrounding non-industrial land;
 - (b) Development is sited having regard to its servicing capabilities in terms of transport, water, sewage, electricity, telecommunications infrastructure, proximity to other associated industries and work force;
 - (c) Development maximises the use of existing transport infrastructure and has access to an appropriate level of transport infrastructure and facilities;
 - (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 reflective of and responsive to the environmental constraints of the land;
 - (f) The scale, character and built form of development contributes to an appropriate standard of amenity;
 - (g) on-industrial uses, such as offices, retail uses and caretaker’s accommodation that directly support the industrial area are facilitated;
 - (h) The viability of both existing and future industrial activities is protected from the intrusion of incompatible uses;
 - (i) Adverse impacts on natural features and processes both on-site and from adjoining areas are minimised through location, design, operation and management of development;
 - (j) Industrial uses are adequately separated and buffered from sensitive land uses to minimise the likelihood of environmental harm including environmental nuisance occurring;
 - (k) Land included in the Industry zone is to be protected from incompatible uses to ensure that industrial activities may continue and expand; and
 - (l) Development is appropriately coordinated and sequenced to ensure the most effective use of land within the zone.

Table 6.2.5.3—Industry zone code - For accepted development subject to requirements and assessable development

Performance Outcomes	Acceptable Outcomes	Applicant Response
For accepted development subject to requirements and assessable development		
Height		
PO1 Building height takes into consideration and respects the following:	AO1 Development has a maximum building height of: (a) 8.5 metres within 10 metres of any common boundary with land in the Low density	Complies The building will be a maximum height of 7.2m

<p>(a) the height of existing buildings on adjoining premises;</p> <p>(b) the development potential, with respect to height, on adjoining premises;</p> <p>(c) the height of buildings in the vicinity of the site;</p> <p>(d) site area and street frontage length.</p>	<p>residential zone, the Medium density residential zone or the Rural residential zone;</p> <p>(b) 35 metres for all buildings and structures where involving a Telecommunication facility; and</p> <p>(c) 12 metres otherwise.</p>	
Siting		
<p>PO2 Development is sited in a manner that considers and respects:</p> <p>(a) the siting and use of adjoining premises;</p> <p>(b) appearance of building bulk; and</p> <p>(c) relationship with road corridors.</p>	<p>AO2 Buildings and structures include a minimum setback of:</p> <p>(a) 3 metres from any road frontage;</p> <p>(b) 6 metres from side and rear boundaries where adjoining land in the Low density residential zone, the Medium density residential zone or the Rural residential zone; and</p> <p>(c) 0 metres from side and rear boundaries otherwise.</p>	<p>Complies Buildings and structures are in excess of 6m from Chewko Road and Slade Street. The subject site does not adjoin residential properties.</p>
For assessable development		
Site cover		
<p>PO3 Buildings and structures occupy the site in a manner that:</p> <p>(a) makes efficient use of land;</p>	<p>AO3 No acceptable outcome is provided.</p>	<p>Complies Building and structures will occupy the site in a practical and logical manner to allow for the operation of the business, including the loading and unloading of HRVs. Existing and proposed buildings</p>

(b) is consistent with the bulk and scale of surrounding buildings.		and structures are in keeping with surrounding industrial uses.
Building design		
<p>PO4 Building facades are appropriately designed to maintain and enhance the character of the surrounds.</p>	<p>AO4 Buildings in the Industrial zone include: (a) a main entrance which is easily identifiable and is directly accessible from the primary road frontage; and (b) any office space sited and oriented towards the primary road frontage.</p>	<p>Complies The site has been designed so that the main entrance is easily identifiable and directly access from Chewko Road. The office / reception area will also be orientated towards Chewko Road.</p>
<p>PO5 Development complements and integrates with the established built character of the Industry zone, having regard to: (a) roof form and pitch; (b) building materials, colours and textures; and (c) window and door size and location.</p>	<p>AO5 No acceptable outcome is provided.</p>	<p>Complies Proposed and existing buildings and structures will be in keeping with surrounding industrial development. Proposed buildings will be appropriately articulated with windows, doors, interesting roof form and the use of building materials, colours and textures.</p>
Non-industrial uses		
<p>PO6 Development involving a non-industrial use: (a) has access to adequate infrastructure and essential services; (b) is complementary in nature to the character and amenity of the Industry zone; and</p>	<p>AO6 No acceptable outcome is provided.</p>	<p>Not applicable</p>

<p>(c) does not negatively impact on the operation of existing uses within the Industry zone.</p>		
Amenity		
<p>PO7 Development must not detract from the amenity of the local area, having regard to:</p> <ul style="list-style-type: none"> (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions. 	<p>AO7 No acceptable outcome is provided.</p>	<p>Complies The proposal will not result in detrimental impacts to the amenity of the area. All impacts as listed in PO7 will be in keeping with the existing, adjoining industrial land uses in the area. The proposal would result in no greater impacts than the current site at 11-13 Wallace St.</p>
<p>PO8 Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to:</p> <ul style="list-style-type: none"> (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and 	<p>AO8 No acceptable outcome is provided.</p>	<p>Complies The existing operator at 58 Chewko Road undertakes abrasive blasting and spray painting which is a very high environmental impact activity as well as heavy steel fabrication. The proposed Medium Impact industry (steel fabrication) would seek to ameliorate the degree of existing negative environmental impacts at this site. Particularly with regards to noise, dust and odour.</p>



(i) emissions.		
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8.2.2 Airport environs overlay code

- (1) The purpose of the Airport environs overlay code is to protect the current and ongoing operations of established airports, aerodromes and aviation infrastructure in Mareeba Shire.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) The ongoing operation of Mareeba Airport and its associated infrastructure are protected from incompatible development;
 - (b) Aerodromes in Chillagoe and Dimbulah are maintained to support recreation, mining and rural uses;
 - (c) Operational airspace is protected;
 - (d) Threats to aviation safety such as bird and bat strike and distraction or blinding of pilots are avoided or minimised;
 - (e) State significant aviation facilities associated with the Mareeba Airport are protected from encroachment by sensitive land uses; and
 - (f) Development in the vicinity of airports, aerodromes and aviation infrastructure does not compromise public safety.

Table 8.2.2.3 - Airport environs overlay code - For accepted development subject to requirements and assessable development

Performance Outcomes	Acceptable Outcomes	Applicant Response
For accepted development subject to requirements and assessable development		
Protection of operational airspace		
<p>PO1 Development does not interfere with movement of aircraft or the safe operation of an airport or aerodrome where within the:</p> <p>(a) Airport environs: OLS area of Mareeba Airport identified on Airport environs overlay map (OM-002c); or</p>	<p>AO1.1 Development does not exceed the height of the Obstacle Limitation Surface (OLS) where located within the Airport environs: OLS area of:</p> <p>(a) Mareeba Airport identified on Airport environs overlay map (OM-002c); or</p> <p>(b) Cairns Airport identified on Airport environs overlay map (OM-002c.1).</p>	<p>Not applicable Proposed site is located outside of operational airspace zone.</p>

<p>(b) Airport environs: OLS area of Cairns Airport identified on Airport environs overlay map (OM-002c.1); or</p> <p>(c) 'Airport environs: Airport buffer – 1 kilometre' of an aerodrome identified on Airport environs overlay map (OM-002f); or</p> <p>(d) 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f).</p>	<p>AO1.2 Development has a maximum height of 10 metres where within the 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on Airport environs overlay map (OM-002f).</p>	<p>Not applicable Proposed site is located outside of operational airspace zone.</p>
	<p>AO1.3 Development has a maximum height of 15 metres where within the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f).</p>	<p>Not applicable Proposed site is located outside of operational airspace zone.</p>
<p>Lighting</p>		
<p>PO2 Development does not include lighting that:</p> <p>(a) has the potential to impact on the efficient and safe operation of Mareeba Airport or an aerodrome; or</p> <p>(b) could distract or confuse pilots.</p>	<p>AO2 Development within the 'Airport environs: Distance from airport - 6 kilometres' area for Mareeba Airport identified on Airport environs overlay map (OM-002b) or the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) does not:</p> <p>(a) involve external lighting, including street lighting, that creates straight parallel lines of lighting that are more than 500 metres long; and</p> <p>(b) does not contain reflective cladding upwards shining lights, flashing lights or sodium lights.</p>	<p>Not applicable Proposed site is located outside of lighting restricted zone.</p>
<p>Noise exposure</p>		
<p>PO3</p>	<p>AO3</p>	<p>Not applicable</p>

<p>Development not directly associated with Mareeba Airport is protected from aircraft noise levels that may cause harm or undue interference.</p>	<p>Sensitive land uses are acoustically insulated to at least the minimum standards specified by AS2021 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction where located within the 'Airport environs: 20-25 ANEF' area identified on Airport environs overlay map (OM-002d).</p>	<p>Proposed site is located outside of noise exposure zone.</p>
<p>Public safety</p>		
<p>PO4 Development does not compromise public safety or risk to property.</p>	<p>AO4 Development is not located within the 'Airport environs: Mareeba Airport public safety area' identified on Airport environs overlay map (OM-002e).</p>	<p>Not applicable Proposed site is located outside of public safety area.</p>
<p>State significant aviation facilities associated with Mareeba Airport</p>		
<p>PO5 Development does not impair the function of state significant aviation facilities by creating: (a) physical obstructions; or (b) electrical or electro-magnetic interference; or (c) deflection of signals.</p>	<p>AO5.1 Development within 'Airport environs: Zone B (600 metre buffer)' for the 'Saddle Mountain VHF' facility identified on Airport environs overlay map (OM-002a.1) does not exceed a height of 640 metres AHD.</p>	<p>Not applicable</p>
	<p>AO5.2 Development within 'Airport environs: Zone B (4,000 metre buffer)' for the 'Hahn Tableland Radar (RSR)' facility identified on Airport environs overlay map (OM-002a) does not exceed a height of 950 metres AHD, unless associated with Hann Tableland Radar facility.</p>	<p>Not applicable</p>

	<p>A05.3 Building work does not occur within 'Airport environs: Zone A (200 metre buffer)' of the 'Biboohra CVOR' facility identified on Airport environs overlay map (OM-002a) unless associated with the Biboohra CVOR facility.</p>	<p>Not applicable</p>
	<p>A05.4 Development within 'Airport environs: Zone B (1,500 metre buffer)' of the 'Biboohra CVOR' facility identified on Airport environs overlay map (OM-002a), but outside 'Zone A (200 metre buffer)' identified on Airport environs overlay map (OM-002a), does not include:</p> <ul style="list-style-type: none"> (a) the creation of a permanent or temporary physical line of sight obstruction above 13 metres in height; or (b) overhead power lines exceeding 5 metres in height; or (c) metallic structures exceeding 7.5 metres in height; or (d) trees and open lattice towers exceeding 10 metres in height; or (e) wooden structures exceeding 13 metres in height. 	<p>Not applicable</p>
<p>For assessable development</p>		
<p>Mareeba Airport</p>		
<p>Protection of operational airspace</p>		

