

From: Matt Ingram
Sent: 29 Sep 2017 08:38:20 +1000
To: Natacha Jones
Cc: Carl Ewin
Subject: Lodgement of Development Application over 232 Byrnes Street, Mareeba Part 2
of 2
Attachments: 2017-09-28_Reduced_Compiled_MCU Application_Shopping Centre_Byrnes
Street Mareeba - Part 2.pdf

Morning Natacha

Please see attached part 2 of the DA for a Shopping Centre over land at 232 Byrnes Street, Mareeba.

Regards

Matt Ingram
Senior Planner
P 07 4051 6946
M 0488 200 229
E matt@urbansync.com.au **W** www.urbansync.com.au

1/192 Mulgrave Road CAIRNS QLD 4870

PO Box 2970 CAIRNS QLD 4870



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**ATTACHMENT 3:
SITE SEARCHES**



CURRENT TITLE SEARCH

DEPT OF NATURAL RESOURCES AND MINES, QUEENSLAND

Request No: 26628140

Search Date: 10/08/2017 13:43

Title Reference: 50479976

Date Created: 04/02/2004

Previous Title: 50398943
50463338

REGISTERED OWNER

Dealing No: 707164881 06/11/2003

REEDLODGE PTY LTD A.C.N. 089 077 403

ESTATE AND LAND

Estate in Fee Simple

LOT 78 SURVEY PLAN 152626
Local Government: MAREeba

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 20371106 (POR 222)
Deed of Grant No. 20371107 (POR 222)
Deed of Grant No. 40033191 (Lot 69 on SP 136293)
2. MORTGAGE No 712282991 17/03/2009 at 13:30
NATIONAL AUSTRALIA BANK LIMITED A.B.N. 12 004 044 937

ADMINISTRATIVE ADVICES - NIL
UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - NO

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

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Requested By: D-ENQ CITEC CONFIRM



Department of Environment and Heritage Protection (EHP)
ABN 46 640 294 485
400 George St Brisbane, Queensland 4000
GPO Box 2454 Brisbane QLD 4001 AUSTRALIA
www.ehp.qld.gov.au

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

Transaction ID: 50391240 EMR Site Id: 45685 11 July 2017
This response relates to a search request received for the site:
Lot: 78 Plan: SP152626

EMR RESULT

The above site IS included on the Environmental Management Register.

Lot: 78 Plan: SP152626
Address: RANKIN STREET
MAREeba 4880

The site has been subject to the following Notifiable Activity or Hazardous Contaminant.

WOOD TREATMENT AND PRESERVATION - treating timber for its preservation using chemicals, including, for example, arsenic, borax, chromium, copper or creosote.

A site management plan has been prepared for this site and is included with this search response as Annexure 1. It has been determined that this site is suitable for the following uses, providing the site is used and managed according to the site management plan:

Suitable for industrial/commercial use including premises such as shops, offices and industrial buildings (but excluding uses where regular soil access by children is possible).

Following the date of effect of the site management plan, subsequent uses of the site for notifiable activities or for situations where a hazardous contaminant is released into the soil may result in the need to review suitable uses or amend the attached site management plan.

CLR RESULT

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

ADDITIONAL ADVICE

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

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

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

Administering Authority



Department of Environment and Heritage Protection (EHP)
ABN 46 640 294 485
400 George St Brisbane, Queensland 4000
GPO Box 2454 Brisbane QLD 4001 AUSTRALIA
www.ehp.qld.gov.au

ANNEXURE 1 - SITE MANAGEMENT PLAN

LOT : 78 PLAN : SP152626 FILE REF : BNE39948 PRINTED: 11/07/2017

DATE OF EFFECT : 01/12/2009

1.0 Summary of Contamination

The site has been used for the treatment of timber using copper/chromium/arsenic preservative. Contaminated soil and associated bricks and demolition rubble remains in the site in a containment cell in zone 1 and surface soil contamination in zones 8 and 9 as shown on Figs 5 and 6 attached. The cell contains soil with levels of As (arsenic) up to 2,000mg/kg. Levels of Cu (copper) up to 2,800mg/kg were also present in contained soils.

The site has been remediated to the following levels (refer to Figure 5 for the extent of contamination and the proposed zones for future subdivision).

Zone	Contamination level
1	Contains cell with As<2 000 mg/kg and Cu<2 800 mg/kg. Surface of is within acceptable residential contamination levels.
2 - 7	Not contaminated.
8 & 9	>100mg/kg As <1,500 mg/kg As

2.0 Objective of Plan

The objective of the plan is to manage the contamination in Zones 1, 8 and 9, in a manner which protects human health and the environment. This objective will be achieved through the following.

Restricting land uses in contaminated areas.

The placement and maintenance of barriers and markers which safely separates users of the site and the contamination.

The application of controls on site excavation works.

3.0 Achievement and Maintenance Objectives

3.1 Responsibility. The conditions of this site management plan bind the owner and occupier of the land from time to time. The owner must provide the occupier with a copy of the site management plan prior to occupation of the site. The owner and occupier must ensure that any person engaged in building design or any earthworks, construction and service provision relating to the site is provided with a copy of the plan.

3.2 Containment cell. Zone 1 has the containment cell constructed in accordance with the attached sketch (Figure 6). Two layers of marker tape have been placed to identify the cell. A 1.5mm HDPE liner has been installed under contaminated fill. Trenched services in future site developments must not penetrate the cell or cell capping. The integrity of the cell, cell liner and marker tape must be maintained at all times. If a concrete slab or sealed pavement is constructed over the cell the 800mm clay capping can be reduced by a maximum of 400mm. Excavation in Zone 1 must not be undertaken without the written approval of the Administering Authority.

3.3 Contaminated areas and land uses. Zones 1, 8 and 9 must have a minimum of 75mm of clean topsoil and vegetation cover as a separation barrier and to prevent erosion until such time as the site is developed and capped with bitumen, concrete or equivalent impermeable capping. These zones must remain vacant land and not be used for any purpose prior to development including the storage of vehicles and heavy equipment. The land may be used for industrial and commercial uses which involve the capping of the site with bitumen or concrete pavement or equivalent low permeability cover. Site capping must be maintained in good condition at all times.

3.4 Excavations in Zones 8 and 9. Any future work involving excavation in Zone 8 or 9 will need to be carried out in accordance with this plan and under a sediment and erosion control plan and suitable Workplace Health and Safety Plan. The Workplace Health and Safety Plan must address health risks identified at the site including arsenic dermal, ingestion and inhalation exposures.

3.5 Disposal of contaminated soil. Approval under Section 424 of the *Environmental Protection Act 1994* must be obtained before removing any soil off-site from any land that is listed on the Environmental Management Register.

3.6 General environmental protection. Site works relating to excavation, removal and/or disposal of soil from the impacted areas must include provisions to ensure the environment is protected (i.e. spread of contamination must be minimised by controlling dust, site runoff, spillage from haulage trucks or improper disposal of contaminated stormwater or seepage).

4.0 Monitoring

Annual inspections of the site must be undertaken to ensure that the integrity of the containment cell and site capping is maintained in sound condition. Inspections must also be undertaken in the event of damaging storms or persistent rainfall which may erode the surface in the area of the containment cells and zones 8 and 9. Records of inspections and any disposal permits issued must be maintained and provided to authorised officers under the *Environmental Protection Act 1994* on request.

Following any future development of the site which involves construction in zones 1, 8 and 9, a report is to be prepared by a person whose qualifications and experience conform with the requirements of section 395 of the *Environmental Protection Act 1994* within 60 days of completion of the development. The report must confirm that the requirements of this site management plan have been complied with during site development.

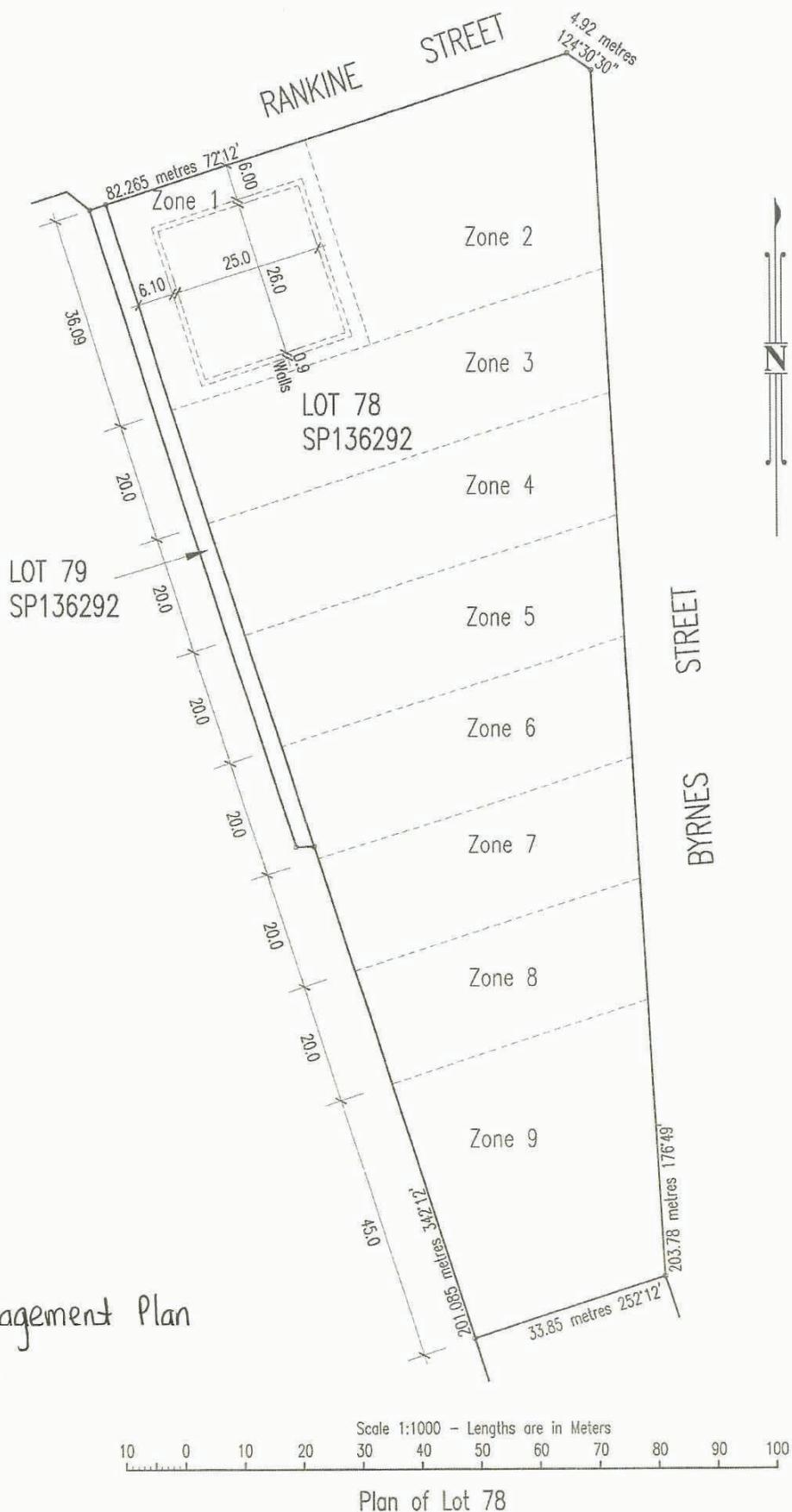
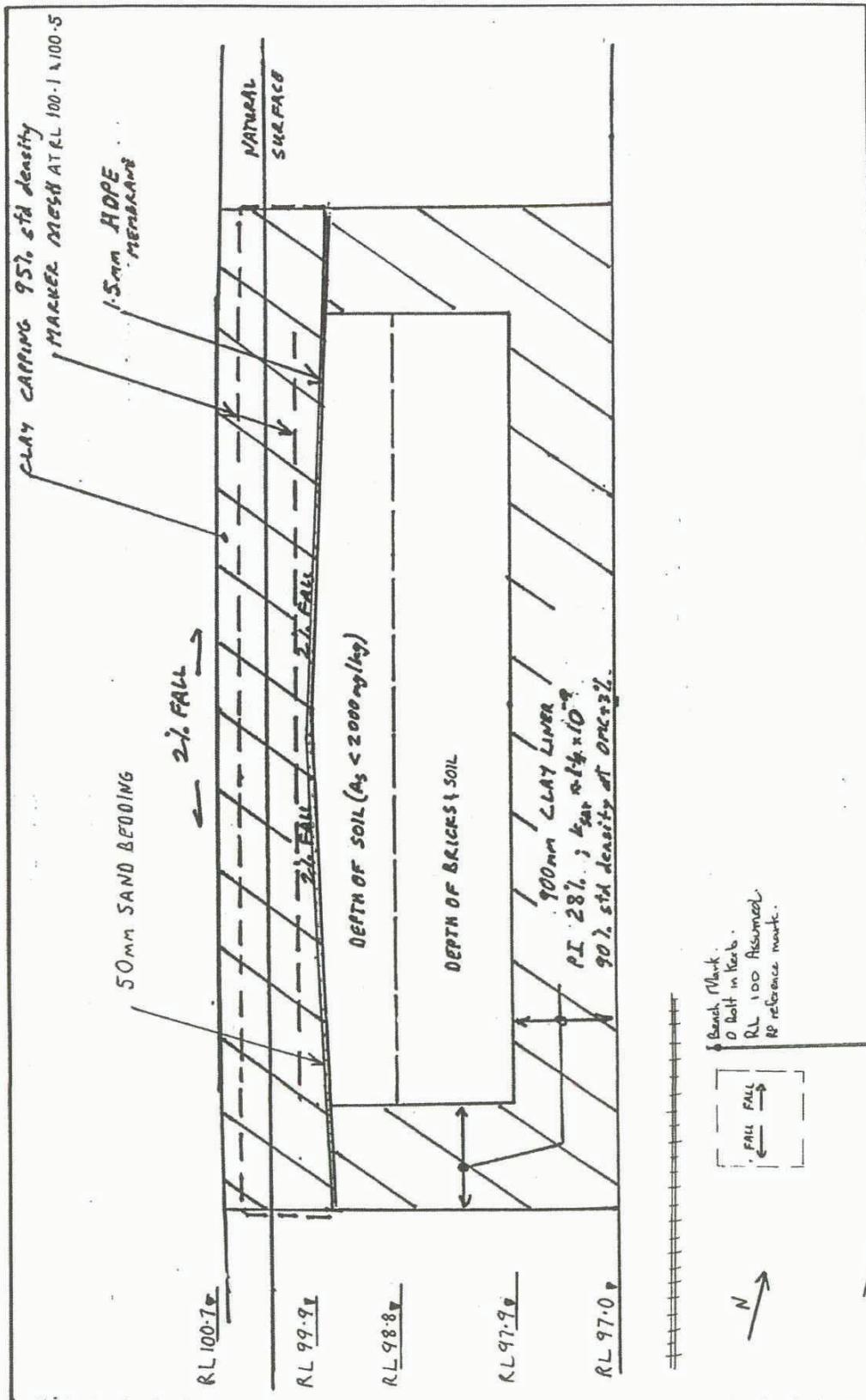


Figure 5
Site Management Plan

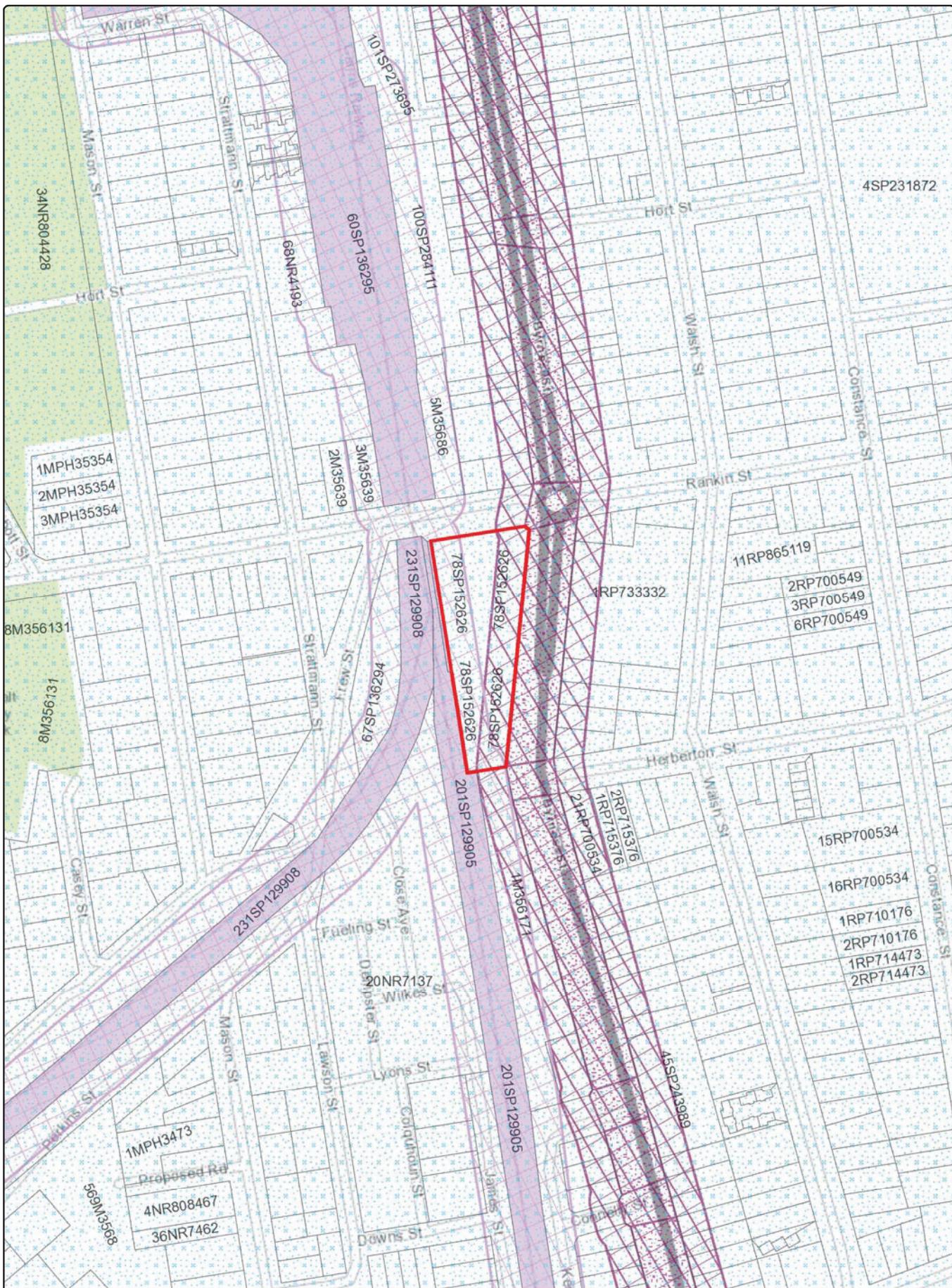
Client REEDOLOGIC PTY LTD
Project MARZESA SAWMILL SITE