<p>PO6 Development within the vicinity of Mareeba Airport or an aerodrome does not interfere with the:</p> <p>(a) movement of aircraft; or (b) safe operation of the airport or facility.</p>	<p>AO6.1 Development involving sporting and recreational aviation activities such as parachuting, hot air ballooning or hang gliding, does not occur within the Airport environs: OLS area of:</p> <p>(a) Mareeba Airport identified on Airport environs overlay map (OM-002c); or (b) Cairns Airport identified on Airport environs overlay map (OM-002c.1).</p>	Not applicable
	<p>AO6.2 Development involving temporary or permanent aviation activities does not occur within the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f).</p>	Not applicable
<p>PO7 Development does not affect air turbulence, visibility or engine operation in the operational airspace of Mareeba Airport or regional aerodromes.</p>	<p>AO7 Development does not result in the emission of a gaseous plume, at a velocity exceeding 4.3 metres per second, or smoke, dust, ash or steam within:</p> <p>(a) the Airport environs: OLS area of Mareeba Airport identified on Airport environs overlay map (OM-002c); or (b) the Airport environs: OLS area of Cairns Airport identified on Airport environs overlay map (OM-002c.1); or (c) the 'Airport environs: Airport buffer - 1 kilometre' of a regional aerodrome identified on Airport environs overlay map (OM-002f).</p>	Not applicable

Managing bird and bat strike hazard to aircraft		
<p>PO8 Development in the environs of Mareeba Airport or an aerodrome does not contribute to the potentially serious hazard from wildlife (bird or bat) strike.</p>	<p>AO8.1 Development within the 'Airport environs: Distance from airport - 8 kilometres' Bird and bat strike zone of Mareeba Airport identified on Airport environs overlay map (OM-002b) or the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) provides that potential food and waste sources are covered and collected so that they are not accessible to wildlife.</p>	<p>Complies Development will be located within 8km of the airport, although no waste disposal is being planned on site.</p>
	<p>AO8.2 Development within the 'Airport environs: Distance from airport - 3 kilometres' Bird and bat strike zone of Mareeba Airport identified on Airport environs overlay map (OM-002b) or the 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on Airport environs overlay map (OM-002f) does not include:</p> <ul style="list-style-type: none"> (a) food processing; or (b) abattoir; or (c) intensive horticulture; or (d) intensive animal husbandry; or (e) garden centre; or (f) aquaculture. 	<p>Complies Development will be located within 3-8km of the airport.</p>
	<p>AO8.3</p>	<p>Complies</p>

	<p>Putrescible waste disposal sites do not occur within the 'Airport environs: Distance from airport - 13 kilometres' Bird and bat strike zone of:</p> <ul style="list-style-type: none"> (a) Mareeba Airport identified on Airport environs overlay map (OM-002b); or (b) Cairns Airport identified on Airport environs overlay map (OM-002b.1). 	<p>Development will be located within 13km of the airport, although no putrescible waste disposal is being planned on site.</p>
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8.2.5 Extractive resources overlay code

- (1) The purpose of the Extractive resources overlay code is to protect significant extractive resources and associated haulage routes to ensure that current and future extraction of resources is not compromised.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Development in a ‘Key resource processing area’ or a ‘Local resource area’ does not compromise existing or future extractive operations;
 - (b) Development for Extractive industry within a ‘Key resource processing area’ or a ‘Local resource area’ ensures that adverse impacts from the use do not extend beyond the identified separation area;
 - (c) Uses incompatible with the adverse impacts of Extractive industry do not develop in a ‘Key resource separation area’ or a ‘Local resource separation area’;
 - (d) Development in a ‘Key resource separation area’ or a ‘Local resource separation area’ does not compromise the function of the separation area as a buffer between extractive industry and incompatible uses.
 - (e) ‘Key resource transport routes’ are protected and maintained; and
 - (f) Development considers the existing and future use of ‘Key resource processing areas’, ‘Local resource areas’, ‘Key resource separation areas’, ‘Local resource separation areas’ and ‘Key resource transport routes’ for Extractive industry and associated activities.

Table 8.2.5.3 - Extractive resources overlay code - For accepted development subject to requirements and assessable development

Performance Outcomes	Acceptable Outcomes	Applicant Response
For accepted development subject to requirements and assessable development		
Haulage route		
PO1 Vehicular access to a ‘Key resource transport route’ identified on Extractive resources overlay map (OM-005e) does not adversely affect the safety or efficiency of the route for the existing or future transportation of extractive resources from a ‘Key	AO1.1 No additional access to a ‘Key resource transport route’ identified on Extractive resources overlay map (OM-005e) is provided.	Complies – See ‘Section 2.4 Compliance’ of the Planning Report The site will have a total of 3 crossovers to appropriately manage safe on-site manoeuvring of vehicles.

<p>resource processing area' identified on Extractive resources overlay map (OM-005e).</p>		<p>2 x crossovers will serve Chewko Road: One formal and one informal crossover currently serve 58 Chewko Road.</p> <p>1 x Crossover will serve Slade St: This is an existing crossover</p> <p>Three accesses are required to allow for functional manoeuvrability of HRVs on site, to allow for loading/unloading of goods wholly within the site and to ensure that all vehicles can leave the site in a forward motion.</p>
	<p>AO1.2 Development does not result in an increase in the number of vehicles accessing the site from a 'Key resource transport route' identified on Extractive resources overlay map (OM-005e).</p>	<p>Complies with PO - Complies – See 'Section 2.4 Compliance' of the Planning Report</p> <p>The project does not adversely affect the safety or efficiency of the route for the existing or future transportation of extractive resources from a 'Key resource processing area'</p> <p>The expected average number of delivery trucks to the site would be a maximum of 1 semi-trailer every 3 weeks, other fixed tray trucks potentially 2 per week. Trucks leaving the site with finished frames would depend on the work load but would average 2 per week.</p>

		<p>Therefore whilst the site requires two crossovers on the Chewko Road frontage for on-site vehicle circulation, the actual scale and intensity of the use of the crossovers is relatively marginal for what would usually be expected in an industrial area.</p>
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<p>PO2 Development is appropriately located to minimise potential amenity impacts from the use of a ‘Key resource transport route’ identified on Extractive resources overlay map (OM-005e) for the existing or future transportation of extractive resources from a ‘Key resource processing area’ identified on Extractive resources overlay map (OM-005e).</p>	<p>AO2.1 Sensitive land uses susceptible to heavy vehicle traffic impacts are setback 100 metres from any frontage to a ‘Key resource transport route’ identified on Extractive resources overlay map (OM-005e).</p>	<p>Not applicable Proposal is not a sensitive land use.</p>
	<p>AO2.2 New lots are not created wholly within 100 metres from any frontage to a ‘Key resource transport route’ identified on Extractive resources overlay map (OM-005e).</p>	<p>Not applicable The proposal does not involve the creation of new lots.</p>
<p>For assessable development</p>		
<p>Key resource area</p>		
<p>PO3 Development in a ‘Key resource processing area’ or a ‘Local resource area’ identified on Extractive resources overlay map (OM-005e) does not compromise existing or future extractive operations.</p>	<p>AO3 No acceptable outcome is provided.</p>	<p>Not applicable</p>
<p>Separation area</p>		
<p>PO4 Development in a ‘Key resource separation area’ or a ‘Local resource separation area’ identified on Extractive resources overlay map (OM-005e) does not compromise the function of the separation</p>	<p>AO4 The number of people living, working or congregating in a ‘Key resource separation area’ or a ‘Local resource separation area’ identified on Extractive resources overlay map (OM-005e) does not increase, unless these people are directly</p>	<p>Not applicable</p>

<p>area as a buffer between Extractive industry and incompatible uses.</p>	<p>associated with the use of a 'Key resource processing area' or a 'Local resource area' for Extractive industry.</p>	
<p>PO5 Development of Extractive industry in a 'Key resource separation area' or a 'Local resource separation area' identified on Extractive resources overlay map (OM-005e) does not result in adverse impacts beyond the separation area, having regard to:</p> <ul style="list-style-type: none"> (a) noise; (b) dust; (c) ground vibrations; and (d) air blast overpressure. 	<p>A05 No acceptable outcome is provided.</p>	<p>Not applicable</p>

8.2.12 Transport infrastructure overlay code

- (1) The purpose of the Transport infrastructure overlay code is to promote the ongoing and expanded use of rail corridors within the shire for the transportation of passengers and freight.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Active ‘Rail corridors’ are protected from adjoining land uses which may prejudice their ongoing and expanded use;
 - (b) Inactive ‘Rail corridors’ are preserved and protected for potential reuse for passenger or freight movements;
 - (c) Non-residential development adjoining a ‘Rail corridor’ does not prevent the future use of the rail corridor by the site; and
 - (d) Development compliments the use of ‘Rail corridors’ for tourist activities.

Table 8.2.12.3 – Transport infrastructure overlay code - For accepted development subject to requirements and assessable development

Performance Outcomes	Acceptable Outcomes	Applicant Response
For accepted development subject to requirements and assessable development		
<p>PO1 Development does prejudice the:</p> <p>(a) ongoing operation of an active ‘Rail corridor’ identified on the Transport infrastructure overlay maps (OM-012a-j); or</p> <p>(b) the potential future use of an inactive ‘Rail corridor’ identified on the Transport infrastructure overlay maps (OM-012a-j).</p>	<p>AO1 Buildings and structures are setback from a boundary with an active or inactive ‘Rail corridor’ identified on the Transport infrastructure overlay maps (OM-012a-j) a minimum of:</p> <p>(a) 40 metres where:</p> <p>(i) in the Rural zone; and</p> <p>(ii) on a site with an area of 2 hectares or greater; or</p> <p>(iii) 5 metres otherwise.</p>	<p>Not applicable</p>
For assessable development		

<p>PO2 Non-residential development adjoining a rail corridor identified on the Transport infrastructure overlay maps (OM-012a-j) is designed to allow for the future use of the 'Rail corridor' by the land use.</p>	<p>A02 No acceptable outcome is provided</p>	<p>Not applicable</p>
<p>PO3 Development adjoining a 'Rail corridor' identified on the Transport infrastructure overlay maps (OM-012a-j) used for the transportation of tourists is designed to:</p> <ul style="list-style-type: none"> (a) provide visual interest; (b) screen or enhance areas of limited visual interest; and (c) complement and enhance the character of the shire. 	<p>A03 No acceptable outcome is provided</p>	<p>Not applicable</p>

9.3.5 Industrial activities code

- (1) The purpose of the Industrial activities code is to ensure Industrial activities are:
 - (a) appropriately located within designated industrial areas;
 - (b) established and operated in an efficient manner with minimal impact on the character, scale, amenity and environmental values of the surrounding area; and
 - (c) managed to allow for progressive rehabilitation where involving Extractive industry.

- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Industrial activities are appropriately located having regard to topography, surrounding land uses, natural environment, accessibility, local character and potential social and community impacts;
 - (b) Industrial activities meet the needs of the local community and the local economy through well located, safe and convenient points of service;
 - (c) Industrial activities are designed to have minimal impact on the character, amenity and environment of the surrounding area;
 - (d) Industrial activities provide a safe working environment;
 - (e) Industrial activities are designed to promote sustainability and energy efficiency;
 - (f) Industrial activities are co-located with complimentary and compatible uses;
 - (g) External impacts associated with Extractive industry operations do not impact on the character and amenity of the surrounding area and the safety and wellbeing of the community;
 - (h) Extractive industry operations are adequately separated from potentially incompatible land uses; and
 - (i) Extractive industry sites are progressively rehabilitated.

Table 9.3.5.3—Industrial activities code— For accepted development subject to requirements and assessable development

Performance Outcomes	Acceptable Outcomes	Applicant Response
For accepted development subject to requirements and assessable development		
Separation		

<p>PO1 Industrial activities are appropriately separated from sensitive uses to ensure their amenity is maintained, having regard to:</p> <ul style="list-style-type: none"> (a) noise; (b) odour; (c) light; and (d) emissions. <p>Note—Development proposed to be located closer than the separation distances specified in AO2 requires supporting investigations to demonstrate that the expected impacts from the industry use have been adequately mitigated in consideration of the local context.</p>	<p>AO1 Development is separated from sensitive uses as follows:</p> <ul style="list-style-type: none"> (a) medium impact industry—250 metres; or (b) high impact industry—500 metres; or (c) special industry— 1.5 kilometres. 	<p>Complies The Slade Street lot boundary of the subject site is approximately 100m from residential zoned land.</p> <p>The land use is currently taking place at 11-13 Slade Street (adjoining the subject site), approximately 95m from residential properties.</p> <p>Due to the configuration of lots, the proposal will be sited approximately 130m from residential properties, an additional 35m distance than it is currently.</p>
<p>For assessable development</p>		
<p>Amenity</p>		
<p>PO2 Industrial activities protect and enhance the character and amenity of the locality and streetscape through the appropriate location and screening of:</p> <ul style="list-style-type: none"> (a) air conditioning; (b) refrigeration plant; (c) mechanical plant; and (d) refuse bin storage areas. 	<p>AO2 No acceptable outcome is provided.</p>	<p>Complies. Any:</p> <ul style="list-style-type: none"> (a) air conditioning; (b) refrigeration plant; (c) mechanical plant; and (d) refuse bin storage areas can be conditioned to be screened.
<p>PO3 Development avoids and, where unavoidable, mitigates impacts on ground water, particularly</p>	<p>AO3 No acceptable outcome is provided.</p>	<p>Complies. Development would not result in impacts on ground water.</p>

<p>where ground water is heavily drawn upon for irrigation or domestic purposes.</p>		
<p>If for Extractive industry</p>		
<p>PO4 The site has sufficient area and dimensions to safely accommodate:</p> <ul style="list-style-type: none"> (a) the extractive use; (b) vehicular access and on site vehicular movements; (c) buildings including staff facilities; (d) parking areas for visitors and employees; (e) storage areas and stockpiles; (f) any environmentally significant land; and (g) landscaping and buffer areas. <p>Note—Refer to Planning Scheme Policy 3 - Extractive Industry.</p>	<p>AO4 No acceptable outcome is provided.</p>	<p>Not applicable</p>
<p>PO5 Extractive industry is established and operated in a way that does not impact on public safety.</p>	<p>AO5 Safety fencing is provided for the full length of the perimeter of the site and is appropriately signed with warning signs advising of the nature of the use and any danger or hazard.</p>	<p>Not applicable</p>
<p>PO6 Extractive industry is appropriately located to adequately mitigate visual, noise, vibration and dust impacts on sensitive uses.</p>	<p>AO6 All aspects of the Extractive industry are setback from all boundaries:</p> <ul style="list-style-type: none"> (a) 200 metres where not involving blasting or crushing; and 	<p>Not applicable</p>

	<p>(b) 1,000 metres for where involving blasting or crushing.</p> <p>Note—Refer to Planning Scheme Policy 3 - Extractive Industry.</p>	
<p>PO7 The Extractive industry is designed and managed to appropriately address its interface with the natural environment and landscape, having regard to:</p> <p>(a) water quality; (b) existing vegetation; and (c) declared plants.</p>	<p>AO7.1 The Extractive industry does not cause a reduction in the quality of ground water or receiving surface waters.</p>	<p>Not applicable</p>
	<p>AO7.2 Vegetation is retained on site that contributes towards alleviating the impact of the development on the visual amenity of surrounding sensitive land uses.</p>	
	<p>AO7.3 No declared plants are transported from the site.</p>	
<p>PO8 Extractive industry actively integrates rehabilitation into the ongoing operations on the site to progressively restore the site to its original (or an improved) condition, having regard to matters of:</p> <p>(a) locally prevalent plant species; (b) plant spacing; (c) local climatic conditions; (d) locations of waterways and wetlands; (e) ongoing maintenance; (f) potential habitat opportunities; (g) erosion and sediment control; and</p>	<p>AO8 No acceptable outcome is provided.</p>	<p>Not applicable</p>

<p>(h) fencing.</p> <p>Note—A revegetation plan must be prepared by a suitably experienced person in the field of natural area revegetation and rehabilitation, at a standard acceptable to Council, which addresses the items identified in Performance Outcome PO8.</p>		
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9.4.1 Advertising devices code

- (1) The purpose of the Advertising devices code is to regulate the location, siting, number, content and design requirements for advertising devices to protect the visual character and amenity of the urban and rural areas of the region, whilst supporting the promotion of business and enterprise.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Advertising devices are designed, sited and integrated so that they do not detract from the existing character and amenity of an area and contribute to a coherent and harmonious streetscape;
 - (b) Advertising devices are of a scale, dimension and quality to minimise adverse visual impacts;
 - (c) Advertising devices do not result in visual clutter;
 - (d) Advertising devices do not impact on pedestrian or road safety and do not obscure the view of any official traffic, safety or information sign;
 - (e) Advertising devices are constructed and maintained to ensure a high standard of public safety through structural integrity, design and construction;
 - (f) Advertising devices primarily provide, clear and effective identification of business and commercial premises, community uses and events with limited product advertising;
 - (g) In the Rural zone advertising devices are limited to maintain the landscape character of the area; and
 - (h) Billboards are limited to identified localities.

Table 9.4.1.3A—Advertising devices code - For accepted development subject to requirements and assessable development

Performance Outcomes	Acceptable Outcomes	Applicant Response
For accepted development subject to requirements and assessable development		
Public safety		
<p>PO1 Advertising devices are designed, sited and constructed to maintain the efficient function of road infrastructure and not impede safe vehicular and pedestrian movements.</p>	<p>AO1.1 Advertising devices do not:</p> <ul style="list-style-type: none"> (a) resemble traffic control devices; or (b) give instructions to traffic; or (c) resemble a hazard or warning light through colour or method of operation, if visible from a road; or (d) cause interference with the visibility and effectiveness of hazard or warning lights; or (e) encroach onto any part of a road, road reserve, pedestrian or cycle path; or (f) incorporate highly reflective materials and finishes; or (g) cause significant visual or physical obstruction of, or distraction to, vehicular or pedestrian traffic. 	
Character and amenity		
<p>PO2 Advertising devices are designed and located to:</p> <ul style="list-style-type: none"> (a) avoid visual clutter; (b) avoid overshadowing of adjoining premises or public places; (c) prevent loss of daylight or sunlight access for nearby uses; (d) be consistent with the built and natural character of the immediate surrounds; and 	<p>AO2.1 Advertising devices:</p> <ul style="list-style-type: none"> (a) do not move, revolve, strobe or flash; (b) are not painted or erected on a roof (excluding awnings) or structure (such as a silo or tank); (c) do not incorporate overt or explicit language or visual content that is likely to be offensive to the general public; 	

<p>(e) allow for the identification of premises, uses and business.</p>	<p>(d) primarily advertise a business and/or commercial premises rather than products; (e) are located on the property to which the advertising relates; (f) do not protrude above the roofline or parapet; and (g) are limited to those devices identified in Table 9.4.1.3B.</p>	
<p>For assessable development</p>		
<p>Character and amenity</p>		
<p>PO3 Advertising devices are: (a) designed and engineered to a standard that satisfies the wind classification for the particular area; (b) appropriately secured and supported so as to cause no injury or damage to persons or property; (c) not displayed on or attached to a tree, roadside pole or official traffic or safety sign; and (d) appropriately separated from any electricity infrastructure.</p>	<p>AO3 No acceptable outcome is provided.</p>	
<p>PO4</p>	<p>AO4 Freestanding advertising devices:</p>	

<p>Freestanding advertising devices, where located on land fronting a state-controlled road, are appropriately located and designed to:</p> <p>(a) not impact on the safety and efficiency of the state controlled road network; and</p> <p>(b) preserve rural character and landscape values.</p>	<p>(a) have a maximum sign face area of 18m² and a maximum sign face width of 6 metres;</p> <p>(b) are sited a minimum of 1 kilometre from all existing freestanding advertising devices whether or not they are on the same side of the road;</p> <p>(c) are of a design and colour that is compatible with existing adjacent development; and</p> <p>(d) are only located on properties with frontage to either side of the sections of State-controlled road identified in Table 9.4.1.3C.</p>	
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9.4.2 Landscaping code

- (1) The purpose of the Landscaping code is to ensure all development is landscaped to a standard that:
 - (a) complements the scale and appearance of the development;
 - (b) protects and enhances the amenity and environmental values of the site;
 - (c) complements and enhances the streetscape and local landscape character; and
 - (d) ensures effective buffering of incompatible land uses to protect local amenity.

- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Landscaping is a functional part of development design and is commensurate with the intended use;
 - (b) Landscaping accommodates the retention of existing significant on site vegetation where appropriate and practical;
 - (c) Landscaping treatments complement the scale, appearance and function of the development;
 - (d) Landscaping contributes to an attractive streetscape;
 - (e) Landscaping enhances the amenity and character of the local area;
 - (f) Landscaping enhances natural environmental values of the site and the locality;
 - (g) Landscaping provides effective screening both on site, if required, and between incompatible land uses;
 - (h) Landscaping provides shade in appropriate circumstances;
 - (i) Landscape design enhances personal safety and reduces the potential for crime and vandalism; and
 - (j) Intensive land uses incorporate vegetated buffers to provide effective screening of buildings, structures and machinery associated with the use.