Date 31/5/01



Containment Cell Details
Figure 6

Location of Reference Datum
Refer to Figure 5 for setout
Levels and setout based on as constructed measurements taken by Tableland Earthmoving



DA Mapping System – Print Screen

Date: 10/07/2017

0 70 140 210 280

Metres



Department of
Infrastructure, Local
Government and Planning

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Legend

Drawn Polygon Layer

Override 1

Cadastre (5k)



Cadastre (5k)

Water resource planning area boundaries



Water resource planning area boundaries

Area within 25m of a railway corridor



Area within 25m of a railway corridor

Area within 25m of a State-controlled road



Area within 25m of a State-controlled road

State-controlled road



State-controlled road

Railway corridor



Railway corridor

DA Mapping System – Print Screen



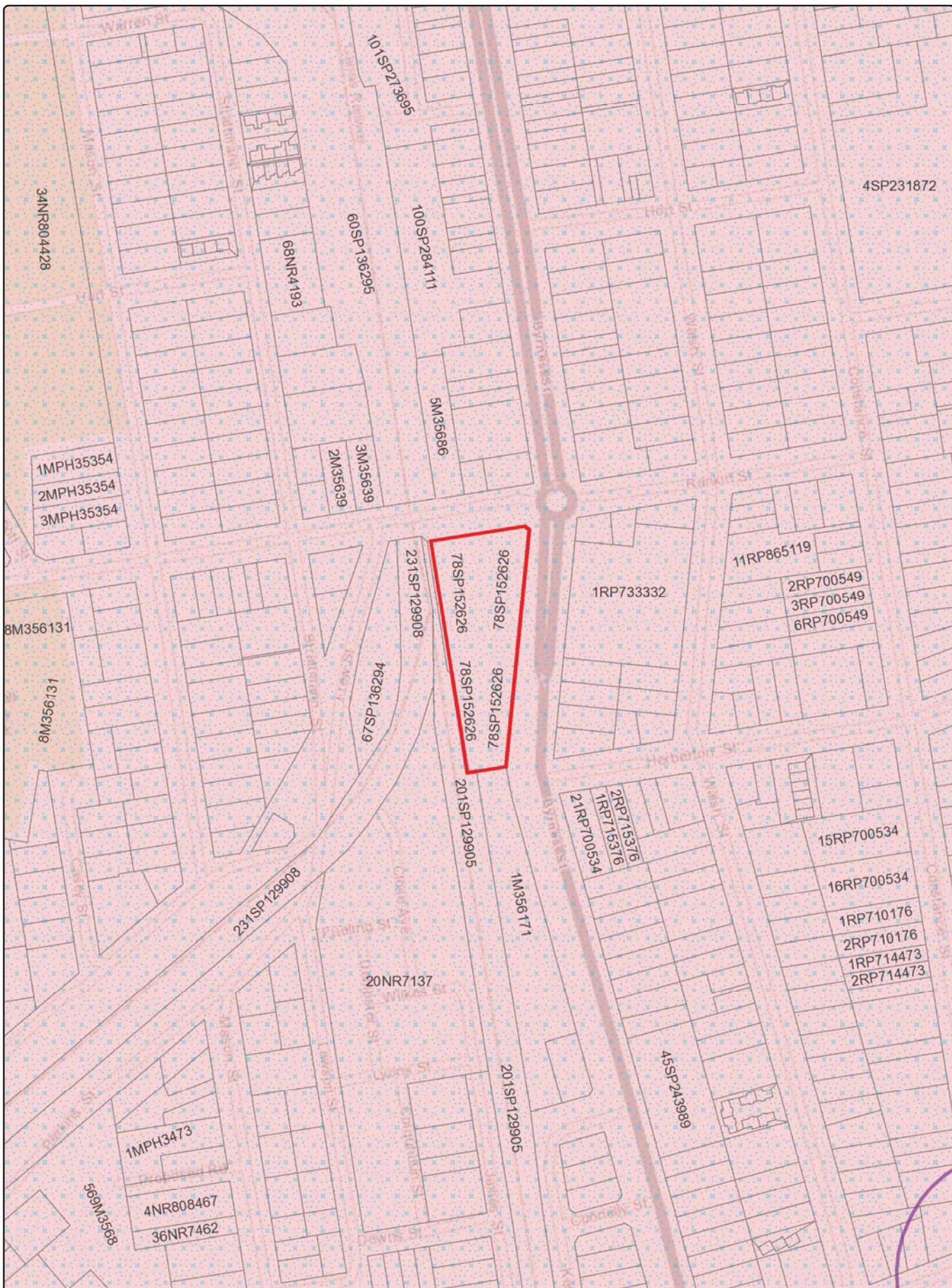
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Legend

Drawn Polygon Layer

Override 1

Cadastre (5k)



Cadastre (5k)

Water resource planning area boundaries



Water resource planning area boundaries

Energex electricity substation 100m buffer (referral to Energex - outside SARA)



Energex electricity substation 100m buffer
(referral to Energex - outside SARA)

Ergon electricity substation 100m buffer (referral to Ergon - outside SARA)



Ergon electricity substation 100m buffer
(referral to Ergon - outside SARA)

Powerlink electricity substation 100m buffer (referral to Powerlink - outside SARA)



Powerlink electricity substation 100m buffer
(referral to Powerlink - outside SARA)

Energex electricity substation



Energex electricity substation

Ergon electricity substation



Ergon electricity substation

Powerlink electricity substation



Powerlink electricity substation

Proposed changes to SEQ regional land use categories (2016)



Draft Urban Footprint



Draft Rural Living Area



Draft Regional Landscape and Rural Production Area



Draft area proposed to be removed from the SEQ region

Regional land use categories (SEQ, WBB, MIW, FNQ)



Urban Footprint



Rural Living Area



Regional Landscape and Rural Production Area

Planned upgrade for State-controlled road



Planned upgrade for State-controlled road

DA Mapping System – Print Screen



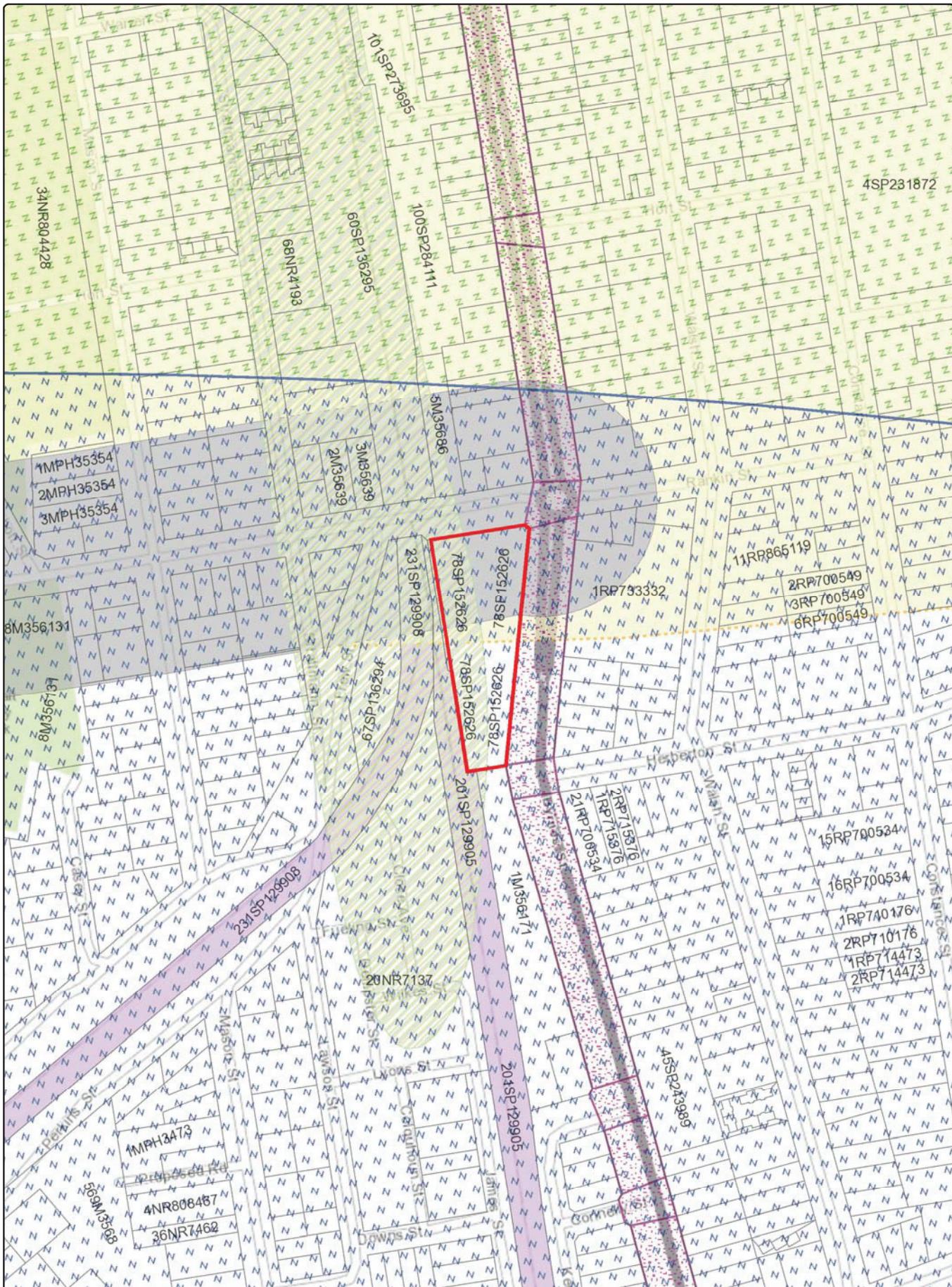
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State Planning Policy
Making or amending a local planning instrument
and designating land for community infrastructure

Date: 10/07/2017



Department of
Infrastructure, Local
Government and Planning

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0 70 140 210 280
Metres

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Legend

Drawn Polygon Layer

Override 1

Cadastre (5k)



Cadastre (5k)

Wildlife hazard buffer zone



3km



8km



13km

Important agricultural areas



Important agricultural areas

State-controlled road



State-controlled road

Key resource area - transport route separation area



Key resource area - transport route
separation area

Flood hazard area - Level 1 - Queensland floodplain assessment overlay



Flood hazard area - Level 1 - Queensland
floodplain assessment overlay

Railway corridor



Railway corridor

State Planning Policy

Making or amending a local planning instrument
and designating land for community infrastructure



Date: 10/07/2017

Department of
Infrastructure, Local
Government and Planning

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01 December 2009

Site ID: 45685

File Number: BNE39948

Enquiries to: Contaminated Land Unit

Telephone: (07) 3330 5685

REEDLODGE PTY LTD

PO BOX 452

MAREEBA QLD 4880

CERTIFICATE OF APPROVAL OF A SITE MANAGEMENT PLAN

This document provides written notification that, in accordance with the *Environmental Protection Act 1994 (EP Act)*, a site management plan has been approved for the parcel of land described below, which is recorded on the Environmental Management Register (EMR). A copy of the suitability statement and the site management plan is attached.

Lot: 78 Plan: SP152626
Tablelands Regional Council

RANKIN STREET
MAREEBA 4880

The owner may apply to the Department of Environment and Resource Management (DERM) to amend the site management plan in accordance with section 418 of the *EP Act*.

Under section 434 of the *EP Act*, a person must not contravene a site management plan.

The owner may apply for a review of, and appeal against, the decision to approve the site management plan within 14 days after receipt of this notice in accordance with sections 521 and 531 of the *EP Act*.

In accordance with the land being recorded on the EMR, the following requirements apply under section 421 of the *EP Act*:

If the owner proposes to dispose of the land to someone else, the owner must, before agreeing to dispose of the land, give written notice to the buyer:

if the particulars of the land are recorded in the EMR - that the particulars are recorded in the register; and
if the land is subject to a site management plan, details of the plan.

Further information regarding this notice may be obtained by contacting the Contaminated Land Unit, EPA on telephone (07) 3225 1827. Further information about contaminated land matters may be obtained by visiting our web-site at:

http://www.epa.qld.gov.au/environmental_management/land/contaminated_land/



Delegate of Administering Authority
Environmental Protection Act 1994

SUITABILITY STATEMENT

DATE PRINTED: 01/12/2009

OWNER

REEDLODGE PTY LTD
PO BOX 452
MAREEBA QLD 4880

DATE OF ISSUE : 01/12/2009

PROPERTY DESCRIPTION

LOT : 78 PLAN : SP152626
RANKIN STREET
MAREEBA 4880

Tablelands Regional Council
EMR Site ID: 45685 FILE REFERENCE: BNE39948

STUDIES UNDERTAKEN BY APPLICANT OR REQUESTED BY DIRECTOR

Stage 1 Preliminary Site Investigation, Former Sawmill and CCA Plant, cnr Byrnes and Rankine Streets, Mareeba Qld, prepared by Golder Associates, dated January 2000, (Doc No 99673034)

Facsimile- Demolition Waste L222 NR1791, cnr Byrnes and Rankine Streets, prepared by GHD Pty Ltd, dated 6 August 2000

Letter Report, Sawmill Site cnr Byrnes and Rankine Streets, Mareeba Qld, prepared by GHD Pty Ltd, dated 25 August 2000 (Doc No 42101691)

Letter Report, Mareeba Sawmill Site, Stage 2 Sampling Sampling Plan, prepared by GHD Pty Ltd, dated 2 October 2000, (Doc No 42101690)

Lot 222 NR 1791 Mareeba, Specification for Works, prepared by GHD Pty Ltd, dated October 2000

Lot 222 NR 1791 Mareeba, Report on Stage 2 & Stage 3 Site Contamination Assessment, prepared by GHD Pty Ltd, dated December 2000, (Doc No 42101692)

Lot 222 NR 1791 Mareeba, Validation Report, prepared by GHD Pty Ltd, dated June 2001, (Doc No 42101693)

Additional information, Revised SMP and Figures prepared by GHD Pty Ltd, provided by email 26 November 2009

STATEMENT OF SUITABILITY

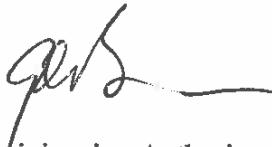
On the basis of the information supplied to this Department, the subject site is suitable for the following use(s) providing the site is used and managed as per the Site Management Plan attached as Annexure 1.

Suitable for industrial/commercial use including premises such as shops, offices and industrial buildings (but excluding uses where regular soil access by children is possible).

Other specific uses may be suitable for the site, please contact this Department for further advice. The suitability statement provides information on appropriate land uses at the date of effect. Subsequent uses of the site for notifiable activities or for situations where a hazardous contaminant is released into the soil may result in the need to review suitable uses or amend the attached site management plan.

ENVIRONMENTAL MANAGEMENT REGISTER

LOT : 78 PLAN : SP152626 is recorded on the Environmental Management Register with a Site Management Plan. A copy of the Site Management Plan is attached as Annexure 1.



Delegate of Administering Authority
Environmental Protection Act 1994

ANNEXURE 1 - SITE MANAGEMENT PLAN

LOT : 78 PLAN : SP152626 FILE REF : BNE39948 PRINTED: 01/12/2009

DATE OF EFFECT : 01/12/2009

1.0 Summary of Contamination

The site has been used for the treatment of timber using copper/chromium/arsenic preservative. Contaminated soil and associated bricks and demolition rubble remains in the site in a containment cell in zone 1 and surface soil contamination in zones 8 and 9 as shown on Figs 5 and 6 attached. The cell contains soil with levels of As (arsenic) up to 2,000mg/kg. Levels of Cu (copper) up to 2,800mg/kg were also present in contained soils.

The site has been remediated to the following levels (refer to Figure 5 for the extent of contamination and the proposed zones for future subdivision).

Zone	Contamination level
1	Contains cell with As<2 000 mg/kg and Cu<2 800 mg/kg. Surface of is within acceptable residential contamination levels.
2 - 7	Not contaminated.
8 & 9	>100mg/kg As <1,500 mg/kg As

2.0 Objective of Plan

The objective of the plan is to manage the contamination in Zones 1, 8 and 9, in a manner which protects human health and the environment. This objective will be achieved through the following.

Restricting land uses in contaminated areas.

The placement and maintenance of barriers and markers which safely separates users of the site and the contamination.

The application of controls on site excavation works.

3.0 Achievement and Maintenance Objectives

3.1 - Responsibility. The conditions of this site management plan bind the owner and occupier of the land from time to time. The owner must provide the occupier with a copy of the site management plan prior to occupation of the site. The owner and occupier must ensure that any person engaged in building design or any earthworks, construction and service provision relating to the site is provided with a copy of the plan.

3.2 Containment cell. Zone 1 has the containment cell constructed in accordance with the attached sketch (Figure 6). Two layers of marker tape have been placed to identify the cell. A 1.5mm HDPE liner has been installed under contaminated fill. Trenched services in future site developments must not penetrate the cell or cell capping. The integrity of the cell, cell liner and marker tape must be maintained at all times. If a concrete slab or sealed pavement is constructed over the cell the 800mm clay capping can be reduced by a maximum of 400mm. Excavation in Zone 1 must not be undertaken without the written approval of the Administering Authority.

3.3 Contaminated areas and land uses. Zones 1, 8 and 9 must have a minimum of 75mm of clean topsoil and vegetation cover as a separation barrier and to prevent erosion until such time as the site is developed and capped with bitumen, concrete or equivalent impermeable capping. These zones must remain vacant land and not be used for any purpose prior to development including the storage of vehicles and heavy equipment. The land may be used for industrial and commercial uses which involve the capping of the site with bitumen or concrete pavement or equivalent low permeability cover. Site capping must be maintained in good condition at all times.

3.4 Excavations in Zones 8 and 9. Any future work involving excavation in Zone 8 or 9 will need to be carried out in accordance with this plan and under a sediment and erosion control plan and suitable Workplace Health and Safety Plan. The Workplace Health and Safety Plan must address health risks identified at the site including arsenic dermal, ingestion and inhalation exposures.