Table 9.4.2.3A—Landscaping code - For accepted development subject to requirements and assessable development

Performance Outcomes	Acceptable Outcomes	Applicant Response
For accepted development subject to requirements and assessable development		
PO1 Development, other than in the Rural zone, includes landscaping that: (e) contributes to the landscape character of the Shire;	AO1 Development, other than in the Rural zone, provides: (a) a minimum of 10% of the site as landscaping;	Complies - See ‘Section 2.4 Compliance’ of the Planning Report The proposal will allow for 6.9% of the site to be landscaped. 10% cannot reasonably be achieved in order to allow for sufficient space for on-site

<p>(f) compliments the character of the immediate surrounds;</p> <p>(g) provides an appropriate balance between built and natural elements; and</p> <p>(h) provides a source of visual interest.</p>	<p>(b) planting in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species;</p> <p>(c) for the integration of retained significant vegetation into landscaping areas;</p> <p>(d) on-street landscaping works in accordance with the Design Guidelines set out in Section D9 Landscaping, of the Planning Scheme Policy 4 - FNQROC Regional Development Manual.</p> <p>Note—Where development exceeds a site cover of 90%, areas of landscaping may be provided above ground level to achieve a total supply of landscaping equivalent to 10% of the site area.</p>	<p>vehicle circulation and the ability for all vehicles to enter and exit the site in a forward motion. Species selected for planting will contribute to the landscape character of the shire, enhance the character of the surrounding area, soften the built form and provide a source of visual interest to the site and surrounding area.</p>
<p>PO2 Development, other than in the Rural zone, includes landscaping along site frontages that:</p> <p>(a) creates an attractive streetscape;</p> <p>(b) compliments the character of the immediate surrounds;</p> <p>(c) assists to break up and soften elements of built form;</p> <p>(d) screen areas of limited visual interest or servicing;</p> <p>(e) provide shade for pedestrians; and</p> <p>(f) includes a range and variety of planting.</p>	<p>AO2 Development, other than in the Rural zone, includes a landscape strip along any site frontage:</p> <p>(a) with a minimum width of 2 metres where adjoining a car parking area;</p> <p>(b) with a minimum width of 1.5 metres in all other locations; and</p> <p>(c) in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p> <p>Note—Where development is setback from a frontage less than 1.5 metres, the setback area is provided as a landscape strip</p>	<p>Complies Landscaping will occur on the Chewko Rd frontage ranging between 2m – 4.6m. Landscaping will positively contribute to the streetscape.</p>

<p>PO3 Development includes landscaping and fencing along side and rear boundaries that:</p> <ul style="list-style-type: none"> (a) screens and buffer land uses; (b) assists to break up and soften elements of built form; (c) screens areas of limited visual interest; (d) preserves the amenity of sensitive land uses; and (f) includes a range and variety of planting. 	<p>AO3.1 Development provides landscape treatments along side and rear boundaries in accordance with Table 9.4.2.3B.</p>	<p>Not applicable</p>
	<p>AO3.2 Shrubs and trees provided in landscape strips along side and rear boundaries:</p> <ul style="list-style-type: none"> (a) are planted at a maximum spacing of 1 metre; (b) will grow to a height of at least 2 metres; (c) will grow to form a screen of no less than 2 metres in height; and (d) are mulched to a minimum depth of 0.1 metres with organic mulch. 	<p>Complies The project will be completely fenced and landscaped along parts of the side and rear boundaries. The landscaping will contribute towards softening the bulk and mass of the built form. The project is located within an industrial area, thus industrial uses (not sensitive uses) are likely occupy adjoining land. Consideration will be given to the PSP with regards to plant species and planting arrangement</p>
	<p>AO3.3 Any landscape strip provided along a side or rear boundary is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	
<p>PO4 Car parking areas are improved with a variety of landscaping that:</p>	<p>AO4.1 Landscaping is provided in car parking areas which provides:</p>	<p>Proposal will comply The site will have 15 parking spaces. There will be sufficient space to accommodate four shade trees</p>

<p>(a) provides visual interest; (b) provides a source of shade for pedestrians; (c) assists to break up and soften elements; and improves legibility.</p>	<p>(a) a minimum of 1 shade tree for every 4 parking spaces, or part thereof, where the car parking area includes 12 or more spaces; (b) a minimum of 1 shade tree for every 6 parking spaces, or part thereof, otherwise; and (c) where involving a car parking area in excess of 500m²: (i) shade structures are provided for 50% of parking spaces; and (ii) a minimum of 10% of the parking area as landscaping.</p> <p>Note—Where a shade structure is provided over part of a car parking area, shade tree planting is not required in this area of the car parking area.</p>	<p>on the site. Trees to be planted will be selected from the PSP.</p>
<p>PO5 Landscaping areas include a range and variety of planting that: (a) is suitable for the intended purpose and local conditions; (b) contributes to the natural character of the Shire; (c) includes native species;</p>	<p>AO5.1 Plant species are selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	<p>Proposal will comply</p>
	<p>AO5.2 <u>A minimum of 25%</u> of (new and existing) plants is provided as larger, advanced stock with a minimum</p>	<p>Proposal will comply</p>

<p>(d) includes locally endemic species, where practical; and (e) does not include invasive plants or weeds.</p>	<p>plant height of 0.7 metres and mulched to a minimum depth of 0.1 metres with organic mulch.</p>	
<p>PO6 Landscaping does not impact on the ongoing provision of infrastructure and services to the Shire.</p>	<p>AO6.1 Tree planting is a minimum of (a) 2 metres from any underground water, sewer, gas, electricity or telecommunications infrastructure; and (b) 4 metres from any inspection chamber.</p>	<p>Proposal will comply</p>
	<p>AO6.2 Vegetation below or within 4 metres of overhead electricity lines and power poles has a maximum height of 3.5 metres at maturity.</p>	<p>Proposal will comply</p>
	<p>AO6.3 Vegetation adjoining an electricity substation boundary, at maturity, will have: (a) a height of less than 4 metres; and (b) no foliage within 3 metres of the substation boundary, unless the substation has a solid wall along any boundary.</p>	<p>Proposal will comply</p>
<p>For assessable development</p>		
<p>PO7 Landscaping areas are designed to: (a) be easily maintained throughout the ongoing use of the site;</p>	<p>AO7 No acceptable outcome is provided.</p>	<p>Proposal will comply</p>

<p>(b) allow sufficient area and access to sunlight and water for plant growth;</p> <p>(c) not cause a nuisance to occupants of the site or members of the public; and</p> <p>(c) maintain or enhance the safety of pedestrians through the use of Crime Prevention Through Environmental Design principles.</p>		
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Table 9.4.2.3B—Side and rear boundary landscape treatments

Location or use	Landscape Strip Minimum Width	Screen Minimum Height	Fencing Extent of treatment
Where car parking, servicing or manoeuvring areas adjoin a side or rear boundary	1 metre	Not applicable	To the extent these areas adjoin the boundary
Where involving a use other than a dwelling house on a site with a common boundary with land in the Low density residential zone, the Medium density residential zone or the Rural residential zone:	1.5 metres	1.8 metres	Along the common boundary.
Development for an industrial activity which has a common boundary with land not within the Industry zone	2 metres	1.8 metres	Along the common boundary
Development involving (a) Tourist park not in the Rural zone (b) Sales office (c) Multiple dwelling (d) Residential care facility; or (e) Dual occupancy	Not applicable	1.8 metres	Along all side and rear boundaries and between dwellings for a Dual occupancy.

Development involving (a) Tourist park in the Rural zone (b) Service station (c) Car wash; or (d) Utility installation	2 metres	Not applicable	Along all side and rear boundaries
For: (a) waste storage; (b) equipment; (c) servicing areas; and (d) private open space and site facilities associated with Caretaker’s accommodation.	Not applicable	1.8 metres	To prevent visibility

Note—Where more than one landscape treatment is applicable to a development in the above table, the development is to provide a landscape treatment that satisfies all applicable minimum specifications.

9.4.3 Parking and access code

- (1) The purpose of the Parking and access code is to ensure:
 - (a) parking areas are appropriately designed, constructed and maintained;
 - (b) the efficient functioning of the development and the local road network; and
 - (c) all development provides sufficient parking, loading/service and manoeuvring areas to meet the demand generated by the use.

- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Land uses have a sufficient number of parking and bicycle spaces designed in a manner to meet the requirements of the user;
 - (b) Parking spaces and associated manoeuvring areas are safe, functional and provide equitable access;
 - (c) Suitable access for all types of vehicles likely to utilise a parking area is provided in a way that does not compromise the safety and efficiency of the surrounding road network;
 - (d) Premises are adequately serviced to meet the reasonable requirements of the development; and
 - (e) End of trip facilities are provided by new major developments to facilitate alternative travel modes.

Table 9.4.3.3A—Parking and access code – For accepted development subject to requirements and assessable development

Performance Outcomes		Acceptable Outcomes	Applicant Response
For accepted development subject to requirements and assessable development			
Car parking spaces			
<p>PO1 Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the:</p> <ol style="list-style-type: none"> (a) nature of the use; (b) location of the site; (c) proximity of the use to public transport services; 	<p>AO1 The number of car parking spaces provided for the use is in accordance with Table 9.4.3.3B.</p> <p>Note—Car parking spaces provided for persons with a disability are to be considered in determining compliance with AO1.</p>	<p>Complies - See 'Section 2.4 Compliance' of the Planning Report Although Table 9.4.3.3B – Vehicle Parking and Service Vehicle Space Requirements, states that for Medium impact industry: 1 space per 90m2 GFA + one HRV or AV space need to be provided.</p>	

<p>(d) availability of active transport infrastructure; and</p> <p>(i) accessibility of the use to all members of the community.</p>		<p>This would work out to 22 parking spaces which is unreasonable considering the parking demand for the proposed Medium Impact Industry land use. The site will contain many covered areas, such as the loading /unloading area ('Covered Drive' as per Proposed Site and Layout Plan) which accounts for 647m² of the GFA, which is not a true indication of parking need. Typically loading / unloading areas of this size are not covered to the proposed extent. In this instance the loading / unloading area has been covered to allow for convenient all-weather loading / unloading of product and materials.</p> <p>Typically loading / unloading areas of this size are not covered to the proposed extent. In this instance the loading / unloading area has been covered to allow for convenient all-weather loading / unloading of product and materials.</p> <p>Further, the proposed workshop area (combining the existing workshop and proposed workshop area) of 668.27m² mostly accommodates large machinery, and is not a true indication of the scale and intensity of employees and subsequent parking need for this proposal. Considering that there would be approximately 7 staff on the workshop floor at any given time.</p>
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		<p>The business will have a maximum of 13 staff and an average 2 visitors on site at any given time.</p> <p>Therefore, the scale and intensity of the land use and the number of persons present on site at any given time, provision of 15 parking spaces (including one PWD space) and space for 1 HRV is considered to be adequate for the proposal.</p>
<p>PO2</p> <p>(d) Vehicle crossovers are provided to:</p> <p>(e) ensure safe and efficient access between the road and premises;</p> <p>(f) minimize interference with the function and operation of roads; and</p> <p>(g) minimise pedestrian to vehicle conflict.</p>	<p>AO2.1 Vehicular access to/from Council roads is designed and constructed in accordance with the Standard drawings in Planning Scheme Policy 4 - FNQROC Regional Development Manual.</p> <hr/> <p>AO2.2 Development on a site with two or more road frontages provides vehicular access from:</p> <p>(a) the primary frontage where involving Community activities or Sport and recreation activities, unless the primary road frontage is a State-controlled road; or</p> <p>(b) from the lowest order road in all other instances.</p> <hr/> <p>AO2.3 Vehicular access for particular uses is provided in accordance with Table 9.4.3.3E.</p>	<p>Complies - See 'Section 2.4 Compliance' of the Planning Report</p> <p>To achieve the safe movement of HRVs on site, the proposal will retain the existing battleaxe crossover and driveway to Slade Street benefiting 58 Chewko Road and the existing Chewko Road access also benefiting 58 Chewko Road.</p> <p>An additional crossover will be established on the Chewko Road frontage to assist with the safe on-site vehicle movements of HRVs.</p> <p>There will be a distance of approximately 9m between the existing and newly created crossovers on Chewko Rd. These crossovers are necessary in this location to allow for single movement of HRVs to access each of the loading / unloading areas as identified on the Proposed Site and Layout Plan. The crossovers will be relating to the one property, undertaking the one use, as opposed to the</p>

		<p>crossovers falling over separate lots. The proximity of the crossovers to one-another is not considered to be a significant risk taking into account the relatively small number of large vehicle movements and that the two crossovers would fall over one property.</p> <p>New crossovers would be constructed in accordance with <i>FNQROC Standard Drawing – Access Crossovers S1015 Version D</i>.</p> <p>Therefore, the development will obtain access from both Chewko Road and Slade Street to ensure that there is adequate space for safe on-site vehicular movements, including loading / unloading wholly within the site and entering and exiting the site in a forward motion.</p> <p>It is considered that the three crossovers would work to minimise pedestrian to vehicle conflict, minimise interference with the function and operation of roads, and ensure safe and efficient access between the road and the premises, therefore achieving compliance with PO2.</p>
<p>PO3 Access, manoeuvring and car parking areas include appropriate pavement treatments having regard to:</p>	<p>AO3</p>	<p>Proposal will comply</p>

<p>(a) the intensity of anticipated vehicle movements;</p> <p>(b) the nature of the use that they service; and</p> <p>(c) the character of the surrounding locality.</p>	<p>Access, manoeuvring and car parking areas include pavements that are constructed in accordance with Table 9.4.3.3C.</p>	
<p>For assessable development</p>		
<p>Parking area location and design</p>		
<p>PO4 Car parking areas are located and designed to:</p> <p>(a) ensure safety and efficiency in operation; and</p> <p>(g) be consistent with the character of the surrounding locality.</p>	<p>AO4.1 Car parking spaces, access and circulation areas have dimensions in accordance with AS/NZS 2890.1 Off-street car parking.</p>	<p>Proposal will comply</p>
	<p>AO4.2 Disabled access and car parking spaces are located and designed in accordance with AS/NZS 2890.6 Parking facilities - Off-street parking for people with disabilities.</p>	<p>Proposal will comply</p>
	<p>AO4.3 The car parking area includes designated pedestrian routes that provide connections to building entrances.</p>	<p>Complies The 15 parks (including 1 x PWD space) are located adjacent to the building office entrance.</p>
	<p>AO4.4 Parking and any set down areas are:</p> <p>(a) wholly contained within the site;</p> <p>(b) visible from the street where involving Commercial activities, Community activities, Industrial activities or a use in the Recreation and open space zone;</p>	<p>Complies Parking will be wholly contained within the site and will be visible from the street.</p>

	<p>(c) are set back behind the main building line where involving a Dual occupancy, Multiple dwelling, Residential care facility or Retirement facility; and</p> <p>(d) provided at the side or rear of a building in all other instances</p>	
Site access and manoeuvring		
<p>PO5 Access to, and manoeuvring within, the site is designed and located to:</p> <p>(a) ensure the safety and efficiency of the external road network;</p> <p>(b) ensure the safety of pedestrians;</p> <p>(c) provide a functional and convenient layout; and</p> <p>(d) accommodate all vehicles intended to use the site.</p>	<p>AO5.1 Access and manoeuvrability is in accordance with :</p> <p>(a) AS28901 – Car Parking Facilities (Off Street Parking); and</p> <p>(b) AS2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities.</p> <p>Note—Proposal plans should include turning circles designed in accordance with AP34/95 (Austroads 1995) Design Vehicles and Turning Path Templates.</p>	<p>Proposal will comply Vehicle turn paths are shown on the site plan for HRVs.</p>
	<p>AO5.2 Vehicular access has a minimum sight distance in accordance with Part 5 of AUSTROADS.</p>	<p>Proposal will comply There will be no on-site obstructions limiting sight distance.</p>
	<p>AO5.3 Vehicular access is located and designed so that all vehicles enter and exit the site in a forward gear.</p>	<p>Complies There is sufficient on-site circulation to enable all vehicles to enter and exit the sit in a forward motion.</p>
	<p>AO5.4 Pedestrian and cyclist access to the site:</p> <p>(a) is clearly defined;</p>	<p>Complies</p>

	<p>(b) easily identifiable; and (c) provides a connection between the site frontage and the entrance to buildings and end of trip facilities (where provided).</p>	<p>The building office / reception area is located towards the Chewko Road frontage providing a visual connection for cyclists and pedestrians.</p>
<p>PO6 Development that involves an internal road network ensures that it's design:</p> <p>(a) ensures safety and efficiently in operation (b) Does not impact on the amenity of residential uses on the site and on adjoining sites, having regard to matters of:</p> <p>(i) hours of operation (ii) noise (iii) light; and (iv) odour;</p> <p>(c) accommodates the nature and volume of vehicle movements anticipated to be generated by the use;</p> <p>(d) Allows for convenient access to key on-site features by pedestrians, cyclists and motor vehicles; and</p> <p>(e) In the Rural zone, avoids environmental degradation.</p>	<p>AO6.1 Internal roads for a Tourist park have a minimum width of:</p> <p>(a) 4 metres if one way; or (b) 6 metres if two way.</p> <p>AO6.2 For a Tourist park, internal road design avoids the use of cul-de-sacs in favour of circulating roads, where unavoidable, cul-de-sacs provide a full turning circle for vehicles towing caravans having:</p> <p>(a) a minimum approach and departure curve radius of 12 metres; and (b) a minimum turning circle radius of 8 metres.</p> <p>AO6.3 Internal roads are imperviously sealed and drained, apart from those for an Energy and infrastructure activity or Rural activity.</p> <p>AO6.4 Speed control devices are installed along all internal roads, apart from those for an Energy and infrastructure activity or Rural activity, in accordance with Complete Streets.</p>	<p>Not applicable</p>

	<p>AO6.5 Internal roads, apart from those for an Energy and infrastructure activity or Rural activity, are illuminated in accordance with AS 4282 (as amended) - Control of Obtrusive effects of outdoor lighting.</p>	
	<p>AO6.6 Where involving an accommodation activity, internal roads facilitate unobstructed access to every dwelling, accommodation unit, accommodation site and building by emergency services vehicles.</p>	
	<p>AO6.7 For an Energy and infrastructure activity or Rural activity, internal road gradients: (a) are no steeper than 1:5; or (b) are steeper than 1:5 and are sealed.</p>	
Servicing		
<p>PO7 Development provides access, maneuvering and servicing areas on site that: (a) accommodate a service vehicle commensurate with the likely demand generated by the use; (b) do not impact on the safety or efficiency of internal car parking or maneuvering areas;</p>	<p>AO7.1 All unloading, loading, service and waste disposal areas are located: (a) on the site; (b) to the side or rear of the building, behind the main building line; (c) not adjacent to a site boundary where the adjoining property is used for a sensitive use.</p>	<p>Complies Site plans demonstrate that all waste disposal, loading and unloading can occur wholly within the site and to the side / rear of the building.</p>

(c) do not adversely impact on the safety or efficiency of the road network; (d) provide for all servicing functions associated with the use; and (e) are located and designed to minimise their impacts on adjoining sensitive land uses and streetscape quality.	AO7.2 Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.	Complies The project has been designed to ensure that there is sufficient circulation for all vehicles to enter and exit the property in a forward motion.
	AO7.3 Development provides a servicing area, site access and maneuvering areas to accommodate the applicable minimum servicing vehicle specified in Table 9.4.3.3B .	Complies Service vehicles as outlined in Table 9.4.3.3B can be accommodated on site.
Maintenance		
PO8 Parking areas are used and maintained for their intended purpose.	AO8.1 Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking and circulation of vehicles.	Proposal will comply
	AO8.2 All parking areas will be compacted, sealed, drained, line marked and maintained until such time as the development ceases.	Proposal will comply
End of trip facilities		
PO9 Development within the Centre zone; Industry zone or Emerging community zone provides facilities for active transport users that: (a) meet the anticipated demand generated from the use;	AO9.1 The number of bicycle parking spaces provided for the use is in accordance with Table 9.4.3.3D .	Not applicable
	AO9.2 End of trip facilities are provided in accordance with Table 9.4.3.3D .	Not applicable Although staff amenities including 1 x shower are proposed.

<p>(b) comprise secure and convenient bicycle parking and storage; and</p> <p>(c) provide end of trip facilities for all active transport users.</p>		
<p>If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park</p>		
<p>PO10 The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.</p>	<p>AO10 A traffic impact report is prepared by a suitably qualified person that identifies:</p> <ul style="list-style-type: none"> (a) the expected traffic movements to be generated by the facility; (b) any associated impacts on the road network; and (c) any works that will be required to address the identified impacts. 	<p>Not applicable</p>
<p>If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park</p>		
<p>PO11 The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.</p>	<p>AO11 A traffic impact report is prepared by a suitably qualified person that identifies:</p> <ul style="list-style-type: none"> (a) the expected traffic movements to be generated by the facility; (b) any associated impacts on the road network; and (c) any works that will be required to address the identified impacts. 	<p>Not applicable</p>

Table 9.4.3.3B—Vehicle Parking and Service Vehicle Space Requirements

Medium impact industry	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
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Table 9.4.3.3C—Pavement Standards for Access, Manoeuvring and Car Parking areas

Zone	Compacted Gravel Base (minimum thickness)	Surfacing Options
All development other than dwelling house		
All zones other than the Conservation zone or the Rural zone	75mm	Reinforced concrete with a minimum thickness of: <ul style="list-style-type: none"> • 100mm for parking areas; and • 150mm for access ways.
	150mm	Asphalt with a minimum thickness of 25mm
	150mm	Two coat sprayed bitumen seal
	150mm	Concrete pavers
Conservation zone or Rural zone	Not applicable	Minimum 150mm thickness compacted gravel suitable for all weather and dust free

Table 9.4.3.3E—Vehicular Access for Specific Uses

Use	Design
Dwelling house	A secondary dwelling shares a vehicle crossover with the Dwelling house.
Car wash	Site access involves:
Service station	(a) a maximum width of 9 metres of any vehicle crossover across a footpath;
	(b) a minimum separation of 12 metres between any vehicle crossover and a road intersection;
	(c) a separate entrance and exit; and
	(d) a minimum separation between vehicle crossovers of 14 metres.
Industrial activities	Each lot is provided with no more than one access point every <u>15 metres</u> .
Roadside stall	A single vehicular access point is provided to the site.
Tourist park	(a) a single vehicular access point is provided to the site; and
	(b) no accommodation site has individual vehicular access.