3.5 Disposal of contaminated soil. Approval under Section 424 of the *Environmental Protection Act 1994* must be obtained before removing any soil off-site from any land that is listed on the Environmental Management Register.

3.6 General environmental protection. Site works relating to excavation, removal and/or disposal of soil from the impacted areas must include provisions to ensure the environment is protected (i.e. spread of contamination must be minimised by controlling dust, site runoff, spillage from haulage trucks or improper disposal of contaminated stormwater or seepage).

4.0 Monitoring

Annual inspections of the site must be undertaken to ensure that the integrity of the containment cell and site capping is maintained in sound condition. Inspections must also be undertaken in the event of damaging storms or persistent rainfall which may erode the surface in the area of the containment cells and zones 8 and 9. Records of inspections and any disposal permits issued must be maintained and provided to authorised officers under the *Environmental Protection Act 1994* on request.

Following any future development of the site which involves construction in zones 1, 8 and 9, a report is to be prepared by a person whose qualifications and experience conform with the requirements of section 395 of the *Environmental Protection Act 1994* within 60 days of completion of the development. The report must confirm that the requirements of this site management plan have been complied with during site development.

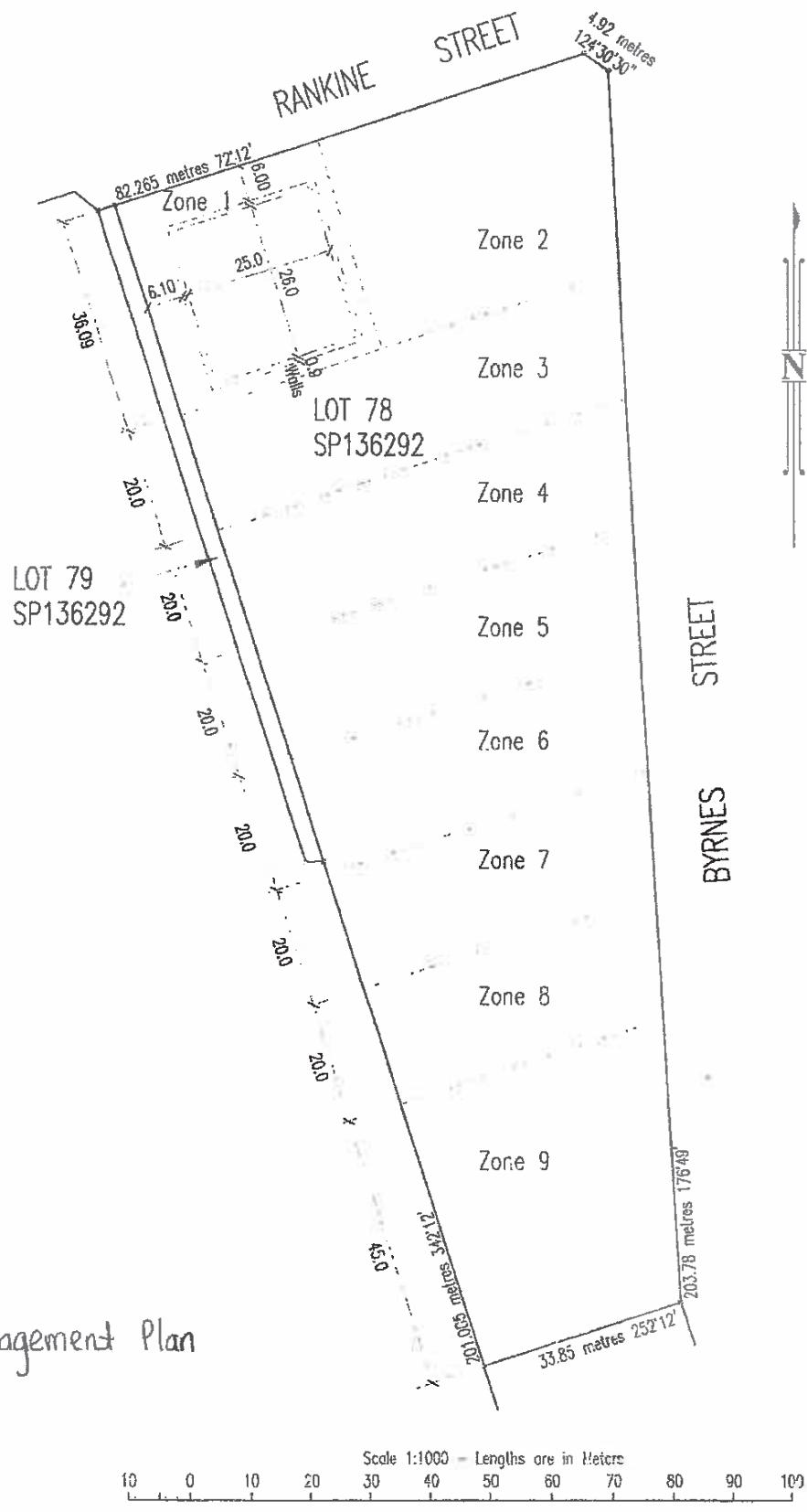
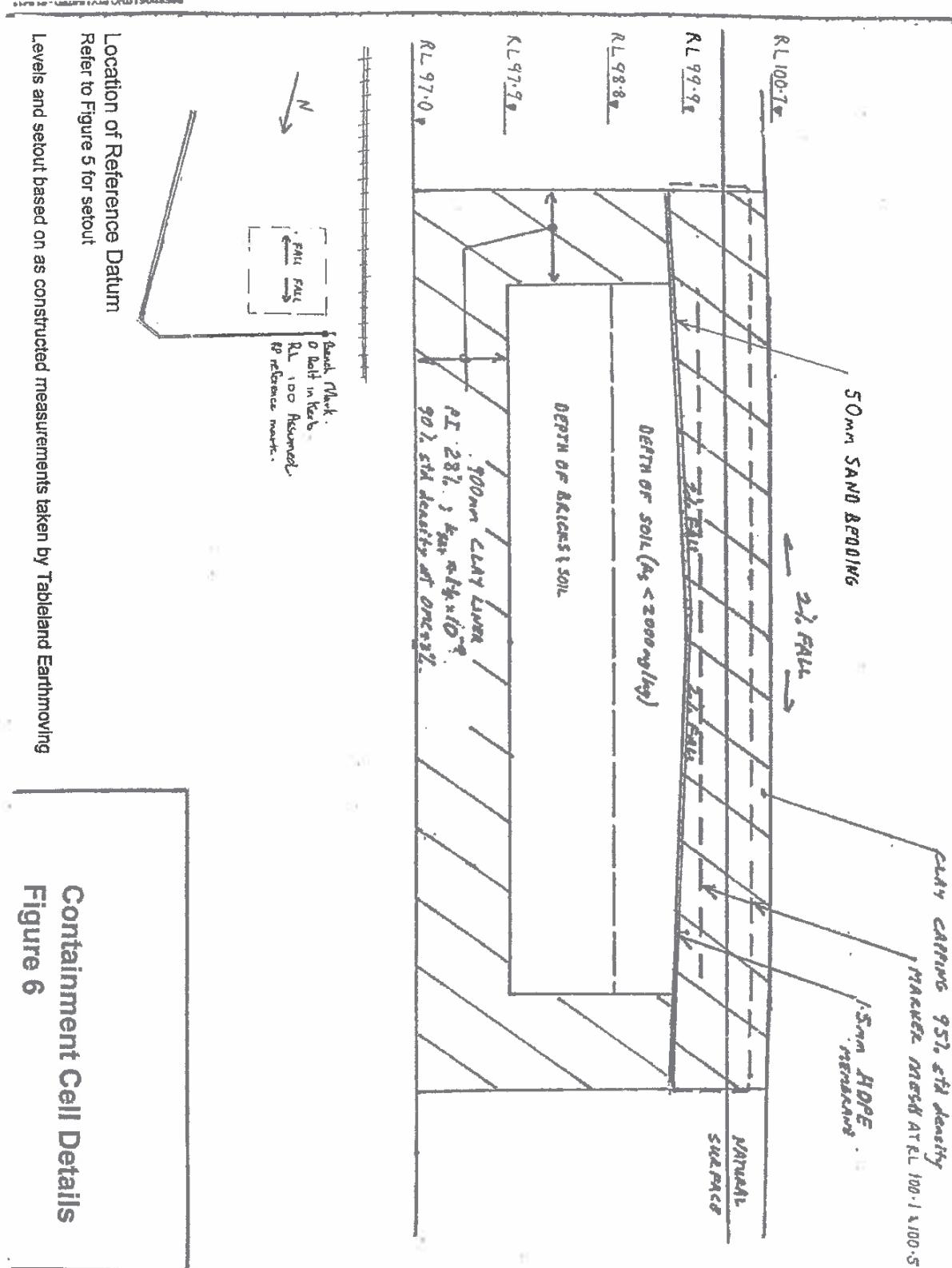


Figure 5 Site Management Plan



Location of Reference Datum
Refer to Figure 5 for setout

Levels and setout based on as constructed measurements taken by Tableland Earthmoving

Containment Cell Details
Figure 6

Client QEDOLO868 PTY LTD
Project MALLEGA SANMILL 6178

**ATTACHMENT 4:
RELEVANT APPROVALS**



Atherton Service Centre
PO Box 573, Atherton QLD 4883
Telephone: 1300 362 242

Urban & Regional Planning Group
Brian Millard, Senior Planner
Telephone: (07) 4043 4766
Facsimile: (07) 4096 5086
Email: info@trc.qld.gov.au

24 August 2010

File Ref: MCU/08/0029
Our Ref: BN:BM:mh

Reedodge Pty Ltd
C/- Duncan Stemp
The Hartley Group
PO Box 5939
CAIRNS QLD 4870

Amended Negotiated Decision Notice Approval

Integrated Planning Act 1997 S 3.5.17

Dear Sir/Madam,

**APPLICATION FOR MATERIAL CHANGE OF USE - SHOP (SHOPPING CENTRE)
LOT 78 ON SP152626
SITUATED AT 232 BYRNES STREET, MAREEBA**

I wish to advise that at Council's Ordinary Meeting held 4 August 2010, a decision was made to issue a negotiated decision notice. This amended negotiated decision notice replaces the negotiated decision notice previously issued and dated 10 August 2010. This amended negotiated decision notice corrects Condition 4.4 to reflect the minutes of the Ordinary Meeting held on 4 August 2010 as confirmed at Council's Ordinary Meeting held on 18 August 2010 and incorporates the Concurrence Agency responses.

The above development application was –

- Approved in full with conditions.

The conditions relevant to this approval are included in Section 3 of this notice. These conditions are clearly identified to indicate whether the assessment manager or a concurrence agency imposed them.

Nature of the changes

The nature of the changes are -

Section 1 amended
Section 3 (B) amended
Condition 3.4 amended
Condition 3.5 amended
Condition 3.6 amended
Condition 3.9 amended
Condition 3.10 amended
Condition 4.1.2 amended
Condition 4.2 amended

Condition 4.3 amended
Condition 4.4 amended
Condition 4.5 amended
Condition 4.6 amended
Condition 4.7 amended
Condition 4.8 amended
Condition 4.9 amended
Condition 4.10 amended
Condition 4.11 amended
Condition 5.1 amended
Condition 5.2 amended
Condition 5.3 amended
Section 5 amended
Conditions 3.11 and 3.12 deleted

1. Details of the approval

The Decision Notice approves a Development Permit for Material Change of Use - Shop (Shopping Centre) made assessable by the Mareeba Shire Planning Scheme 2004.

2. The relevant period for the approval -

The relevant periods stated in section 3.5.21 of the *Integrated Planning Act 1997* (IPA) apply to each aspect of development in this approval, as outlined below—

- Material Change of Use – four (4) years;

If there is one (1) or more subsequent related approvals¹ for a development approval for a Material Change of Use or a reconfiguration, the relevant period for the approval will be taken to have started on the day the latest related approval takes effect.

3. Conditions –**(A) DETAILS OF PREMISES AND APPROVED USE**

LOCATION: 232 Byrnes Street, Mareeba

PROPERTY DESCRIPTION: Lot 78 on SP152626, Parish of Tinaroo

AREA OF LAND: 1.207 hectares

MATERIAL CHANGE OF USE: Shop (Shopping Centre)

¹ For the meaning of ‘related approval’, refer to section 3.5.21(7) of IPA

(B) APPROVED PLANS

The approved plans and/or documents for this development approval are listed in the following table:

Plan/Document Number	Plan/Document Title	Prepared by	Dated	Date received by Council
08.08.129 - SK1	Existing Site Plan	The Hartley Group	Jan 09	29 Jan 2009
08.08.129 - SK2	Floor Plans	The Hartley Group	Jan 09	1 July 2010
08.08.129 - SK3	Elevations	The Hartley Group	Jan 09	1 July 2010
08.08.129 - SK4	Sections	The Hartley Group	Jan 09	29 Jan 2009
08.08.129 - SK9	Perspective North-East	The Hartley Group	Mar 09	1 July 2010
08.08.129 - SK10	Perspective South-East	The Hartley Group	Mar 09	1 July 2010
08.08.129 - SK7	Perspective North-West	The Hartley Group	Mar 09	29 Jan 2009

(C) ASSESSMENT MANAGER'S CONDITIONS (COUNCIL)

1. Development must be carried out substantially in accordance with the approved plans and the facts and circumstances of the use as submitted with the application, subject to any alterations:
 - found necessary by Council's delegated officer at the time of examination of the engineering plans or during construction of the development because of particular engineering requirements; and
 - to ensure compliance with the following conditions of approval.
2. Timing of Effect
 - 2.1 The conditions of the preliminary approval must be complied with to the satisfaction of Council's delegated officer prior to the commencement of the use except where specified otherwise in these conditions of approval.
 - 2.2 Prior to the commencement of use, the applicant must notify Council that all the conditions of the preliminary approval have been complied with, except where specified otherwise in these conditions of approval.
 - 2.3 Prior to the commencement of use, the applicant must provide a letter from the Department of Transport and Main Roads/ or other Concurrence agency confirming that the department is satisfied their conditions are complied with and/or that the department has no objections to the commencement of the use.
3. General
 - 3.1 The applicant/developer is responsible for the cost of necessary alterations to existing public utility mains, services or installations required by works in relation to the proposed development or any works required by condition(s) of this approval.
 - 3.2 All payments required to be made to the Council (including contributions, charges and bonds) pursuant to any condition of this approval must be made prior to the issue of a building permit (if no building permit required then prior to the commencement of the use) and at the rate applicable at the time of payment.
 - 3.3 All works must be designed, constructed and carried out in accordance with FNQROC Development Manual requirements (as amended) and to the satisfaction of Council's delegated officer.

3.4 Noise Nuisance

Refrigeration equipment, pumps, compressors and mechanical ventilation systems must be located, designed, installed and maintained to achieve a maximum noise level of 3dB(A) above background levels as measured from noise sensitive locations and a maximum noise level of 8dB(A) above background levels as measured from commercial locations after 10p.m. on a day to 7a.m. on the next day.

The applicant is required to install and maintain suitable screening to all air conditioning, lift motor rooms, plant and service facilities located at the top of or on the external face of the building. The screening structures must be constructed from materials that are consistent with materials used elsewhere on the facade of the building. There are to be no individual external unscreened air conditioning units attached to the exterior building facade.

3.5 Waste Management

On-site refuse storage areas must be provided and screened in accordance with Drawing 08.08.129 - SK2.

Where bulk bins are used and are to be serviced on site, they can also be used for unloading/loading areas.

Prior to the issue of a development permit for building works, Council must be provided with a plan prepared by a Registered Professional Engineer of Queensland (RPEQ) or a Architectural Building Designer which demonstrates that internal access is of adequate design and construction to allow waste collection/delivery vehicles to enter and exit the site in a forward gear.

3.6 Signage

Signage is to be in accordance with:

- (1) Drawing 08.08.129 SK9 and Drawing 08.08.129 SK10.
- (2) The signage must be kept clean, in good order and safe repair for the life of the approval.
- (3) The signage must be removed when no longer required.
- (4) The erection and use of the signage must comply with the Building Act and all other relevant Acts and Regulations, and these approval conditions.

3.7 Trolley Bays

Adequate trolley bay areas must be provided on the site generally in accordance with Drawing No. 08.08.129-SK2.

3.8 Amenity

All building materials and colours to be used must be non-reflective and be generally in accordance with the approved plans to the satisfaction of Council's delegated officer.

3.9 Baby Change Room

A baby change room must be provided in accordance with Drawing 08.08.129 SK2.

3.10 Rubbish Bins

Waste bins must be provided at each pedestrian entrance to the proposed development in accordance with Drawing 08.08.129 SK2.

3.11 Specific Development amendments required. Deleted

3.11.1 Street Front Activation

~~The Byrnes Street façade of the development must be redesigned to provide improved street front activation. Specifically, the redesigned development shall include:~~

- ~~• A significant increase in windows addressing the Byrnes Street frontage;~~
- ~~• A major entrance on the Byrnes Street/Rankin Street intersection orienting the proposed development to the existing 'main street'; and~~
- ~~• A significant increase in the articulation and variety of building form fronting Byrnes Street to add interest to this frontage (for example through variation in awning and façade levels).~~

~~3.11.2 The south eastern corner of the Discount Department Store must be truncated by 1.5 x 1.5 metres to provide increased northern pedestrian footpath sight distance for vehicles leaving the car park.~~

~~3.11.3 A median separator should be installed for the full length of the car park access ramp to increase safety.~~

~~3.11.4 The development must be redesigned to incorporate the Department of Transport and Main Roads land requirement on the corner of Byrnes and Rankin Streets.~~

~~3.11.5 The on site car parking must be redesigned to provide a minimum of 312 on site car parking spaces with a minimum car park space width of at least 2.6 metres.~~

~~Prior to the issue of a development permit for material change of use, the developer must submit revised plans and specifications incorporating the above amendments.~~

~~3.12 Prior to the issue of a development permit for material change of use, the developer must submit revised plans and specifications demonstrating compliance with Conditions 3.5, 3.7, 3.8, 3.9 and 3.10.~~

4. Infrastructure Services and Standards

4.1 Access

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

The developer must ensure that any redundant vehicle crossovers are removed and reinstated with kerb and channel.

4.1.2 Prior to the issue of a development permit for building works, the developer must submit engineering plans and specifications for construction demonstrating compliance with Condition 4.1.1.

4.2 Stormwater Drainage and Water Quality

The applicant to connect the site to Council's existing stormwater infrastructure at a point that has sufficient capacity to service the development in accordance with FNQROC Development Manual standards (as amended).