9.4.5 Works, services and infrastructure code

- (1) The purpose of the Works, services and infrastructure code is to ensure that all development is appropriately serviced by physical infrastructure, public utilities and services and that work associated with development is carried out in a manner that does not adversely impact on the surrounding area.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Development provides an adequate, safe and reliable supply of potable, fire-fighting and general use water in accordance with relevant standards;
 - (b) Development provides for the treatment and disposal of wastewater and ensures there are no adverse impacts on water quality, public health, local amenity or ecological processes;
 - (c) Development provides for the disposal of stormwater and ensures that there are no adverse impacts on water quality or ecological processes;
 - (d) Development connects to the road network and any adjoining public transport, pedestrian and cycle networks while ensuring no adverse impacts on the safe, convenient and efficient operation of these networks;
 - (e) Development provides electricity and telecommunications services that meet its desired requirements;
 - (f) Development is connected to a nearby electricity network with adequate capacity without significant environment, social or amenity impact;
 - (g) Development does not affect the efficient functioning of public utility mains, services or installations;
 - (h) Infrastructure dedicated to Council is cost effective over its life cycle;
 - (i) Work associated with development does not cause adverse impacts on the surrounding area; and
 - (j) Development prevents the spread of weeds, seeds or other pests.

Table 9.4.5.3 - Works, services and infrastructure code – For accepted development subject to requirements and assessable development

Performance outcomes		Acceptable outcomes	Comment
For accepted development subject to requirements and assessable development			
Water supply			
PO1 Each lot has an adequate volume and supply of water that: (a) meets the needs of users;	AO1.1 Development is connected to a reticulated water supply system in accordance with the Design Guidelines and Specifications set out in the	Complies Development is connected to a reticulated water supply.	

Performance outcomes	Acceptable outcomes	Comment
(b) is adequate for fire-fighting purposes; (c) ensures the health, safety and convenience of the community; and (d) minimises adverse impacts on the receiving environment.	Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located: (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated water supply service area.	
	AO1.2 Development, where located outside a reticulated water supply service area and in the Conservation zone, Rural zone or Rural residential zone is provided with: (a) a bore or bores are provided in accordance with the Design Guidelines set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual; or (b) on-site water storage tank/s: (i) with a minimum capacity of 90,000L; (ii) fitted with a 50mm ball valve with a camlock fitting; and (iii) which are installed and connected prior to the occupation or use of the development.	Not applicable
Wastewater disposal		
PO2	AO2.1	Complies

Performance outcomes	Acceptable outcomes	Comment
<p>Each lot provides for the treatment and disposal of effluent and other waste water that:</p> <ul style="list-style-type: none"> (a) meets the needs of users; (b) is adequate for fire-fighting purposes; (c) ensures the health, safety and convenience of the community; and (d) minimises adverse impacts on the receiving environment. 	<p>Development is connected to a reticulated sewerage system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located:</p> <ul style="list-style-type: none"> (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated sewerage service area. 	<p>Development is connected to a reticulated sewerage system.</p>
	<p>AO2.2 An effluent disposal system is provided in accordance with ASNZ 1547 On-Site Domestic Wastewater Management (as amended) where development is located:</p> <ul style="list-style-type: none"> (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated sewerage service area. 	<p>Not applicable</p>
Stormwater infrastructure		
<p>PO3 Stormwater infrastructure is designed and constructed to collect and convey the design storm event to a lawful point of discharge in a manner that mitigates impacts on life and property.</p>	<p>AO3.1 Where located within a Priority infrastructure area or where stormwater infrastructure is available, development is connected to Council's stormwater network in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	<p>Complies Development is located within the PIA. If connecting to local infrastructure is not feasible, on-site drainage systems will be constructed as per AO3.2.</p>

Performance outcomes	Acceptable outcomes	Comment
	<p>AO3.2 On-site drainage systems are constructed:</p> <ul style="list-style-type: none"> (a) to convey stormwater from the premises to a lawful point of discharge; and (b) in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual. 	
Electricity supply		
<p>PO4 Each lot is provided with an adequate supply of electricity</p>	<p>AO4 The premises:</p> <ul style="list-style-type: none"> (a) is connected to the electricity supply network; or (b) has arranged a connection to the transmission grid; or (c) where not connected to the network, an independent energy system with sufficient capacity to service the development (at near average energy demands associated with the use) may be provided as an alternative to reticulated electricity where: <ul style="list-style-type: none"> (i) it is approved by the relevant regulatory authority; and (ii) it can be demonstrated that no air or noise emissions; and 	<p>Complies The premises is connected to the electricity supply network.</p>

Performance outcomes	Acceptable outcomes	Comment
	(iii) it can be demonstrated that no adverse impact on visual amenity will occur.	
Telecommunications infrastructure		
PO5 Each lot is provided with an adequate supply of telecommunication infrastructure	A05 Development is provided with a connection to the national broadband network or telecommunication services.	Proposal will comply
Existing public utility services		
PO6 Development and associated works do not affect the efficient functioning of public utility mains, services or installations.	A06 Public utility mains, services are relocated, altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	Proposal will comply
Excavation or filling		
PO7 Excavation or filling must not have an adverse impact on the: <ul style="list-style-type: none"> (a) streetscape; (b) scenic amenity; (c) environmental values; (d) slope stability; (e) accessibility; or 	A07.1 Excavation or filling does not occur within 1.5 metres of any site boundary.	Not applicable
	A07.2 Excavation or filling at any point on a lot is to be no greater than 1.5 metres above or below natural ground level.	Not applicable
	A07.3	Not applicable

Performance outcomes	Acceptable outcomes	Comment
(f) privacy of adjoining premises.	Earthworks batters: (a) are no greater than 1.5 metres in height; (b) are stepped with a minimum width 2 metre berm; (c) do not exceed a maximum of two batters and two berms (not greater than 3.6 metres in total height) on any one lot; (d) have a slope no greater than 1 in 4; and (e) are retained.	
	AO7.4 Soil used for filling or spoil from excavation is not stockpiled in locations that can be viewed from: (a) adjoining premises; or (b) a road frontage, for a period exceeding 1 month from the commencement of the filling or excavation.	Not applicable
	AO7.5 All batters and berms to be constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	Not applicable
	AO7.6 Retaining walls have a maximum height of 1.5 metres and are designed and constructed in accordance with the Design Guidelines and	Not applicable

Performance outcomes	Acceptable outcomes	Comment
	Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.	
	<p>AO7.7 Excavation or filling at any point on a lot is to include measures that protect trees at the foot or top of cut or fill batters by the use of appropriate retaining methods and sensitive earth removal or placement and in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p>	Not applicable
For assessable development		
Transport network		
<p>PO8 The development has access to a transport network of adequate standard to provide for the safe and efficient movement of vehicles, pedestrians and cyclists.</p>	<p>AO8.1 Vehicle access, crossovers, road geometry, pavement, utilities and landscaping to the frontage/s of the site are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p>	Proposal will comply
	<p>AO8.2 Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.</p>	<p>Complies Considering this property is effectively one of the last urban lots before the edge of town, it is considered to be unreasonable that a footpath be provided. It is also acknowledged that there is no existing footpath network in the vicinity.</p>

Performance outcomes	Acceptable outcomes	Comment
		Considering the distance from the centre of Mareeba and from residential areas, it's unlikely that a footpath would be highly utilized.
Public infrastructure		
<p>PO9 The design, construction and provision of any infrastructure that is to be dedicated to Council is cost effective over its life cycle and incorporates provisions to minimise adverse impacts.</p>	<p>AO9 Development is in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	Proposal will comply
Stormwater quality		
<p>PO10 Development has a non-worsening effect on the site and surrounding land and is designed to:</p> <ul style="list-style-type: none"> (a) optimise the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters; (b) protect the environmental values of waterbodies affected by the development, including upstream, on-site and downstream waterbodies; (c) achieve specified water quality objectives; (d) minimise flooding; (e) maximise the use of natural channel design principles; (f) maximise community benefit; and (g) minimise risk to public safety. 	<p>AO10.1 The following reporting is prepared for all Material change of use or Reconfiguring a lot proposals:</p> <ul style="list-style-type: none"> (a) a Stormwater Management Plan and Report that meets or exceeds the standards of design and construction set out in the Queensland Urban Drainage Manual (QUDM) and the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual; and (b) an Erosion and Sediment Control Plan that meets or exceeds the Soil Erosion and Sedimentation Control Guidelines (Institute of Engineers Australia), including: <ul style="list-style-type: none"> (i) drainage control; (ii) erosion control; 	Will comply as needed

Performance outcomes	Acceptable outcomes	Comment
	<ul style="list-style-type: none"> (iii) sediment control; and (iv) water quality outcomes. 	
	<p>AO10.2</p> <p>For development on land greater than 2,500m² or that result in more than 5 lots or more than 5 dwellings or accommodation units, a Stormwater Quality Management Plan and Report prepared and certified by a suitably qualified design engineer (RPEQ) is prepared that demonstrates that the development:</p> <ul style="list-style-type: none"> (a) meets or exceeds the standards of design and construction set out in the Urban Stormwater Quality Planning Guideline and the Queensland Water Quality Guideline; (b) is consistent with any local area stormwater water management planning; (c) accounts for development type, construction phase, local climatic conditions and design objectives; and (d) provides for stormwater quality treatment measures reflecting land use constraints, such as Proposed Site Plan soil type, landscape features (including landform), nutrient hazardous areas, acid sulfate soil and rainfall erosivity. 	<p>Will comply as needed</p>