The applicant must ensure a non-worsening effect on surrounding land as a consequence of the development and the developer must take all necessary steps to achieve this including the following where relevant:

- (a) Prior to the issue of a development permit for building works, a stormwater management plan must be lodged with Council to the satisfaction of Council's delegated officer. The plan must be accompanied by a report prepared and certified by a suitably qualified design engineer (RPEQ) clearly indicating measures taken and calculated impact.
- (b) The applicant (at its cost) must video all Council stormwater lines and submit the video for inspection by Council's delegated officer prior to the development being taken "off maintenance" to ensure that no defects have occurred during the 12 month maintenance period.
- (c) Stormwater drainage from roofed and paved areas must be lawfully discharged to an approved drainage system within adjoining road reserve(s). Where stormwater from roofed and paved areas cannot be drained into the approved drainage system within adjoining road reserve, an inter-allotment drainage collection system must be provided.
- (d) Overland flow paths and underground drainage is to be designed in accordance with Water Sensitive Urban Design solutions so as not to directly or indirectly cause nuisance or worsen peak flows and volumes to a downstream or adjoining property.
- (e) Construction of driveways and drainage must be to FNQROC standards and must provide for an ARI 100 year overland flow through driveways, open space areas or easement over adjoining properties. An assessment of the effect of 50% blockage of inlets must be included in the drainage calculations.
- (f) The design and construction of stormwater drainage for the proposed development is to be in accordance with the requirements of the QUDM, the FNQROC Development Manual.
- (g) Temporary drainage is to be provided and maintained during the construction phase of the development, discharged to a lawful point and not onto the construction site.
- (h) All stormwater drainage must be collected from site and discharged to an approved legal point of discharge.
- (i) The development must not cause any net increase in the stormwater discharge rate as a consequence of the development. Where appropriate the applicant must use Water Sensitive Urban Design solutions for the management of stormwater within the subject-site.
- (j) All stormwater channels through private property must be registered, with the easement for drainage purposes in favour of Council. All documentation leading to the registration of the easement must be completed at no cost to Council.

- (k) An Erosion and Sediment Control Implementation and Management Plan prepared and certified by a suitably qualified person such as an RPEQ must be submitted to Council prior to the issue of a development permit for building works. The plan is to comply with the "Soil Erosion and Sedimentation Control Guidelines" (Institute of Engineers Australia 1996) and the QUDM.

4.3 Earthworks

Prior to the issue of a development permit for operational works, an earthworks plan is to be submitted, prepared by a suitably qualified RPEQ demonstrating compliance with the Filling and Excavation Code including the following detail:

- Maintenance of access roads to and from the site such that they remain free of all fill material and are cleaned as necessary
- Preservation of all drainage structures from the effects of structural loading generated by the earthworks;
- Protection of adjoining properties and roads from ponding or nuisance from stormwater.

All site earthworks, drainage and pavement construction are to be designed and supervised by a RPEQ. Testing is to be carried out by NATA Registered Laboratories and results submitted as part of the As Constructed information. The Supervising Engineer must submit a certificate demonstrating that all work has been satisfactorily completed to the quality control criteria for the site and in accordance with AS3798 (as amended).

4.4 Car Parking/Internal Driveways

The developer must ensure that the development is provided with 324 on-site car parking spaces, in accordance with Drawing 08.08.129 - SK2, which are available for use solely for the parking of vehicles associated with the use of the premises. All car parking spaces must be sealed, line-marked and appropriately drained prior to the commencement of the use, to the satisfaction of Council's delegated officer.

Car parking shade structures must be provided generally in accordance with Drawing Nos. 08.08.129-SK1 to SK4.

Prior to the issue of a development permit for building works, the developer must submit engineering plans and specifications, prepared by a Registered Professional Engineer of Queensland (RPEQ) or a Architectural Building Designer, for the construction of proposed car parking facilities and internal driveways demonstrating:

- Compliance with Australian Standard AS2890:1 Off Street Parking – Car Parking Facilities;
- Compliance with Australian Standard AS2890.3 Bicycle Parking Facilities;
- Compliance with Australian Standard AS1428:2001 – Design for Access and Mobility
- A sign must be erected in proximity to the access driveway indicating the availability of on-site car parking.

4.5 On-Street Car Parking

4.5.1 The developer must ensure that the development is provided with a minimum of 25 on-street car parking spaces.

4.5.2 The car parking spaces, manoeuvring areas and internal circulation in Byrnes Street including the designated bus stop and designated taxi parking, and Rankin Street, must be constructed and maintained in accordance with the Australian Standard AS 2890.1 – 1993 and AS 2890.2 – 1989 (as amended),

with a minimum car parking space width of 2.7 metres, and including all associated signage and line marking and in accordance with the FNQROC Development Manual.

- 4.5.3 Prior to the issue of a development permit for building works, the developer must submit engineering plans and specifications for the construction demonstrating compliance with the Condition 4.5.2.

4.6 Landscaping and Fencing

The development must be landscaped in accordance with an approved landscape plan.

Prior to the issue of the development permit for building works, a detailed landscape plan (including areas to be landscaped and species to be used) must be prepared for the site and submitted to Council's delegated officer for consideration and approval.

The planting of street trees along the Byrnes Street frontage must be included in the landscape plan.

4.7 Lighting

Prior to the issue of a development permit for building works, the applicant must provide to Council a detailed lighting plan prepared by a qualified professional detailing:

- (a) The lux levels on site and surrounding the site, particularly the footpaths.
- (b) The access and the car parking areas must be lit during trading hours in accordance the requirements of Australian Standard AS 1158.1.
- (c) Street lights must be installed adjacent to the site in Byrnes Street and Rankin Street within 6 months of the issue of the certificate of classification if the on site lighting is deemed by Council to be unsatisfactory.
- (d) All on-site lighting must be screened or minimized to ensure that there is no unreasonable interference with the environmental value of surrounding properties caused by emission of light.
- (e) All lighting except for security lighting, internal lighting and street lighting must be turned off no later than an hour after the close of trading.
- (f) Lights must be installed in the loading dock area, to the satisfaction of Council's delegated officer.

4.8 Frontage Works - Byrnes Street

The developer is required to construct the following works, designed in accordance with FNQROC Development Manual standards (as amended) to the satisfaction of Council's delegated officer and the Department of Transport and Main Roads:

- 4.8.1 Kerb and channelling for the full frontage of Lot 78 on SP152626.
- 4.8.2 Signage and line marking as per the Department of Transport and Main Roads Manual of Uniform Traffic control Devices (MUTCD).
- 4.8.3 On street car parking and service road generally in accordance with the extent of works shown on Drawing No. 08.08.129 - SK2.
- 4.8.4 A concrete paved footpath for the full width of the verge, including kerb ramps and associated tactile indicators must be constructed for the full Byrnes Street

perimeter of the site fronting existing roads. The footpath must be constructed in accordance with the FNQROC Development Manual.

No ramps or steps associated with the development are to be located within road reserve, except as required under Condition 4.8.4.

Prior to the issue of a development permit for building works, the developer must submit engineering plans and specifications for the construction of proposed works.

4.9 Frontage Works - Rankin Street

The developer is required to construct the following works, designed in accordance with FNQROC Development Manual standards (as amended) to the satisfaction of Council's delegated officer:

- 4.9.1 Kerb and channelling for the full frontage of Lot 78 on SP152626.
- 4.9.2 Signage and line marking as per the Department of Transport and Main Roads Manual of Uniform Traffic control Devices (MUTCD).
- 4.9.3 Adjustments and relocations necessary to public utility services resulting from these works.
- 4.9.4 The applicant must construct Rankin Street with 50mm asphalt for the full frontage of Lot 78 on SP152626, for the full kerb to kerb width in accordance with the FNQROC Development Manual.
- 4.9.5 On street car parking and service access generally in accordance with the extent of works shown on Drawing No. 08.08.129 - SK2.
- 4.9.6 A concrete paved footpath for the full width of the verge, including kerb ramps and associated tactile indicators must be constructed on Rankin Street to the general extent indicated on Drawing No. 08.08.129-SK2. The footpath must be constructed in accordance with the FNQROC Development Manual.

The connecting footpath from the development to Rankin Street road pavement shall be a minimum of 2 metres in width and DDA compliant.

No ramps or steps associated with the development are to be located within road reserve, except as required under Condition 4.9.6.

Prior to the issue of a development permit for building works, the developer must submit engineering plans and specifications for the construction of proposed works.

4.10 Water Supply

- 4.10.1 The developer must connect the proposed development to the Council's reticulated water supply system in accordance with FNQROC Development Manual standards (as amended) to the satisfaction of Council's delegated officer.'

Where the existing reticulated water supply does not currently service the site or is not at an adequate capacity to serve the proposed development requirements, the developer is required to extend the reticulated water supply infrastructure to connect the site to Council's existing infrastructure at a point that has sufficient capacity to service the development requirements in accordance with FNQROC Development Manual Standard (as amended).

- 4.10.2 Prior to the issue of a development permit for building works, the developer must submit engineering plans and specifications for the connection of the

development to Council's reticulated water supply system demonstrating compliance with Condition 4.10.1.

The engineering plans and specifications for the connection must be accompanied by an engineering report demonstrating that Council's existing infrastructure will be able to provide the minimum acceptable standard of service for water reticulation.

4.11 Sewerage Connection

- 4.11.1 The developer must connect the proposed development to Council's reticulated sewerage system in accordance with FNQROC Development Manual standards (as amended) to the satisfaction of Council's delegated officer.

Where sewerage connections are not available to the site, or where existing connections are not satisfactory for the proposed development, the developer is required to extend the reticulated sewerage infrastructure to connect the site to Council's existing infrastructure at a point that has sufficient capacity to service the development in accordance with FNQROC Development Manual standards (as amended).

- 4.11.2 Prior to the issue of a development permit for building works, the developer must submit engineering plans and specifications for the connection of the development to Council's reticulated sewerage system demonstrating compliance with Condition 4.11.1.

5. Contributions/Headworks

5.1 Water Headworks

The developer must pay a contribution for 12 EDC's for water supply headworks to Council in accordance with Mareeba Shire Planning Scheme Policy 2 (Headworks Charges for Water Supply and Sewerage) at the rate applicable at time of payment.

5.2 Sewerage Headworks

The developer must pay a contribution for 12 EDC's for sewerage supply headworks to Council in accordance with Mareeba Shire Planning Scheme Policy 2 (Headworks Charges for Water Supply and Sewerage) at the rate applicable at time of payment.

5.3 Car Parking Contribution

- 5.3.1 A contribution in lieu must be paid for 50 car parking space(s) not provided on-site in accordance with Mareeba Shire Planning Scheme policy 7 – Car Parking Contributions and based on the on site car parking rate of one (1) space per 25m² of GFA.

- 5.3.2 A contribution must be paid in lieu of any on street car parking space(s) lost as a result of the development in accordance with Mareeba Shire Planning Scheme policy 7 – Car Parking Contributions.

(D) REFERRAL AGENCY RESPONSE

Department of Transport and Main Roads conditions dated 25 January 2010.

Department of Environment and Resource Management conditions dated 26 January 2010.

(E) ASSESSMENT MANAGER'S ADVICE

(a) Cultural Heritage

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

(b) Compliance with applicable codes/policies

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

(c) A Trade Waste Permit will be required prior to the commencement of use.

(d) Compliance with Acts and Regulations

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

(e) Food Premises

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

(f) Easement Documents

The Tablelands Regional Council has developed standard easement documentation to assist in the drafting of formal easement documents for Council easements. The applicant should contact the Urban & Regional Planning Section for more information regarding the drafting of easement documents for Council easements.

(g) Endorsement Fees

The applicant is advised that Council charges a fee for the endorsement of Community Management Statements, easement documents, and covenants. The applicable fee for the 2009/10 financial year is \$338.00.

4. Other necessary development permits -

Listed below are other development permits that are necessary to allow the development to be carried out –

- Development Permit for Building Work
- Development Permit for Plumbing and Drainage Work
- Development Permit for Operational Works

5. Conflict with laws and policies and reasons for the decision despite the conflict -

The Assessment Manager considers the decision conflicts with the following applicable codes—

Conflict with applicable code/planning scheme and any relevant local planning instrument	Reason for the decision, including a statement about the sufficient grounds to justify the decision despite the conflict
Overall Outcomes of Commercial Zone Code	
(c) is accessible, convenient and safe for all members of the community;	Whilst the 324 on site car parking spaces are less than the acceptable solution proposed in the Planning Scheme, Council is satisfied that the 324 on site car parking spaces conditioned for the development will be accessible and convenient and this lesser number of on site car parking spaces will not lead to offsite traffic/parking problems as Council has also required a monetary contribution for the car parking spaces not provided on site, which will ensure Council can provide additional car parking should the demand arise.
Overall Outcomes of Car Parking Code	
(a) Uses have sufficient car parking and bicycle spaces designated in a manner to meet the requirements of the intended user;	Whilst the 324 on site car parking spaces are less than the acceptable solution proposed in the Planning Scheme, Council is satisfied that the 324 on site car parking spaces conditioned for the development will be accessible and convenient and this lesser number of on site car parking spaces will not lead to offsite traffic/parking problems as Council has also required a monetary contribution for the car parking spaces not provided on site, which will ensure Council can provide additional car parking should the demand arise.
Specific Outcome and Acceptable Solution of Car Parking Code	
S9 Sufficient car parking spaces are provided to accommodate the demand likely to be generated by the use.	Whilst the 324 on site car parking spaces are less than the acceptable solution proposed in the Planning Scheme, Council is satisfied that the 324 on site car parking spaces conditioned for the development will be accessible and convenient and this lesser number of on site car parking spaces will not lead to offsite traffic/parking problems as Council has also required a monetary contribution for the car parking spaces not provided on site, which will ensure Council can provide additional car parking should the demand arise.
AS9.1 The number of car parking spaces provided for the use is in accordance with the Car Parking Schedule.	Whilst the 324 on site car parking spaces are less than the acceptable solution proposed in the Planning Scheme, Council is satisfied that the 324 on site car parking spaces conditioned for the development will be accessible and convenient and this lesser number of on site car parking spaces will not lead to offsite traffic/parking problems as Council has also required a monetary contribution for the car parking spaces not provided on site, which will ensure Council can provide additional car parking should the demand arise.

6. IDAS referral agencies –

The IDAS Referral Agencies applicable to this application are –

For an application involving	Name of referral agency	Status	Address
MATERIAL CHANGE OF USE			
On land involving the consideration of contaminated land matters if –	Environmental Protection Agency	Concurrence	Environment Protection Agency Contaminated Land Unit GPO Box 2771 BRISBANE QLD 4001
(i) The land is on the environmental management register or contaminated land register under the <i>Environmental Protection Act 1994</i> ; or			
(ii) The existing or most recent use of the land was a notifiable activity; or			
(iii) The proposed use of the land is for a child care, educational, recreational, residential or similar purpose and the existing or most recent use of the land was an industrial activity; or			
(iv) The land is wholly or partly within an area for which an area management advice for industrial activity or natural mineralisation has been issued and the proposed use of the land is for child care, education, recreation, residential or similar purpose			
On land contiguous to a State-controlled road	Department of Main Roads	Concurrence	Department of Main Roads Peninsula District PO Box 6185 CAIRNS QLD 4870
On land completely or partly within or abutting rail corridor land, commercial corridor land or future railway land	Queensland Transport	Concurrence	Queensland Transport Far North Queensland Region Senior Planner PO Box 6185 CAIRNS QLD 4870
On land within 100m of and abutting an approach to a railway level crossing	Queensland Transport	Concurrence	Queensland Transport Far North Queensland Region Senior Planner PO Box 6185 CAIRNS QLD 4870

7. Submissions -

There **were** two (2) properly made submissions about the application. In accordance with s 3.5.15(2)(j) of the IPA, the name and address of the principal submitter for each properly made submission are as follows —

Name of principal submitter	Address
1. Wolter Consulting Group	PO Box 436, New Farm Qld 4006
2. Jim Papas Drafting Pty Ltd	PO Box 413, Earlville Qld 4868

8. Appeal rights –

In accordance with the *Integrated Planning Act 1997* you may appeal to the Planning and Environment Court. A copy of the **Implementation Note, Note 20 – Appeal and Declaratory Powers under the IPA** and the form 'Notice of Appeal' is enclosed for your information.

9. When the development approval takes effect -

This development approval takes effect –

- if there is a submitter and the applicant does not appeal the decision, the earlier date of either:
 - when the submitter's appeal period ends; or
 - the day the last submitter gives the Assessment Manager written notice that the submitter will not be appealing the decision.

OR

- subject to the decision of the court, when the appeal is finally decided, if an appeal is made to the court.

This approval will lapse if—

- for a Material Change of Use, the first change of use under the approval does not start within the relevant period stated in section 2 of this decision notice;
- for a reconfiguration, a plan for the reconfiguration is not given to the local government within the relevant period stated in section 2 of this decision notice;
- for a development approval other than a Material Change of Use or reconfiguration, the development does not substantially start within the relevant period stated in section 2 of this decision notice.

Note that in the case of a development approval for a Material Change of Use or for Reconfiguring a Lot, if there is one or more subsequent related approvals the relevant period for the Material Change of Use or reconfiguration will restart from the date of the related approval taking effect. Please refer to section 3.5.21 of IPA for further information.

Should you require any further information please contact Council's **Senior Planner, Brian Millard** on the above telephone number.