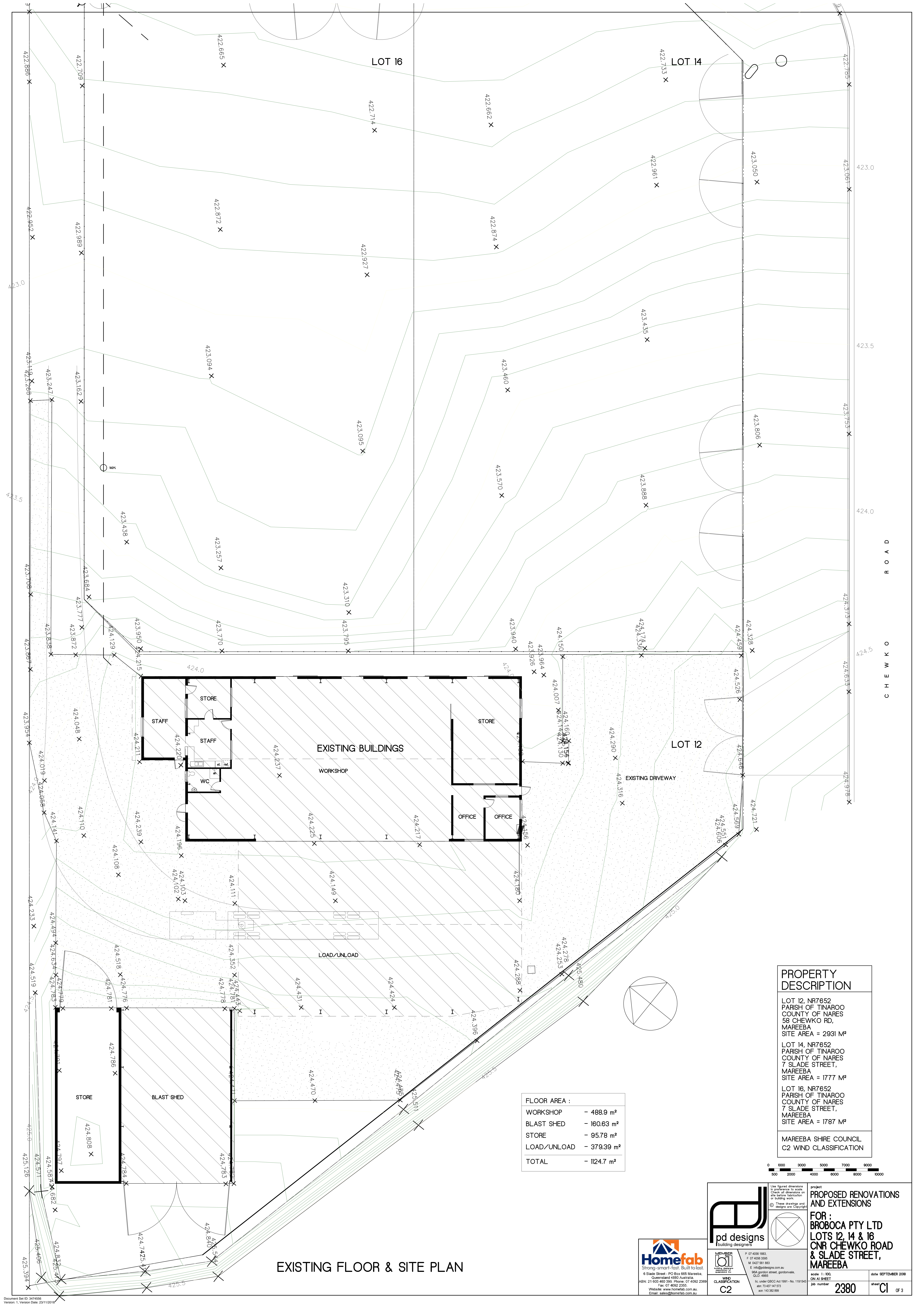
Performance outcomes	Acceptable outcomes	Comment
<p>PO11 Storage areas for stormwater detention and retention:</p> <ul style="list-style-type: none"> (a) protect or enhance the environmental values of receiving waters; (b) achieve specified water quality objectives; (c) where possible, provide for recreational use; (d) maximise community benefit; and (e) minimise risk to public safety. 	<p>AO11 No acceptable outcome is provided.</p>	<p>Will comply as needed</p>
Excavation or filling		
<p>PO12 Traffic generated by filling or excavation does not impact on the amenity of the surrounding area.</p>	<p>AO12.1 Haul routes used for transportation of fill to or from the site only use major roads and avoid residential areas.</p>	<p>Not applicable</p>
	<p>AO12.2 Transportation of fill to or from the site does not occur:</p> <ul style="list-style-type: none"> (a) within peak traffic times; and (b) before 7am or after 6pm Monday to Friday; (c) before 7am or after 1pm Saturdays; and (d) on Sundays or Public Holidays. 	<p>Not applicable</p>
<p>PO13 Air pollutants, dust and sediment particles from excavation or filling, do not cause significant environmental harm or nuisance impacts.</p>	<p>AO13.1 Dust emissions do not extend beyond the boundary of the site.</p>	<p>Not applicable</p>
	<p>AO13.2</p>	<p>Not applicable</p>

Performance outcomes	Acceptable outcomes	Comment
	No other air pollutants, including odours, are detectable at the boundary of the site.	
	AO13.3	Not applicable
<p>Access to the premises (including driveways and paths) does not have an adverse impact on:</p> <ul style="list-style-type: none"> (a) safety; (b) drainage; (c) visual amenity; and (d) privacy of adjoining premises. 	<p>AO14</p> <p>Access to the premises (including all works associated with the access):</p> <ul style="list-style-type: none"> (a) must follow as close as possible to the existing contours; (b) be contained within the premises and not the road reserve, and (c) are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual. 	Proposal will comply
Weed and pest management		
<p>PO15</p> <p>Development prevents the spread of weeds, seeds or other pests into clean areas or away from infested areas.</p>	<p>AO15</p> <p>No acceptable outcome is provided.</p>	Proposal will comply
Contaminated land		
<p>PO16</p> <p>Development is located and designed to ensure that users and nearby sensitive land uses are not exposed to unacceptable levels of contaminants</p>	<p>AO16</p> <p>Development is located where:</p>	<p>Not applicable</p> <p>The site is not known to be affected by contaminated land.</p>

Performance outcomes	Acceptable outcomes	Comment
	(a) soils are not contaminated by pollutants which represent a health or safety risk to users; or (b) contaminated soils are remediated prior to plan sealing, operational works permit, or issuing of building works permit.	
Fire services in developments accessed by common private title		
PO17 Fire hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.	AO17.1 Fire hydrants are located in accessways or private roads held in common private title at a maximum spacing of: (a) 120 metres for residential development; and (b) 90 metres for any other development.	Not applicable
	AO17.2 Fire hydrants are located at all intersections of accessways or private roads held in common private title.	Not applicable

APPENDIX 2: PROPOSAL PLANS

Drawing or Document	Reference	Date
Existing Floor and Site Plan	Job No: 2380 Sheet C1 of 3 Prepared by PD Designs – Building Designers	September 2018
Proposed Site and Layout Plan	Job No: 2380 Sheet C2 of 3 Prepared by PD Designs – Building Designers	September 2018
Proposed Site Plan and Elevations	Job No: 2380 Sheet C3 of 3 Prepared by PD Designs – Building Designers	September 2018



PROPERTY DESCRIPTION

LOT 12, NR7652
PARISH OF TINAROO
COUNTY OF NARES
58 CHEWKO RD,
MAREEBA
SITE AREA = 2931 M²

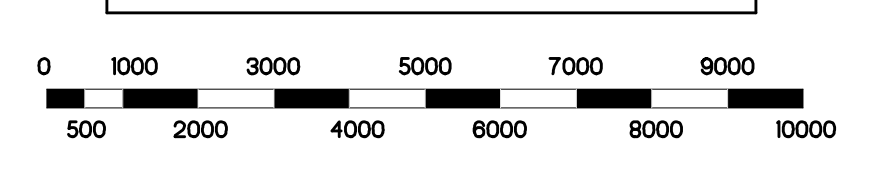
LOT 14, NR7652
PARISH OF TINAROO
COUNTY OF NARES
7 SLADE STREET,
MAREEBA
SITE AREA = 1777 M²

LOT 16, NR7652
PARISH OF TINAROO
COUNTY OF NARES
7 SLADE STREET,
MAREEBA
SITE AREA = 1787 M²

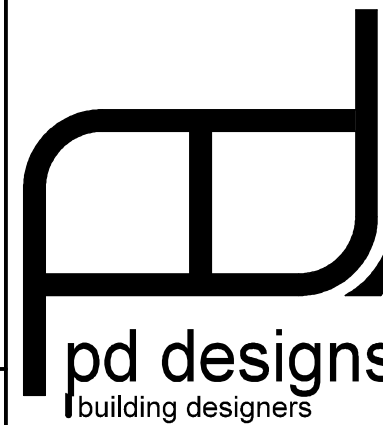
MAREEBA SHIRE COUNCIL
C2 WIND CLASSIFICATION

FLOOR AREA :

WORKSHOP	- 488.9 m ²
BLAST SHED	- 160.63 m ²
STORE	- 95.78 m ²
LOAD/UNLOAD	- 379.39 m ²
TOTAL	- 1124.7 m ²




EXISTING FLOOR & SITE PLAN



building designers

project
PROPOSED RENOVATIONS AND EXTENSIONS
FOR :
BROBOCA PTY LTD
LOTS 12, 14 & 16
CNR CHEWKO ROAD & SLADE STREET,
MAREEBA



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Fax: 07 4092 2355
Website: www.homefab.com.au
Email: sales@homefab.com.au

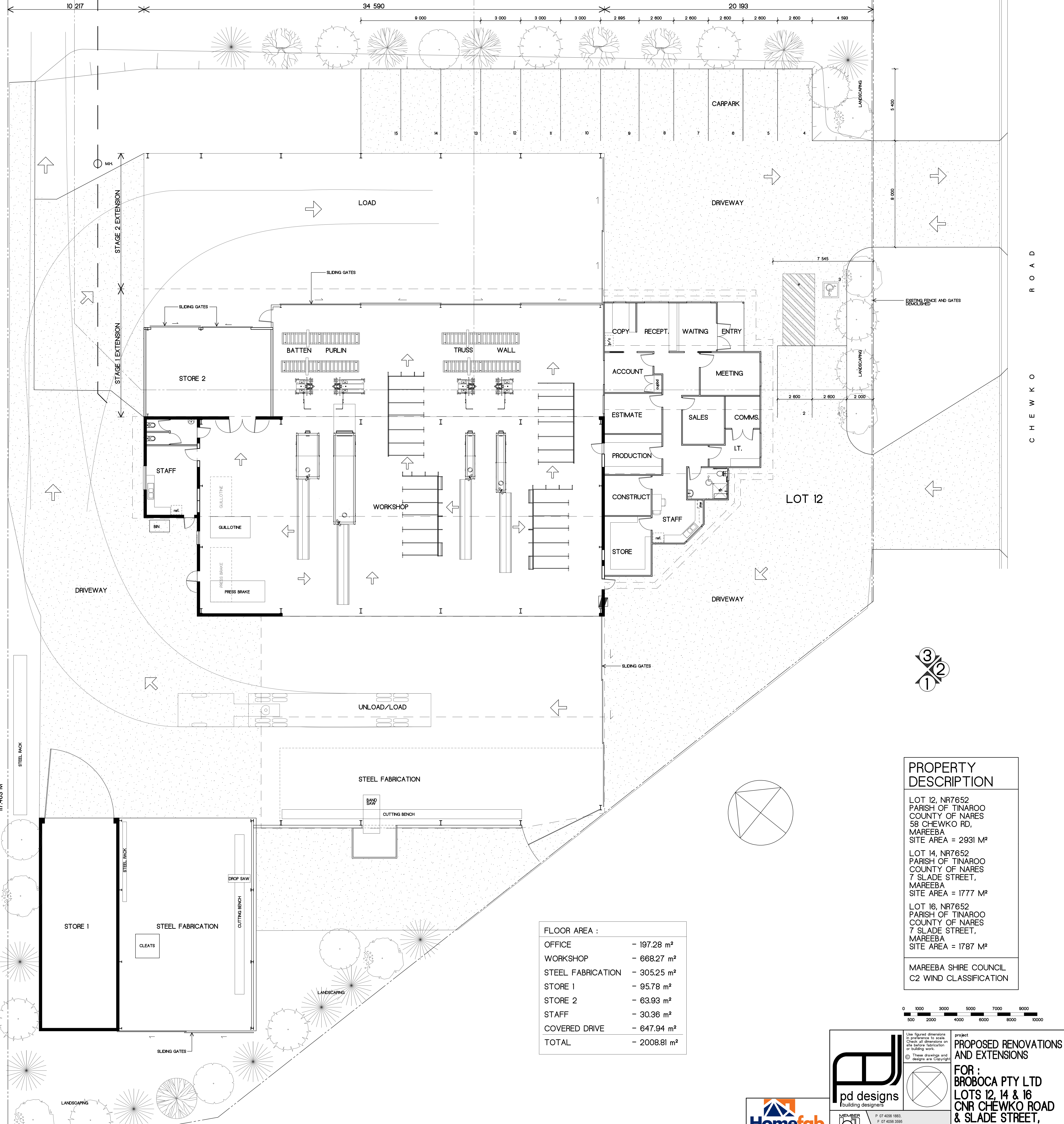
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CLASSIFICATION
C2

scale 1:100
ON A1 SHEET
job number **2380**
sheet **C1** of 3
date SEPTEMBER 2008