Yours faithfully

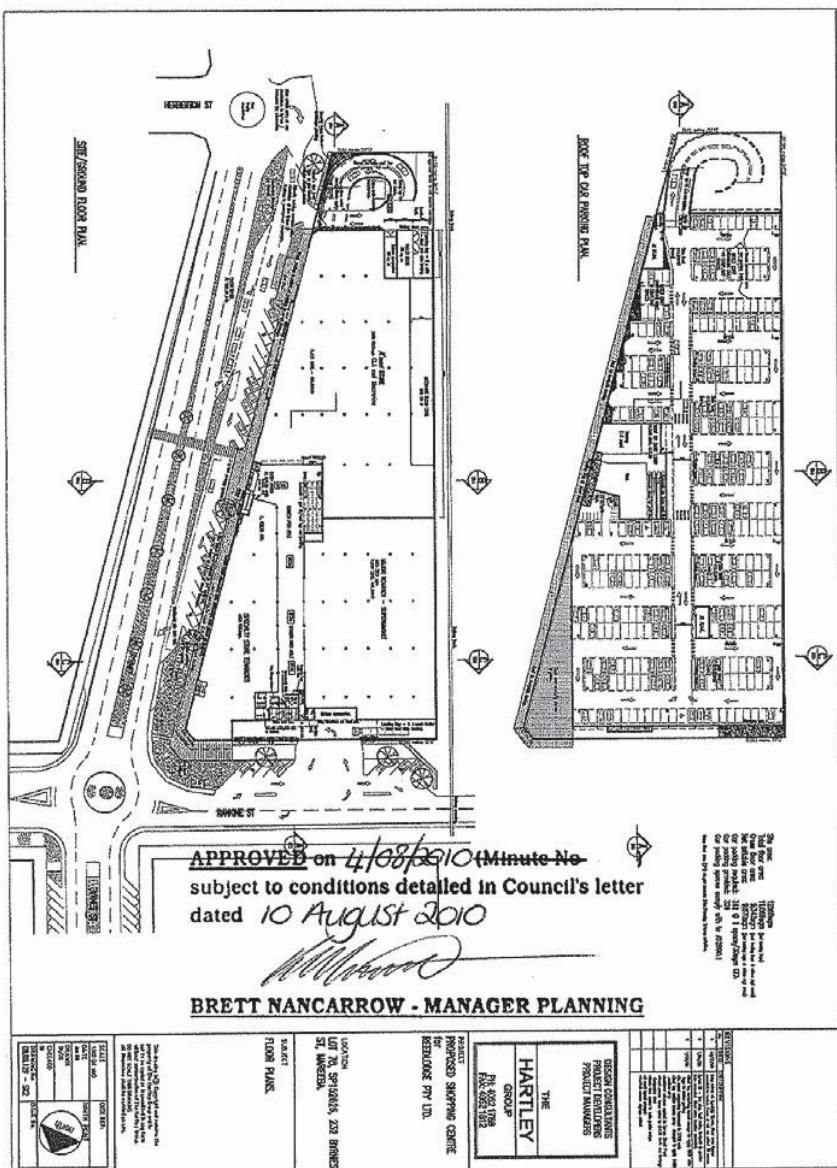
**BRETT NANCARROW
MANAGER URBAN & REGIONAL PLANNING**

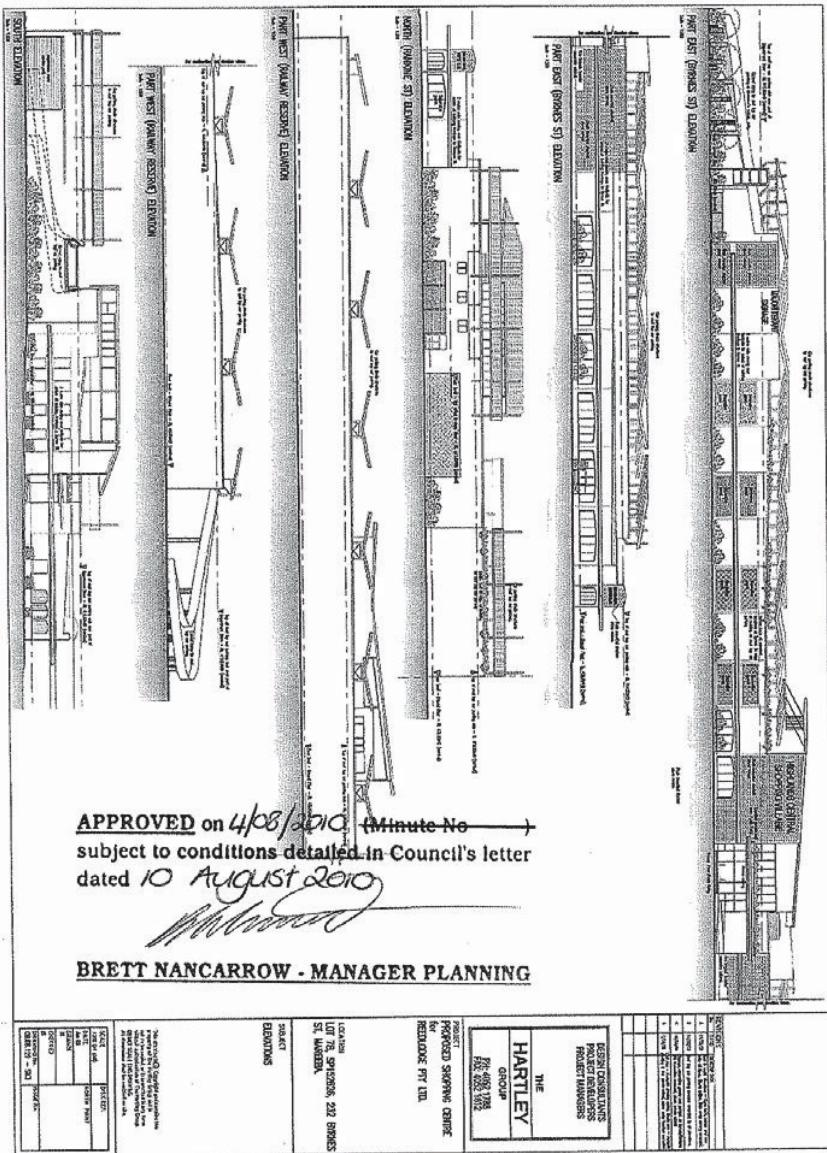
Enclosures: Approved plan/s of development, Implementation Note, Note 20 – Appeal and Declaratory Powers under the IPA and the form 'Notice of Appeal'

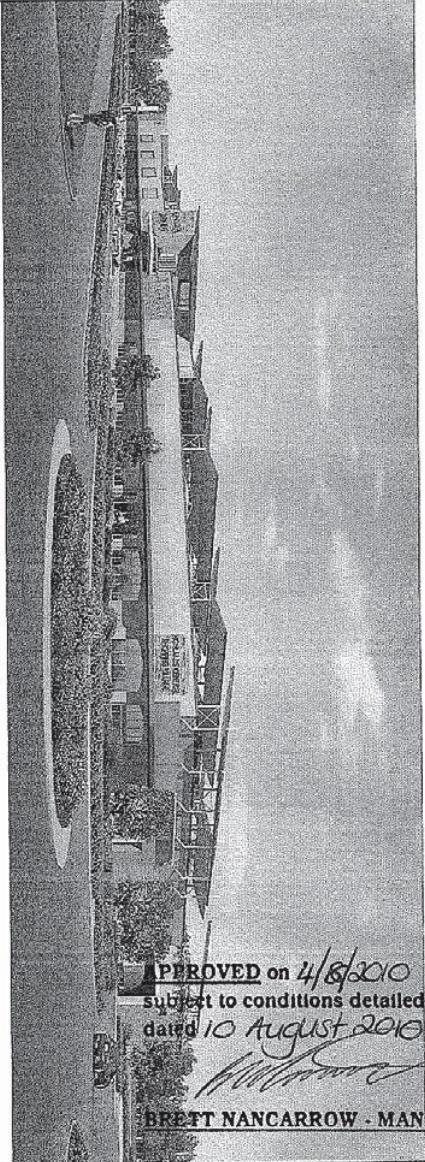
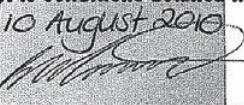
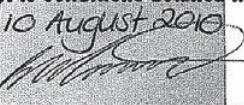
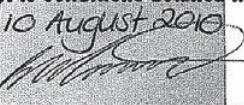
Copy: **Mr Malcolm Hardy**
Department of Main Roads
Peninsula District
PO Box 6185
CAIRNS QLD 4870

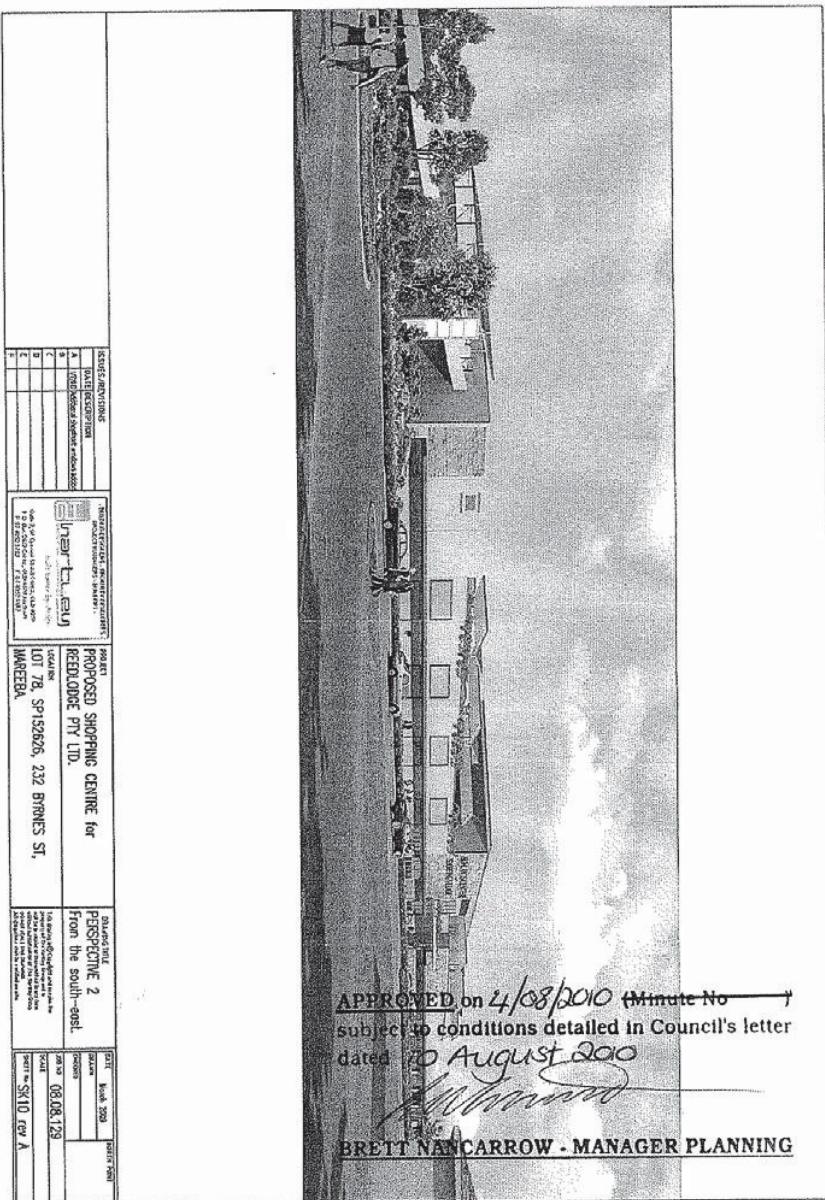
**Development Application Lodgement
Department of Environment and Resource Management
GPO Box 15155
CITY EAST QLD 4002**

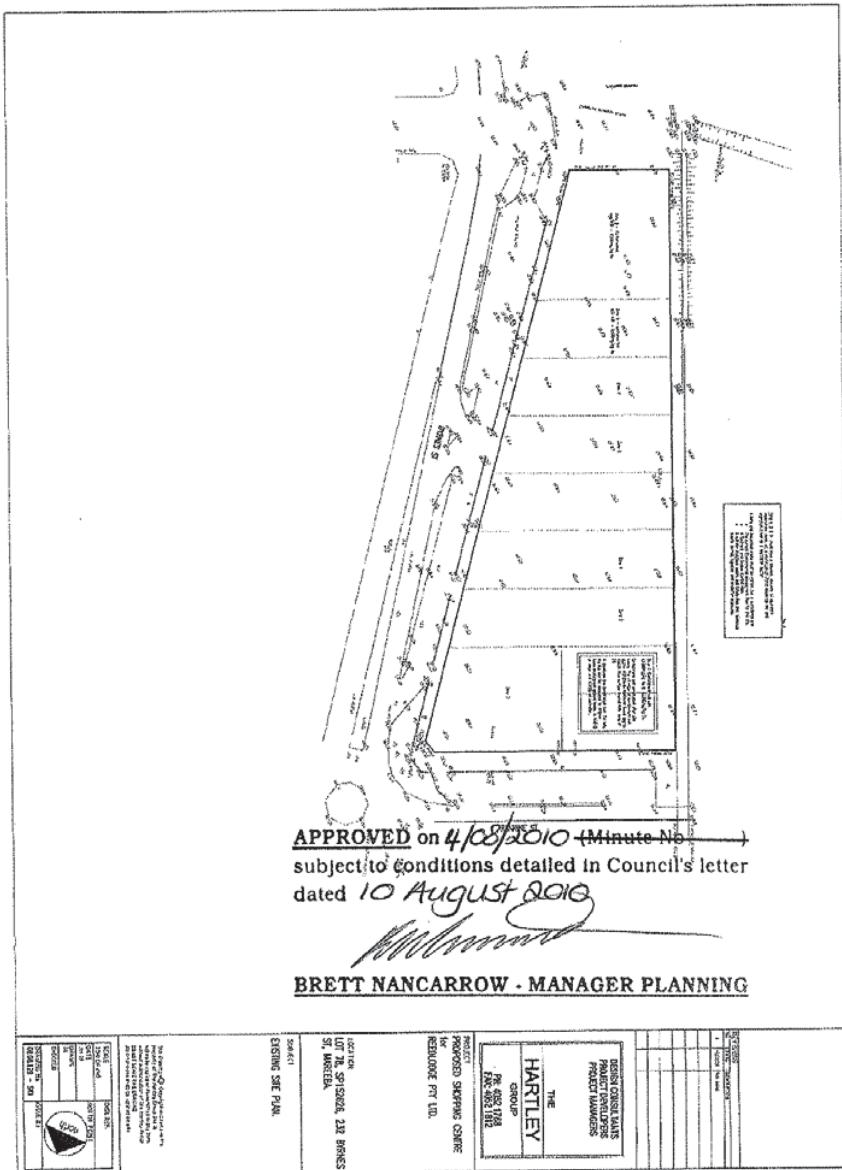
**Queensland Transport
Far North Queensland Region
Senior Planner
PO Box 6185
CAIRNS QLD 4870**

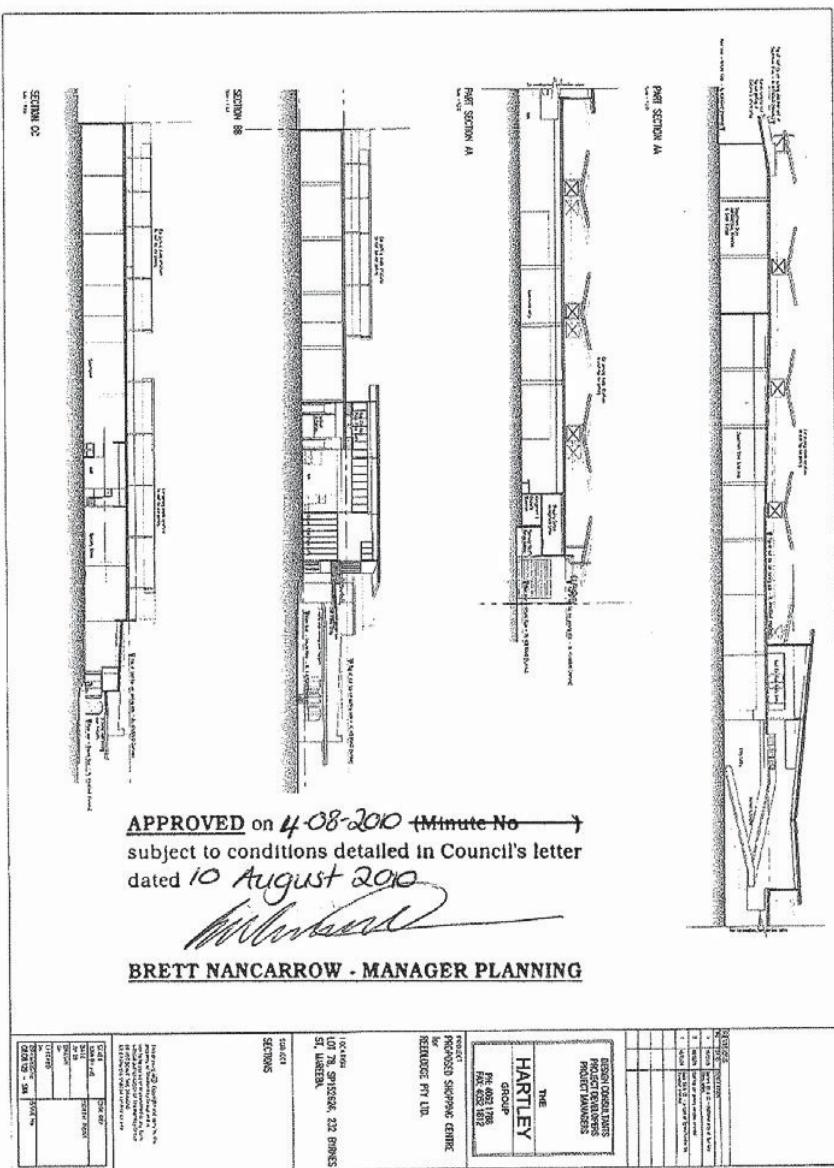


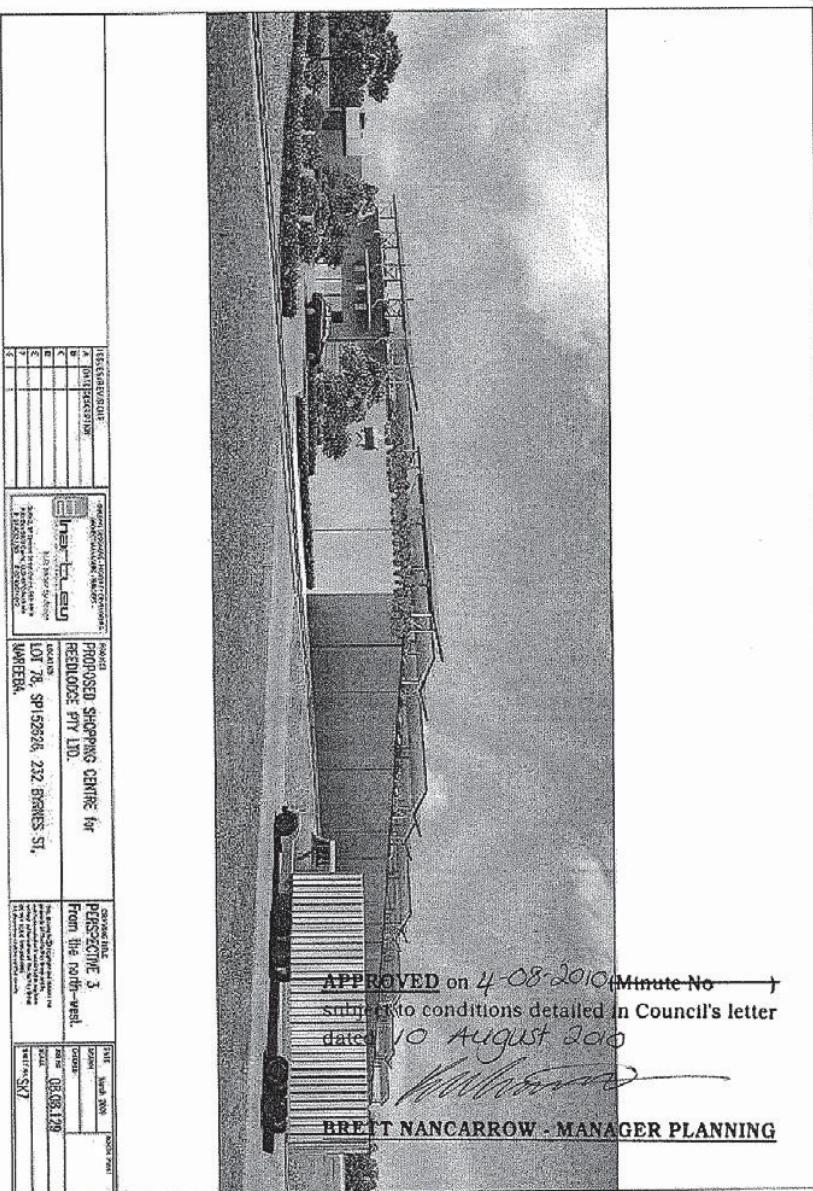


																			
<table border="1"><tr><td>ISSUE/PRESENTATION</td><td>APPROVAL FOR PLANNING PERMIT</td></tr><tr><td>SPECIFIC INFORMATION</td><td>Proposed shopping centre</td></tr><tr><td>APPROVAL NUMBER</td><td>1</td></tr><tr><td>APPROVAL DATE</td><td>4/8/2010</td></tr><tr><td>APPROVING OFFICER</td><td>Brett Nancarrow</td></tr><tr><td>APPROVAL PERIOD</td><td>10 years from the approval date</td></tr><tr><td>APPROVAL CONDITIONS</td><td>Subject to conditions detailed in Council's letter dated 10 August 2010.</td></tr><tr><td>APPROVAL SIGNATURE</td><td></td></tr><tr><td>APPROVAL STAMP</td><td>BRETT NANCARROW - MANAGER PLANNING</td></tr></table>		ISSUE/PRESENTATION	APPROVAL FOR PLANNING PERMIT	SPECIFIC INFORMATION	Proposed shopping centre	APPROVAL NUMBER	1	APPROVAL DATE	4/8/2010	APPROVING OFFICER	Brett Nancarrow	APPROVAL PERIOD	10 years from the approval date	APPROVAL CONDITIONS	Subject to conditions detailed in Council's letter dated 10 August 2010.	APPROVAL SIGNATURE		APPROVAL STAMP	BRETT NANCARROW - MANAGER PLANNING
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APPROVING OFFICER	Brett Nancarrow																		
APPROVAL PERIOD	10 years from the approval date																		
APPROVAL CONDITIONS	Subject to conditions detailed in Council's letter dated 10 August 2010.																		
APPROVAL SIGNATURE																			
APPROVAL STAMP	BRETT NANCARROW - MANAGER PLANNING																		









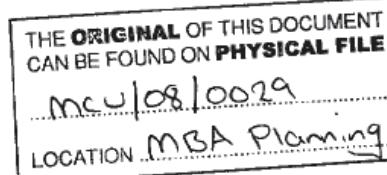
URP-MCU
B. Millard

Council Ref: MCU/08/0029

25 January 2010

Chief Executive Officer
 Tablelands Regional Council
 PO Box 154
 MAREEBA QLD 4880

Attention: Mr Brian Millard



Dear Mr Millard

Integrated Planning Act 1997 – Referral Agency Response**Applicant:** Reedlodge Pty Ltd**Application:** Material Change of Use for a Shop (Shopping Centre)**Location:** Lot 78 on SP152626, Parish of Tinaroo
Kennedy Highway

I refer to:

- the above application received at the Department of Transport & Main Roads on 24 December 2009 requesting consideration of the above development, and
- Letter to Tablelands Regional Council dated 4 December 2009, in which the applicant recommended the application.

Pursuant to section 3.3.16 of the *Integrated Planning Act 1997*, the Department of Transport & Main Roads (DTMR), as a Concurrence Agency, has reviewed the impact of the proposed development and requires that Council include the following conditions of development for the subject application.

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

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

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

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

Yours sincerely

Rachel Reese

A/ Director

Integrated Transport Planning

Peter McNamara
Manager (Corridor Management)
Far North

Integrated Transport Planning Division (ITP)
 Floor 9 Cairns Corporate Tower 15 Lake Street
 PO Box 6542 Cairns Queensland 4870
ABN 39 407 690 291
 ITP Enquiries: Byron Jones
 Our Ref #: CRN-275
 Telephone: 4040 6363
 Facsimile: 4040 6380

Assets & Operations (A&O)
 Floor 4 Cairns Corporate Tower 15 Lake Street
 PO Box 6185 CAIRNS Queensland 4870
ABN 39 407 690 291
 A&O Enquiries Byron Jones
 Our Ref #: 264/32B/102 (2616.01)
 Telephone: 4040 6363
 Facsimile: 4050 5429



B/c

Reedlodge Pty Ltd
C/- Duncan Stemp
The Hartley Group
PO Box 5939
CAIRNS QLD 4870

For your information

A handwritten signature of Rachel Reese.

Rachel Reese
A/ Director
Integrated Transport Planning

A handwritten signature of Peter McNamara.

Peter McNamara
Manager (Corridor Management)
Far North


Queensland
Government
Conditions of Development and Statement of Reasons

Council Ref:	MCTU/08/0029	Date:	22 January 2010
State-controlled road:	Kennedy Highway		
Proposal:	Material Change of Use for a Shop (Shopping Centre)		
Real property description:	Lot 78 on SPI52626, Parish of Tinaroo		
Site locality:	232 Byrnes Street, Mareeba		
Applicant:	Reedlodge Pty Ltd		

Department of Transport and Main Roads Reference: 264/32B/102 (2616.02) and CRN-275

Conditions of Development	Reasons	Condition Basis
Layout		
1. Unless otherwise approved in writing by DTMR the development site layout must generally comply with <i>Proposed Shopping Centre for Reedlodge Pty Ltd</i> plan number 08.08.129 SK2, Revision B, prepared by The Hartley Group dated January 2009, except for the following conditions 2, 5, 7 and 10.	To ensure the development proceeds in accordance with the proposal	
Land Requirement for Road Purposes		
2. DTMR Plan No PD 456 (copy attached) identifies the portion of the Subject Land required to accommodate the required upgrade of the Byrnes Street/ Rankin Street intersection (condition 10). This area is hereafter referred to as the 'Exclusion Area'.	DTMR has determined the land described in the condition as being within a proposed future land requirement area.	s. 25 Transport Planning and Coordination Act 1994 Qld
3. The applicant/landowner shall not construct any structure/s nor commence any development under, on or over the 'Exclusion Area' without the written approval of Regional Director (Cairns) of DTMR.		s. 25 Transport Planning and Coordination Act 1994 Qld
4. The applicant/landowner shall dedicate the 'Exclusion Area' to the State of Queensland within twelve (12) months of the commencement of the approved use.		s. 25 Transport Planning and Coordination Act 1994 Qld

Conditions of Development	Reasons	Condition Basis
Permitted Road Access Location		
<p>5. Vehicular access between the state-controlled road (Bynes Street) and the Subject Land shall be via:</p> <ul style="list-style-type: none"> (i) an access, left-in left-out only, direct with the Bynes Street service road, located at least 25m from the southern side boundary, and (ii) Rankin Street, to the satisfaction of Tablelands Regional Council. <p>6. No additional direct vehicular access between the state-controlled road (Bynes Street) and the Subject Land is permitted.</p>	<p>DTMR must ensure that access between the Subject Land does not adversely impact the safe and efficient operation of the state-controlled road</p>	<p>s. 62 <i>Transport Infrastructure Act 1994 (Qld)</i></p>
Road Access & Road Reserve Works		
<p>7. Road access works and road reserve works within the Bynes Street reserve are required and shall be constructed in accordance with:</p> <ul style="list-style-type: none"> • DTMR <i>Road Planning and Design Manual</i>, and • Current Main Roads standards 	<p>Access works at the permitted access location are required to mitigate the impacts of development generated traffic onto the state-controlled road.</p>	<p>s. 33 <i>Transport Infrastructure Act 1994 (Qld)</i></p> <p>DTMR <i>Road Planning and Design Manual</i></p> <p>Section 258 of the <i>Transport Infrastructure Act 1994</i></p>

Conditions of Development	Reasons	Condition Basis
<p>A recent site inspection indicates the access and reserve works require the provision of the following within the state-controlled road reserve (Byrnes Street):</p> <ul style="list-style-type: none"> (i) An industrial crossing of minimum 6m width at the permitted road access location in condition 5(i). (ii) Kerbside bus stop, taxi rank and angle parking between the above permitted road access location northwards to the service road exit to Byrnes Street, to the satisfaction of Integrated Transport Planning DTMR. (iii) Removal of kerbside parking on the eastern side of the service road. (iv) Northbound service road of minimum 10m width kerb to kerb. (v) Installation of an additional service road exit to Byrnes Street, located immediately north of the above permitted road access location. (vi) Kerbing and landscaping of divide of minimum 2m width, between service road and Byrnes Street travelling lanes. (vii) Byrnes Street upgrade between Herberton and Rankin Street intersections, with 2 travelling lanes and a bicycle lane in each direction, plus a landscaped median with the extension of double outreach lighting towards Herberton Street, and (viii) Full-width footpath treatment along the full frontage of the Subject Land to the satisfaction of Tablelands Regional Council. <p>8. The applicant/landowner shall obtain the written approval of Regional Director (Cairns) DTMR for road access and road reserve works prior to works commencing within the state-controlled road reserve (Byrnes Street).</p> <p>9. All required road access and road reserve works must be completed to the written approval of Regional Director (Cairns) DTMR prior to the commencement of the approved use.</p>		

Conditions of Development	Reasons	Condition Basis
<p>Intersection Works</p> <p>10. Road intersection works are required for the Bynes Street/ Herberton Street intersection and shall be constructed in accordance with:</p> <ul style="list-style-type: none"> • DTMR <i>Road Planning and Design Manual</i>, and • Current DTMR standards <p>The works required to upgrade the Bynes Street/ Herberton Street intersection are:</p> <ul style="list-style-type: none"> • Upgrade to a three phased signalised intersection, • Single standup lane in each direction of Bynes Street, • Left turn lanes on both Bynes and Herberton Streets legs, • Right turn lanes on both Bynes and Herberton Streets legs, • 1.5m wide bicycle lanes through the intersection, • Pedestrian crossing facilities and push button bicycle activation, and • Extension of the service lane on the western side of Bynes Street, commencing about 100m south of the Herberton Street centreline, and meeting the western leg of Herberton Street with a Give Way signage, to ensure safe ingress into the service lane from the intersection. <p>The Bynes Street/ Herberton Street intersection shall include intersection lighting to a minimum V3 standard in accordance with Chapter 17 of Main Roads' <i>Road Planning and Design Manual</i> and shall comply with:</p> <ul style="list-style-type: none"> • The Electrical Safety Act and regulations 2002 • Australian Standards (AS1158.1.1 2005 Lighting for roads and public spaces, AS3000 2000 Australian wiring rules for electrical installations) • DTMR specifications MRS11.91, MRS11.92, MRS11.94 & MRS11.95 • DTMR Standard Drawings and • District specific standards, notes and drawing details (made available on request) • Registered Professional Engineer Queensland (RPEQ) (Electrical) certification is mandatory 	<p>Access works at the permitted access location are required to mitigate the impacts of development generated traffic onto the state-controlled road.</p> <p>s. 33 Transport Infrastructure Act 1994 (Qld) DTMR <i>Road Planning and Design Manual</i></p>	

Conditions of Development	Reasons	Condition Basis
To this end:		
(i) The applicant/landowner shall obtain written approval from Regional Director (Cairns) DITMR prior to commencing any works within the state-controlled road reserve.	Any works within the state-controlled road reserve must have the written approval of the Chief Executive Officer	s. 50 Transport Infrastructure Act 1994 (Qld)
(ii) The applicant/landowner shall submit to DITMR for approval engineering drawings, certified by a Registered Professional Engineer of Queensland (RPEQ), of the proposed works.		
(iii) Subject to DITMR approval of the engineering designs the applicant/landowner shall construct the works.		
(iv) All required access works must be completed prior to the commencement of the approved use on the Subject Land.		
Awnings	To ensure there are no traffic obstacles within the road reserve.	
11. The applicant/landowner shall install a cantilevered awning over the Byrnes Street footpath area along the full building frontage, except for the permitted road access location in condition 5(i).		
Advertising	Advertising devices may obscure signage and distract motorists.	s. 50 Transport Infrastructure Act 1994 (Qld)
12. No advertising device for the proposed development is permitted within the state-controlled road reserve (Byrnes Street).		
Parking	Lack of on-site parking can cause vehicle queuing and conflict at an access to the state-controlled road.	
13. No parking associated with the development is permitted within the state-controlled road reserve (Byrnes Street) except for the provision specified in condition 7 (ii).		
Public Passenger Transport		
14. The pedestrian and bicycle network throughout the development shall be located, designed and constructed in accordance Austroads Guide to Road Design Part 6A and in accordance with the <i>Proposed Shopping Centre for Reedlodge Pty Ltd</i> plan number 08.08.129 SK2, Revision B, prepared by The Hartley Group dated January 2009	To increase opportunities for people to access public passenger transport through well connected and designed cycling and walking paths.	Section 8A Transport Infrastructure Act 1994 (Qld) <i>Planning and Coordination Act 1994</i>

Conditions of Development	Reasons	Condition Basis
15. The internal bus route used to service the bus stop areas as illustrated on the <i>Proposed Shopping Centre for Reedlodge Pty Ltd</i> plan number 08.08.129 SK2, Revision B, prepared by The Hartley Group dated January 2009, must be designed and constructed to comply with the <i>Transport Planning and Coordination Regulation 2005</i> , Schedule 1.	To minimise reliance on private car based transport and provide alternative public transport options it is necessary to ensure that the development can be adequately serviced by public passenger transport once demand for the service is generated.	Section 8A <i>Transport Planning and Coordination Act 1994</i>
16. Install and maintain secure bicycle parking as illustrated on the <i>Proposed Shopping Centre for Reedlodge Pty Ltd</i> plan number 08.08.129 SK2, Revision B, prepared by The Hartley Group dated January 2009, in accordance with Austroads Guide to Road Design Part 6A and Austroads Guide to Traffic Management Part 11 – Parking	Department of Transport and Main Roads has an interest in ensuring that public passenger transport offers an attractive alternative to private transport and that adequate infrastructure is provided to support public passenger transport.	Section 8A <i>Transport Planning and Coordination Act 1994</i>
17. A taxi rank is to be provided at the location illustrated on the <i>Proposed Shopping Centre for Reedlodge Pty Ltd</i> plan number 08.08.129 SK2, Revision B, prepared by The Hartley Group dated January 2009, in compliance with AS2890. Department of Transport and Main Roads supports the provision of these Taxi parking bays however, Department of Transport and Main Roads Road Safety Unit has indicated that this parking design increases the risk of vehicular, pedestrian and cyclist conflict. Consequently, the applicant is design and construct the taxi parking bays in a way that allows all public passenger vehicles to remain in a forward motion at all times whilst onsite and shall obtain written approval from Integrated Transport Planning DTMR prior to construction.	To provide alternative public transport options it is necessary to ensure that the development can be serviced efficiently by taxis.	Section 8A <i>Transport Planning and Coordination Act 1994</i>
18. A secure fence must be provided along the entire boundary of the site abutting the rail corridor land in accordance with at least the minimum standards required by any one of the following Queensland Rail (QR) – Civil Engineering Standard Security Fence drawing numbers: 2544 Security Fence; 2545B 1800m Timber Fence or; 2546 Standard Steel Panel fence.	Fencing ensures the safety and operational integrity of railways by:- <ul style="list-style-type: none">• not encouraging or creating a higher risk of unauthorised pedestrian access	Section 258 <i>Transport Infrastructure Act 1994</i>

Conditions of Development	Reasons	Condition Basis
19. Where the required fencing crosses drainage lines or the natural direction of stormwater flows, it must be constructed in a way that does not cause the damming or ponding of stormwater flows.	<ul style="list-style-type: none"> not creating a demand for any pedestrian access point to or through the rail corridor; 	
20. Any temporary removal of or disturbance of fencing along the railway boundary shall be replaced with secure temporary fencing until the fence is re-erected or replaced.	<ul style="list-style-type: none"> not increasing the risk of trespass, human related safety issues or interruptions to rail services by persons, animals or materials; not having fill, debris or building materials intrude onto the rail corridor. 	
21. Thereafter the fence must be maintained in a safe and secure condition in accordance with the relevant Queensland Rail – Civil Engineering Standard Security Fence standard selected or, if the fence is replaced at any time, in accordance with any one of the fencing standards listed in Condition 1.		Section 258 of the <i>Transport Infrastructure Act 1994</i>
On completion of construction submit to DTMR RPEQ (Registered Professional Engineer of Queensland) certification that the fencing has been installed according to the nominated standard.		
22. The development must not cause an increase of stormwater flows onto the rail corridor, or interfere with stormwater flows from or within the rail corridor either during the construction stage or thereafter.	Development is not to cause an increase in run-off or flooding that will interfere with or impede the railway or will threaten, or is likely to threaten, the railway's safety or operational integrity	Section 258 of the <i>Transport Infrastructure Act 1994</i>
23. Works within 25 metres of the railway corridor are to be designed to avoid risk of collapse, subsidence or similar adverse impact on the railway corridor and/or railway infrastructure before and during construction and to be maintained thereafter.	Works associated with the development must not intrude onto the rail corridor or threaten the safety and operational integrity of the rail corridor.	Section 258 of the <i>Transport Infrastructure Act 1994</i>
On completion of construction submit to DTMR RPEQ (Registered Professional Engineer of Queensland) certification that the works have been constructed in accordance with Condition 1.	Any works within 25 metres of the rail corridor boundary must avoid the risk of collapse, subsidence or other	