LOT 16

LOT 14



CHEWKO ROAD

3/2/1

FLOOR AREA :

OFFICE	- 197.28 m ²
WORKSHOP	- 668.27 m ²
STEEL FABRICATION	- 305.25 m ²
STORE 1	- 95.78 m ²
STORE 2	- 63.93 m ²
STAFF	- 30.36 m ²
COVERED DRIVE	- 647.94 m ²
TOTAL	- 2008.81 m ²

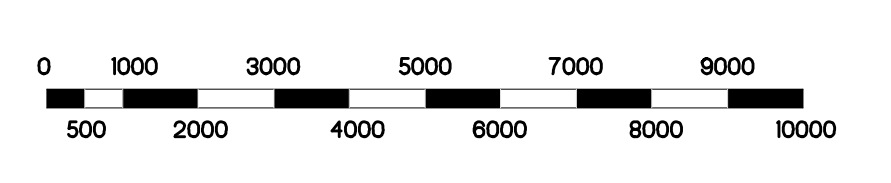
PROPERTY DESCRIPTION

LOT 12, NR7652
PARISH OF TINAROO
COUNTY OF NARES
58 CHEWKO RD,
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SITE AREA = 2931 M²

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COUNTY OF NARES
7 SLADE STREET,
MAREEBA
SITE AREA = 1787 M²

MAREEBA SHIRE COUNCIL
C2 WIND CLASSIFICATION



PROPOSED SITE & LAYOUT PLAN

Homefab
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6 Slade Street - PO Box 665 Mareeba,
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Fax: 07 4092 2355
Website: www.homefab.com.au
Email: sales@homefab.com.au

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BUILDING DESIGNERS
ASSOCIATION
OF AUSTRALIA
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C2

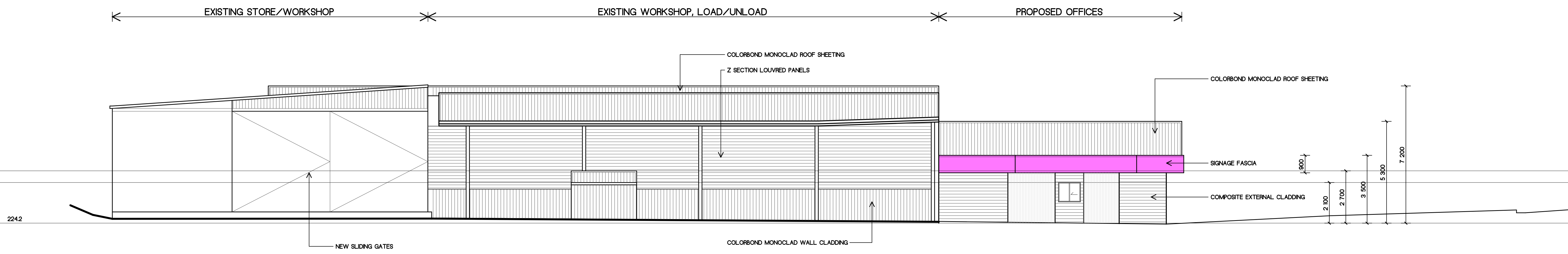
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project
PROPOSED RENOVATIONS AND EXTENSIONS
FOR :
BROBOCA PTY LTD
LOTS 12, 14 & 16
CNR CHEWKO ROAD & SLADE STREET,
MAREEBA

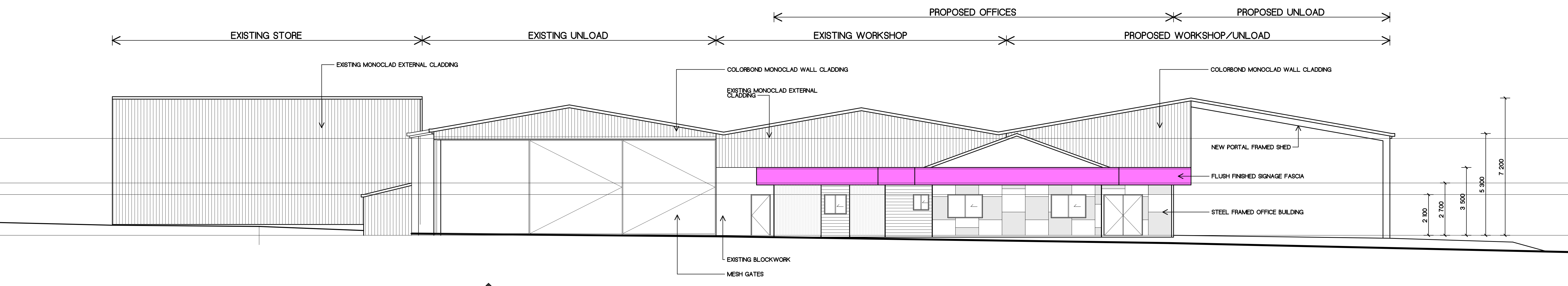
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ON A1 SHEET

date SEPTEMBER 2008

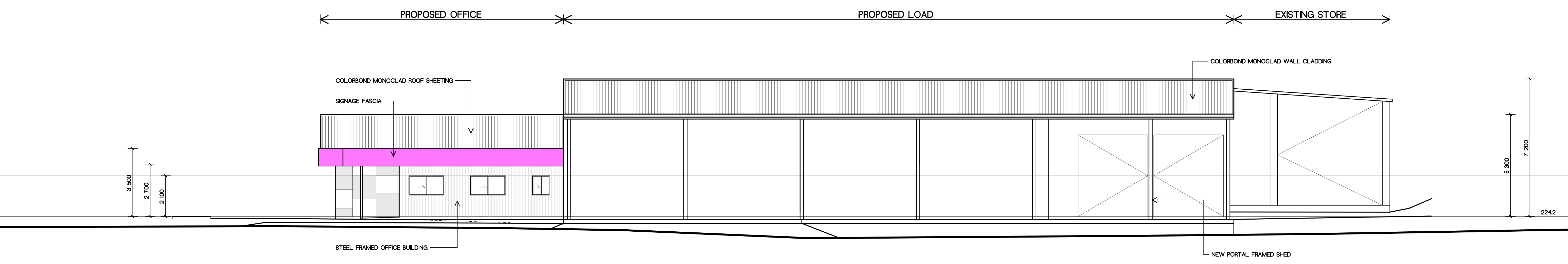
job number **2380** sheet **C2** OF 3



ELEVATION ①



ELEVATION ②



ELEVATION ③



PROPOSED SITE PLAN
1:250

PROPERTY DETAILS	
TOTAL SITE AREA	- 6495 M ²
SITE COVERAGE	- 31 %
OFFICE	- 197.28 m ²
WORKSHOP	- 668.27 m ²
STEEL FABRICATION	- 305.25 m ²
STORE 1	- 95.78 m ²
STORE 2	- 63.93 m ²
STAFF	- 30.36 m ²
COVERED DRIVE	- 647.94 m ²
TOTAL	- 2008.81 m ²
LANDSCAPED AREA	- 450 m ²
CAR SPACES PROVIDED	15

PROPERTY DESCRIPTION	
LOT 12, NR7652	PARISH OF TINAROO COUNTY OF NARES 58 CHEWKO RD, MAREEBA SITE AREA = 2931 M ²
LOT 14, NR7652	PARISH OF TINAROO COUNTY OF NARES 7 SLADE STREET, MAREEBA SITE AREA = 1777 M ²
LOT 16, NR7652	PARISH OF TINAROO COUNTY OF NARES 7 SLADE STREET, MAREEBA SITE AREA = 1787 M ²
MAREEBA SHIRE COUNCIL C2 WIND CLASSIFICATION	

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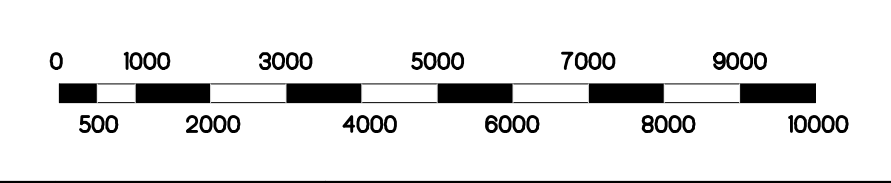
MEMBER
australian architectural institute

WIND CLASSIFICATION
C2

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Project: PROPOSED RENOVATIONS AND EXTENSIONS FOR: BROBOCA PTY LTD LOTS 12, 14 & 16 CNR CHEWKO ROAD & SLADE STREET, MAREEBA

scale 1:100
ON A1 SHEET
job number 2380
sheet C3 OF 3
date SEPTEMBER 2018



Consent to the making of a development application under the Sustainable Planning Act 2009

I / we:
Insert landowner names. Refer to guide below**

John Charles Hendle

As:
Confirm if Owner or Director

Owner

Of premises identified as:
Insert street address

58 Chewko Road, Mareeba

Described as:
Insert Real Property Description

Lot 12 NR7652

**Consent to Planz Town
Planning making a
development application for:**
Insert MCJ / ROL proposed use

2 x permanent Road closures and purchase or lease of State Land (unallocated).



[Signature of Owner / Director** / Body Corporate**]

** If signing on behalf of Company or Body Corporate - insert name of Company or Body Corporate

30 / 07 / 2018
date month year

[Date]

[Signature of Owner / Director / Body Corporate]

** If signing on behalf of Company or Body Corporate - insert name of Company or Body Corporate

[Date]

**Guide – To determine who is the owner of the land

Landowner: The Person, Company, or Body Corporate shown on the rates notice or lease documents.

When there are multiple owners: The consent of each owner must be obtained.

When there are multiple lots: The consent of each of those landowners is required.

When the owner is a company: The company must consent to the application in accordance with Section 127 of The Corporations Act 2001

Easements: The consent of easement owners is not always required. This is considered on an application by application basis.

Leases: If the land leased to you from someone else, Council or State, the lessors (not you) of the land must give the owner's consent.

State owned land: If the land is state-owned land that is leased or subleased, The State as the lessor of the land must give owner's consent

Power of attorney: If power of attorney has been granted authorising another person to sign on the owner's behalf, a certified copy of the power of attorney is required to accompany the consent.