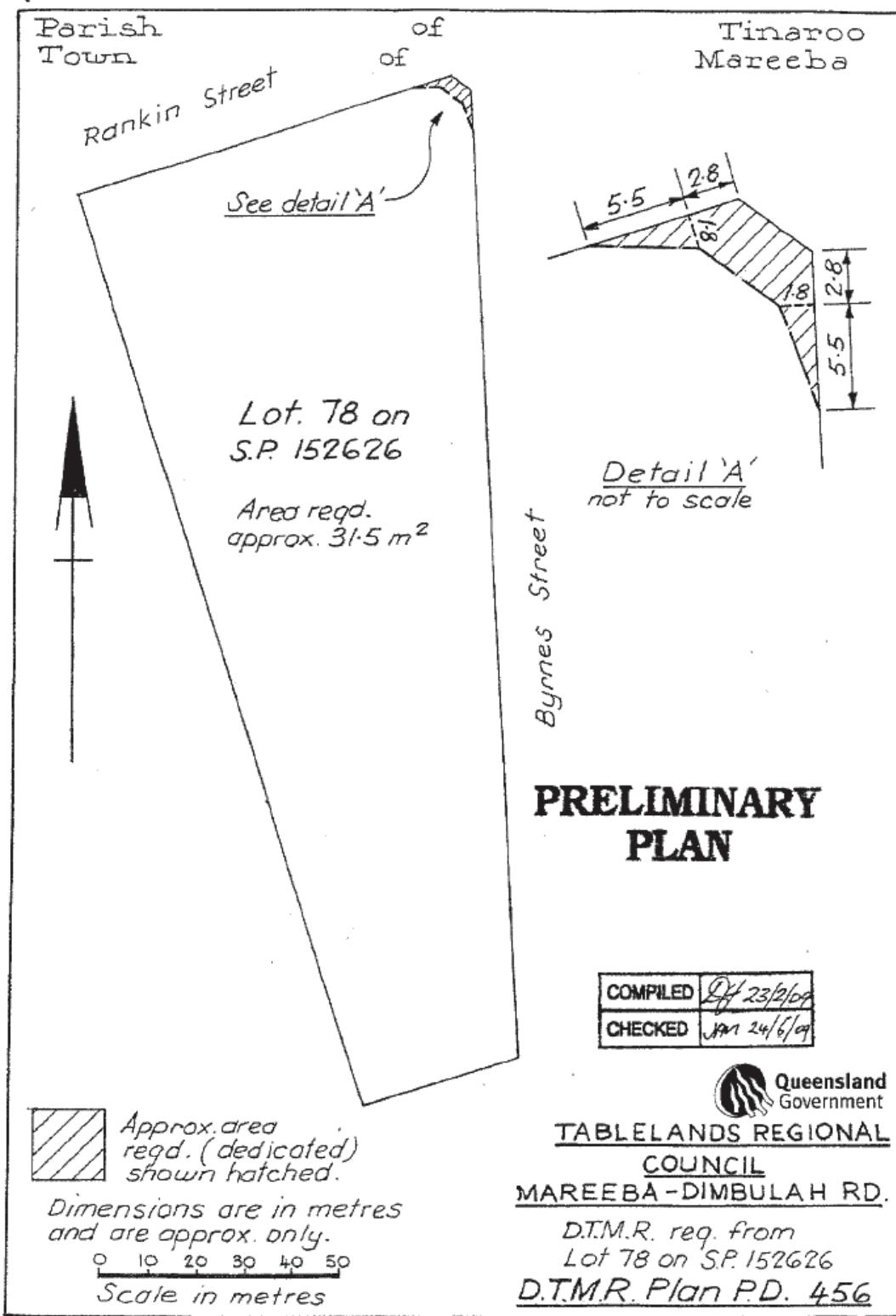
Conditions of Development	Reasons	Condition Basis
	adverse impacts on the rail corridor and rail infrastructure, and must not cause any damage to any existing fencing on this site.	

Advisory Notes**Interference with a railway**

The applicant should be advised that it will be necessary for Queensland Rail to assess this development proposal in relation to any interference with a railway. This assessment will be conducted under section 255 of the *Transport Infrastructure Act 1997*. Queensland Rail's section 255 approvals should be sought by the applicant prior to construction commencement.

Queensland Rail initial point of contact:

Principal Planner
 QR Property
 GPO Box 1429
 Brisbane QLD 4001
 Tel: (07) 3235 1605
 Fax: (07) 3235 2429



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URP-MCU
B Millard

eco

**Notice****Department of Environment and Resource Management (DERM)
Contaminated Land Unit (CLU) Concurrence Agency Response**

This notice is issued by Department of Environment and Resource Management (DERM) Contaminated Land Unit (CLU) in of the Integrated Planning Act 1997 to advise of a decision or action.

Tablelands Regional Council (Mareeba)
PO Box 154
MAREEBA QLD 4880
Attn: B Millard

CC: Reedlodge Pty Ltd
The Hartley Group
PO Box 5939
CAIRNS QLD 4870
Attn: D Stemp

Our reference: 327913
File reference: BNE39948

Re: Application (No. MCU/08/0029) for development approval for assessable development to be carried out at 232 Byrnes Street, Mareeba (Lot 78 on SP152626)

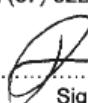
Pursuant to the following items of Table 2 Schedule 2 of the *Integrated Planning Regulation 1998*, the Environmental Protection Agency (EPA) – Contaminated Land Unit (CLU) is a concurrence agency for the development application:

Item 22, Table 2 of Schedule 2 of the *Integrated Planning Regulation 1998*

DERM-CLU, acting as a concurrence agency under the *Integrated Planning Act 1997*, provides its response to the application detailed above as attached.

It would be appreciated if Council could provide a signed hard copy of the final development approval issued by Council (which includes department's concurrence conditions).

DERM-CLU has not provided a notification to native title parties for this application. The State's Native Title Work Procedures indicate that responsibility for assessment of native title issues for an IDAS application rest with the Assessment Manager. It is recommended that you undertake an assessment using your own guidelines to determine if a native title notification is required for this application. Should you require any further information please do not hesitate to contact Allen Johns on (07) 3224 5099.


.....
Signed

26/11/2010
Date

**Delegate of Administering Authority
Environmental Protection Act 1994.**

THE ORIGINAL OF THIS DOCUMENT CAN BE FOUND ON PHYSICAL FILE	
MCU/08/0029	
LOCATION	PLANNING - MKA

Page 1 of 3 • AF080109

Department of Environment and Resource Management
www.epa.qld.gov.au ABN 87 221 158 786

Department of Environment and Resource Management (DERM)
Contaminated Land Unit (CLU) Concurrence Agency Response

Concurrence agency response
Sections 3.3.16 and 3.3.18 Integrated Planning Act 1997

Applicant:	The Hartley Group
Council Application Number:	MCU/08/0029
EPA Permit Number:	IPCL01389109
Date application received by EPA:	4 Jan 2010
Relevant Laws and Policies:	<i>Environmental Protection Act 1994</i>
Jurisdiction:	Chapter 7, Part 8 <i>Environmental Protection Act 1994</i>

Development Description:

Material Change of Use – Shop (Shopping Centre)

where:

- the existing use of the land is, or if the land is vacant land with no existing use the most recent use of the land was, for a notifiable activity under the *Environmental Protection Act 1994*.
- the proposed use of the land is for child care, educational, recreational, residential or similar purposes and the existing use of the land is, or if the land is vacant land with no existing use the most recent use of the land was, for an industrial activity.
- the land is on the Environmental Management Register or Contaminated Land Register under the *Environmental Protection Act 1994*.
- the land is wholly or partly within an area for which an Area Management Advice for industrial activity or natural mineralisation has been issued and the proposed use of the land is for child care, educational, recreational, residential or similar purposes.
- the land is wholly or partly in an area for which an Area Management Advice for unexploded ordnance has been issued.

at the following place(s):

232 Bynes Street, Mareeba
(Lot 78 on SP152626)

Response to Development Application

Department of Environment and Resource Management, acting as a concurrence agency under the *Integrated Planning Act 1997*, provides its response to the application detailed above.



Notice

**Department of Environment and Resource Management (DERM)
Contaminated Land Unit (CLU) Concurrence Agency Response****The concurrence agency response is that:**

- conditions must attach to any development approval

Conditions of the development approval

At all times while the use continues and the subject land is on the Environmental Management Register (EMR) the applicant must comply with the approved Site Management Plan (SMP) for Lot 78 on SP152626 issued under the *Environmental Protection Act 1994* by Department of Environment and Resource Management (Contaminated Land Unit).

Additional comments or advice about the application

A copy of the current SMP is attached. The SMP has specific requirements which apply to excavation during site construction works and for the removal of soil from the site.

Reasons for inclusion of development conditions or refusal

In accordance with section 3.3.18 of the *Integrated Planning Act 1997* and section 27B of the *Acts Interpretation Act 1954*, a concurrence response must include reasons for a refusal or for the inclusion of development conditions.

DERM-CLU is recognised as a concurrence agency under the *Integrated Planning Regulation 1998* for the protection of the environment by the management of contaminated land. DERM concurrence agency conditions for this proposed development that are contained within this response are required to prevent or mitigate any potential risk to human health or the environment from possible hazardous contaminants present on the site.

Additional information for applicants

This concurrence response pursuant to Chapter 7, Part 8 of the *Environmental Protection Act 1994* applies only to contaminated land issues and does not remove the need to obtain any further approval for this development which may be required by this or other legislation, State and/or Commonwealth. Applicants are advised to check with all relevant statutory authorities for such approvals as may be required.

~ End of Concurrence Agency Response ~

**ATTACHMENT 5:
PRE-LODGEMENT CORRESPONDENCE**



MEETING MINUTES

REEDLODGE PTY LTD

232 Byrnes Street, Mareeba – Lot 78 on
SP152626



Date & Time:

Monday 31 July 2017 – 10:00am

Location:

Mareeba Shire Council – 65 Rankin
Street, Mareeba

Facilitator:

Matt Ingram

Type of Meeting:

Pre-lodgement Meeting

Attendees:

Matt Ingram (US)

Nathan Lee-Long (Arup)

Elliot Horsup (Arup)

Brian Millard (MSC)

Carl Ewin (MSC)

Val Shannon (MSC)

Absentees:

Nil

PROJECT DESCRIPTION

The proposed development will be over Lot 78 only and entails a 2,800m² supermarket and some 723m² of retail/speciality shops. The current proposal is a significant departure away from that previously approved over the site in that it is less than half the size (approx. 3,500m² v 10,000m²).

We will be seeking the following approval:

- **Development Permit for a Material Change of Use (Shopping Centre)**

As the site does not abut any land in the low density or medium density zone and proposes more than 1,000m² of GFA, the application will be Code Assessable.

AGENDA ITEMS

TOPIC	NOTES	ACTION BY
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Planning

- | | | |
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| - General discussion on the history of the site and previous approval; | - Council advised there is no significant history of note. Shopping centres have been approved on the site before and it is the right location for the proposed use; | - Facade treatments to be shown on elevations |
| - Discussion on street front activation and the fact that the development, for the most part, is not built to road frontage; | - Council did not have any significant concerns with the proposed layout, inclusive of street front activation, although noted some | |
| - Council's general thoughts/feedback on the proposed development and design; | | |

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- | | |
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| <ul style="list-style-type: none"> - Confirm infrastructure charges for the site | <p>treatments to the walls fronting Byrnes and Rankin Streets would be beneficial;</p> <ul style="list-style-type: none"> - Council confirmed there is a credit on the site for the old sawmill. |
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Civil Engineering

- | | |
|---|--|
| <ul style="list-style-type: none"> - Confirm if stormwater quality is required on site as per the SPP; - Can we defer stormwater management plan, stormwater quality management plan and erosion and sediment control plans until OW Stage? | <ul style="list-style-type: none"> - Council confirmed that stormwater quality is required as per the SPP; - Council agreeable to deferring stormwater plans/reports to OW stage, as long as there is sufficient preliminary stormwater details provided in the civil engineering report which will accompany the DA |
|---|--|
-

Traffic

- | | | |
|--|--|--|
| <ul style="list-style-type: none"> - Do MSC have traffic count data for Rankin and Herberton Streets? - Can Council confirm appropriate traffic growth rates for MSC roads? (Assuming 1.0-1.5% p.a, given Brynes St has increased by 320 vehicles from 2101-2015) - Do Council have any Bus Stop/Taxi Rank requirements, or are these solely DTMR based? - If such requirements are needed by Council, as there is no Translink Bus Service in Mareeba, what standard of bus stop is to be provided? Does DDA compliance need to be met? | <ul style="list-style-type: none"> - Council advised that a copy of the almost complete traffic study undertaken for Mareeba by AECOM should be acquired as all of the relevant traffic data will be in this report; - Council confirmed they have no bus stop or taxi rank requirements, these will be DTMR based; - Savanahlander still uses the adjacent rail line (approximately once per week); - Council confirmed Rankin St is a B-Double Route; and - Council indicated they would have no objections to additional development access to Rankin St | <ul style="list-style-type: none"> - Arup to obtain a copy of the report from DTMR. Council have no objections to report being released to Arup |
| | | <ul style="list-style-type: none"> - Arup to confirm with DTMR/QR. |
-

External Upgrades

- | | |
|---|--|
| <ul style="list-style-type: none"> - External upgrades to Rankin Street – Are they expected to be generally the same as old approval? - Were the 25 on-street car parking spaces conditioned as part of the original approval a requirement due to a parking shortfall? If so, provided all car parking can be provided on site, can the on-street requirements be removed/left up to the developer to decide the extent of the car parking? - Is reducing the verge width in Rankin Street to accommodate additional car parking/turning maneuvers etc. a | <ul style="list-style-type: none"> - Upgrades to Rankin Street likely, and could resemble old approval. Council advised the focus of Rankin Street upgrades will be in relation to skewing; - Car parking on Rankin Street frontage of site left to developer, although Council would prefer a no net loss of on street car parking spaces if achievable; - Reduction in verge width a possibility if required (there |
|---|--|
-

- | | |
|---|---|
| <ul style="list-style-type: none">- possibility (if required/feasible i.e., or is there infrastructure here?);- Confirm Rankin Street is a Higher Order Road and hence, a trunk road as per Council's AICR 2017. In turn, confirm any works on Rankin Street are able to be offset against Infrastructure Charges. | <ul style="list-style-type: none">- is a water main adjacent to the property boundary);
Council confirmed Rankin Street is a higher order road and upgrades over and above that generated by the development are likely to be considered 'trunk' works. |
|---|---|
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Application Supporting Requirements

- Civil and Traffic Reports will be provided with the DA;
 - DA expected to be lodged in 3-4 weeks;
 - It is not intended to provide an economic/needs report with the DA;
 - Discussion on any other supporting information that Council deems necessary to accompany the application
 - Council agreeable that no economic report required as long as not needed by the Planning Scheme;
 - Council agreeable that no landscaping report is needed at DA Stage;
 - Council advised no other supporting reports necessary with DA.
-

Matt Ingram

From: Carl Ewin <CarlE@msc.qld.gov.au>
Sent: Thursday, August 3, 2017 10:26 AM
To: Matt Ingram
Cc: Brian Millard; Val Shannon
Subject: RE: Reedodge Pre-Lodgement - Draft Meeting Minutes

Hi Matt,

I agree that the minutes recorded are in line with discussions had during our meeting.

With regards to the sawmill credit. We do agree that a substantial credit exists, however will not agree to a monetary value at this point in time until the application is lodged for assessment. I will however confirm that your calculation methodology is correct.

Regards,

Carl Ewin
Planning Officer



Phone: 1300 308 461 | Direct: 07 4086 4656 | Fax: 07 4092 3323
Email: carle@msc.qld.gov.au | Website: www.msc.qld.gov.au
65 Rankin Street, Mareeba | PO Box 154, Mareeba, Queensland, Australia, 4880

Go green, keep it on screen - think before you print

From: Matt Ingram [mailto:matt@urbansync.com.au]
Sent: Tuesday, 1 August 2017 11:42 AM
To: Carl Ewin; Brian Millard
Subject: Reedodge Pre-Lodgement - Draft Meeting Minutes

Gents

Thanks for your time yesterday, very much appreciated. Attached is a draft copy of the minutes from this meeting for review and comment prior to finalizing them. Sounds like our issues will be DTMR based. Any questions in the interim, let me know. I may have a few more for you both also prior to Lodgement.

Also, r.e. the credit for the Sawmill, my understanding is that as we are now under the AICR of which defines a sawmill as 'High Impact Industry' with a charge rate of \$42 per square meter of GFA, if Council have accepted in previous reports that the sawmill included approx. 6,000m² of GFA, that this in turn should equate to a credit over the site of \$252k (i.e., 6,000m² x \$42 per square meter = \$252,000). Can you please confirm my interpretation is correct.

Cheers

Matt Ingram
Senior Planner
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Agenda



Project title	Mareeba Shopping Development - Byrnes Street	Job number
Meeting name and number	Pre-Lodgement Meeting with DTMR	File reference
Location	DTMR Cairns Office - Level 4 Cairns Corporate Tower	Time and date 3:30pm 2 August 2017
Purpose of meeting	Pre-Lodgement Meeting	
Attendance	Peter MacNamara – DTMR Steve Zelenika - DTMR Elliott Horsup - Arup John Marhin - DTMR	Amod Rijal – DTMR Matt Ingram - Urban Sync Nathan Lee Long - Arup
Apologies	NA	
Circulation	Those attending	

- | | | |
|----|--|--|
| 1. | General introduction of development proposal <ul style="list-style-type: none">• Proposed development is significantly wound back compared to the previously approved development;• Adequate parking is to be provided on site; and• The access points currently shown are indicative only and represent similar accesses to those from previous approval and current road configuration. | Action |
| 2. | Previous development approvals and basis of previous conditions <ul style="list-style-type: none">• Land requirements in previous application cannot be conditioned as part of this application as it hasn't been designated; and• Previous approval called for the signalisation of the Byrnes St / Herberton St intersection. | |
| 3. | Joint DTMR/MSC study being completed by AECOM – outcomes, timing and access to data | NLL/EH to request traffic counts from study. |

Prepared by Nathan Lee Long
Date of circulation

Agenda

Project title	Job number	Date of Meeting
Mareeba Shopping Development - Byrnes Street		2 August 2017

-
- | | Action |
|---|--------|
| <ul style="list-style-type: none">• DTMR will look to provide the traffic volumes and growth rates used in the report to Arup for analysis; and | |
| 4. Public Transport Access – Taxi and Bus Infrastructure | |
| <ul style="list-style-type: none">• Previous application required the provision of bus stop infrastructure;• No Translink services operating in Mareeba, no current bus stop at site;• DTMR will not condition a bus stop as part of proposed development; and• Taxi facilities will be required and will likely be comparable to other shopping centre facilities (space for 2-3 taxis). Rank has potential to be located within service road if desired. | |
| 5. Proposed accesses and interaction with intersections including suggested Rankin St Development Access | |
| <ul style="list-style-type: none">• DTMR require the provision of an access to Rankin St. Access to potentially be all movements and be accessible from Byrnes St car park;• DTMR would prefer only one access point to Byrnes St;• Current operation/capacity of Byrnes/Rankin and Byrnes/Herberton to be determined; | |
| 6. Level Rail Crossing – Current Operations and Future Plans | |
| <ul style="list-style-type: none">• Future plans of Rail Level Crossing unknown. Current operations have the Savannahlander (Cairns to Forsayth) utilising the crossing twice per week; and• Concerns raised with the safety of providing an all movements intersection on Rankin St and vehicles queuing across rail crossing, noting that it is currently only ‘Stop Sign’ controlled. To be discussed internally with QR if proposed. | |
| 7. Confirmation of TIA requirements/area of particular interest | |
| <ul style="list-style-type: none">• DTMR confirmed Guide to Traffic Impact Assessment 2017 to be used;• DTMR area of interest is likely limited to the Byrnes / Rankin and Byrnes / Herberton intersections; | |

Agenda

Project title	Job number	Date of Meeting
Mareeba Shopping Development - Byrnes Street		2 August 2017

- | Action |
|---|
| <ul style="list-style-type: none">• Current service lane to be retained, parking can be retained as is.
Parking in service lane not to be included in parking calculations for development ;• Shoulder bike lanes only required; and• Worst case of Weekday PM, Thursday Evening, Saturday Midday Peaks to be considered. |

Agenda



Project title	Mareeba Shopping Development - Byrnes Street	Job number
Meeting name and number	Meeting with DTMR	File reference
Location	Arup Office - Level 10 Cairns Corporate Tower	Time and date 10:00 25 September 2017
Purpose of meeting	To discuss issue with GITA Intersection Delay Assessment and Crash History.	
Attendance	Peter MacNamara – DTMR Elliott Horsup - Arup	Matt Ingram - Urban Sync Nathan Lee Long - Arup
Apologies	NA	
Circulation	Those attending	

- | | Action |
|---|--|
| 1. Updated Layout | N/A |
| The proposed layout provides access to Byrnes St. All new proposed intersections operate within acceptable limits into 2028 with the addition of development traffic. | |
| • No issues raised. | |
| 2. Byrnes/ Rankin St Intersection Aggregate Delay – GTIA 2017 | Arup to provide recommendation as to suitable mitigation measures (if any). TIA report to recommend suitable options/comment on operation if no mitigation measures found. |
| The proposed development will increase traffic volumes at the Byrnes St/Rankin St roundabout. The SIDRA analysis undertaken has shown that the roundabout will operate within acceptable limits with the addition of the development traffic. The intersection is a LoS A in 2018 with the addition of development traffic with increase in average delay of approximately 0.7 and 1.8 seconds in the AM and PM Peak when compared to the base case. The aggregate delay assessment in accordance with the new GITA for this intersection shows an increase of 15% delay to base traffic requiring mitigation. However there are no/limited mitigation measures that will reduce aggregate delay at this location. Arup wish to seek clarification as to the need to provide mitigation measures as the intersection operates satisfactorily. | |

Prepared by
Date of circulation

Nathan Lee Long

Agenda

Project title	Job number	Date of Meeting
Mareeba Shopping Development - Byrnes Street		25 September 2017

Action

- *Discussion on potential mitigation measures to address aggregate delay issues. Arup to provide details of options assessed and recommendations in report. If no suitable mitigation measures are identified report to comment on operation of intersection and suitability to accommodate development traffic as is. Design life of intersection to be included for pre and post development scenarios.*

3. Crash History of the Byrnes St/Rankin St Roundabout

- An investigation of the crash history at this location has shown a fatal crash in 2012 involving a cyclist. Arup wishes to clarify if this crash occurred prior to the removal of a circulation lane and introduction of cyclist facilities at this location, therefore not requiring additional safety assessments.
- *Accident occurred after the removal of the circulation lane and installation of cyclist facilities.*

**ATTACHMENT 6:
CIVIL ENGINEERING REPORT**





Reedlodge Pty Ltd

Mareeba Shopping Precinct
232 Byrnes Street
Engineering Report

151-001-001R

Revision B

September 2017

Prepared by:

CivilWalker

Engineering | Project Management

**GLF Developments Pty Ltd
t/a Walker Civil Engineering**

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Document Control

Revision	Date	Reason	Author
A	06.09.17	Initial Issue	DJW
B	14.09.17	Include Amended Plans	DJW

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Contents

<u>1. Introduction</u>	<u>1</u>
<u>2. Existing Conditions</u>	<u>2</u>
<u>3. Proposed Development</u>	<u>7</u>
<u>4. Flooding and Site Levels</u>	<u>8</u>
4.1 Flooding	8
4.2 Building Immunity Requirements	8
4.3 Car Park Immunity Requirements	8
<u>5. Stormwater Drainage</u>	<u>9</u>
5.1 Existing Drainage Regime	9
5.2 Proposed Drainage Regime	12
5.3 Stormwater Quality	12
<u>6. Earthworks</u>	<u>13</u>
<u>7. Water Supply</u>	<u>14</u>
<u>8. Sewerage</u>	<u>17</u>
<u>9. Contaminated Land</u>	<u>20</u>
<u>10. Summary</u>	<u>21</u>

Figures

Figure 1.1 Site Location

Photographs

- | | |
|----------------|---|
| Photograph 2.1 | Looking North from South East Corner |
| Photograph 2.2 | Looking North from South West Corner |
| Photograph 2.3 | Looking South from North West Corner |
| Photograph 2.4 | Looking East from North West Corner |
| Photograph 2.5 | Looking South from Byrnes Street / Rankin Street Intersection |
| Photograph 2.6 | Looking West from Byrnes Street / Rankin Street Intersection |
| Photograph 2.7 | Abandoned Rail Formation on West Side of Site |
| Photograph 2.8 | Culverts under Rail Formation |

CONTENTS

Photograph 5.1	Kerb and Channel Byrnes Street Looking North
Photograph 5.2	Kerb Inlet Pit Byrnes / Rankine Streets Looking South
Photograph 5.3	Kerb and Channel Rankine Street Looking West
Photograph 5.4	Existing Swale Adjacent Abandoned Rail Formation West of Site
Photograph 5.5	Cross Culverts under Abandoned Rail Formation
Photograph 7.1	Existing Site Connection on Byrnes Street
Photograph 7.2	Existing Site Connection on Rankine Street
Photograph 8.1	Existing Sewer Manhole Location
Photograph 8.2	Existing Sewer Manhole within Site

Appendices

Appendix A	Smart Map
Appendix B	Site Plan
Appendix C	Proposed Development Drawings
Appendix D	Mareeba Shire Council Flood Hazard Overlay Map
Appendix E	Stormwater Drainage Infrastructure
Appendix F	Water and Sewer Infrastructure
Appendix G	Site Management Plan and EPA Certificate of Approval

1. Introduction

CivilWalker has been commissioned by Reedlodge Pty Ltd to prepare an engineering report in support of a Development Application for a proposed retail shopping precinct in Mareeba. The subject site is located at 232 Byrnes Street at the intersection of Rankin Street and is more formally described as Lot 78 on SP152626. The site is identified in **Figure 1.1** below.

Urban Sync Pty Ltd are providing planning services for Reedlodge Pty Ltd, who seek to develop the site to provide a supermarket and additional speciality retail stores. This engineering report supports the planning application that will be submitted by Urban Sync Pty Ltd and describes the following engineering aspects with regard to the proposed development:

- Flooding and Site Levels;
- Stormwater Drainage;
- Earthworks;
- Water Supply;
- Sewerage; and
- Contaminated Land.

A separate report has been commissioned that describes the engineering aspects associated with traffic impact, site access, site circulation and car parking.



Figure 1.1 – Site Location (courtesy of Qld Globe)

2. Existing Conditions

The site (1.2ha in size) is located on the corner of Byrnes and Rankin Streets in Mareeba. A smart map is attached as **Appendix A**. The site was previously occupied by a saw mill, but is now vacant. **Photographs 2.1, 2.2, 2.3, 2.4, 2.5 and 2.6** show the existing site.



Photograph 2.1 – Looking North from South East Corner



Photograph 2.2 – Looking North from South West Corner



Photograph 2.3 – Looking South from North West Corner



Photograph 2.4 – Looking East from North West Corner



Photograph 2.5 – Looking South from Byrnes Street / Rankin Street Intersection



Photograph 2.6 – Looking West from Byrnes Street / Rankin Street Intersection

There is an existing abandoned rail formation that is positioned on the western side of the site, which is shown in **Photograph 2.7** below.



Photograph 2.7 – Abandoned Rail Formation on West Side of Site

An existing swale drain is located between the formation and the sites western boundary. The swale drains from north to south towards a set of culverts, which convey stormwater run-off to the east, away from the site.



Photograph 2.8 – Culverts Under Rail Formation

Reference is made to The Hartley Group site plan (contained within **Appendix B**) which provides spot level information. Based on these spot levels, the site generally falls from south-west to north-east towards the existing Byrnes Street / Rankin Street road reserves. The site plan identifies existing site levels varying from approximately 408.60m AHD to 408.23m AHD along the western boundary and approximately 408.72m AHD to 407.81m AHD along the eastern boundary.

3. Proposed Development

The proposed development is described on Cottee Parker's sketch design architectural drawings (attached as **Appendix C**) and seeks to develop the site to provide a supermarket and additional speciality retail stores, which will include the following:

- 2,800m² of supermarket;
- 794m² of specialty retail stores over three (3) separate areas;
- 72m² of site amenities;
- On-site car parking;
- Waste facilities;
- Service vehicle areas; and
- Landscaped areas.

Internal utility services such as water, sewer, electricity, telecommunications and internal vehicle access will be maintained by the shopping precinct entity.

4. Flooding and Site Levels

4.1 Flooding

Flooding information was received from Council in the form of the Mareeba Shire Council Flood Hazard Overlay Map (refer **Appendix D**). The modelled flood hazards identified on the overlay map were sourced from the Queensland Reconstruction Authority's Flood Hazard Mapping for the Mareeba, Kuranda, Biboohra, Bilwon and Koah areas dated 12 April 2013 and models the predicted flood impact of the defined flood event. As identified on the Mareeba Shire Council overlay map, the defined event for the flood hazards detailed is the 1% AEP (annual exceedance probability) event, which is equivalent to the 100-year flood event.

The flood hazards nominated on the overlay map are "extreme flood hazard", "high flood hazard", "significant flood hazard", "low flood hazard" and other areas that were contained within the "general extent of modelled flood hazard levels". These other areas are not identified as flood hazard areas. It has been assumed that because these other areas have not been identified as flood hazard areas that they are not inundated in the 1% AEP flood event.

The subject site is contained within the "general extent of modelled flood hazard levels" not identified as flood hazard area. It has therefore been assumed that the site is not inundated in the 1% AEP defined flood event.

4.2 Building Immunity Requirements

In accordance with the requirements of Mareeba Shire Council's planning scheme policy, flood immunity is required for the proposed development floor levels against the 1% AEP flood event. Building levels are to be set to achieve this immunity, plus a 300mm freeboard.

The architectural sketch plans of the proposed development nominate a finished floor level of the supermarket and specialty retail stores of 408.150m AHD. Based on the conclusions drawn from **Section 4.1** above, the existing site has immunity from the 1% AEP flood event. The lowest level on the site is approximately 407.81m AHD. The proposed finished floor levels are 340mm above this lowest level and it therefore follows that the nominated finished floor level is greater than 300mm above the 1% AEP flood level.

4.3 Car Park Immunity Requirements

Council require that 1% AEP flood event immunity be provided to permanent residential car parking; however, this requirement does not apply to commercial car parks. Therefore, 1% AEP flood level immunity to the car park, access areas and circulating aisles is not required.

5. Stormwater Drainage

5.1 Existing Drainage Regime

Stormwater drainage infrastructure within the site vicinity was obtained from Council and is contained within **Appendix E**. The stormwater information identifies existing stormwater at the following locations:

- South-west corner of the Byrnes and Rankin Street intersection; and
- South side of the Byrnes and Herberton Street intersection and past the southern boundary of the site, heading west.

The information shown on the plan is not comprehensive. Correspondence with Council Officers ascertained that they do not have accurate as-constructed information on the stormwater infrastructure within the area and that the information provided is all that is available within their system.

A site visit was undertaken to confirm the extent of existing stormwater infrastructure and the existing drainage regime. The following was determined:

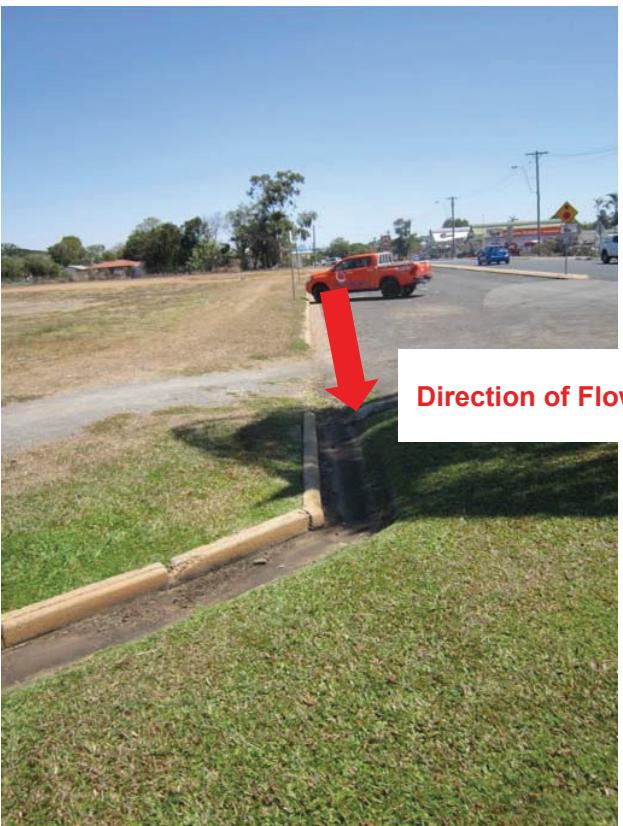
- The site generally falls from south-west to north-east;
- Minor flows are captured within kerb and channel in Byrnes Street and conveyed to a kerb inlet pit at the intersection of Byrnes and Rankin Streets (refer **Photographs 5.1** and **5.2** below);
- Minor flows are captured within kerb and channel in Rankin Street (refer **Photograph 5.3** below) and conveyed to the same kerb inlet pit;
- A drainage swale is located adjacent to the abandoned rail formation west of the site. This captures water within the rail reserve (cutting flow off from the site) and conveys it southward towards cross culverts (refer **Photographs 5.4** and **5.5** below); and
- There are no external catchments contributing to the site.



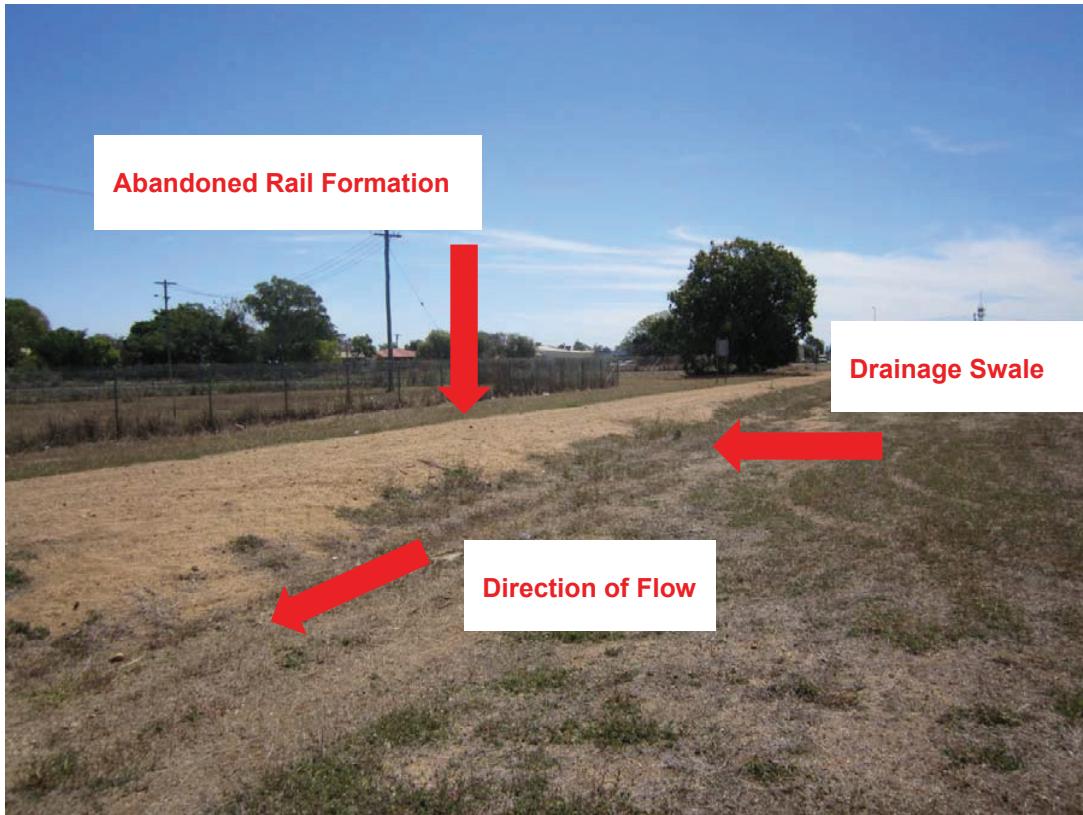
Photograph 5.1 – Kerb and Channel Byrnes Street Looking North



Photograph 5.2 – Kerb Inlet Pit Byrnes / Rankine Streets Looking South



Photograph 5.3 – Kerb and Channel Rankine Street Looking West



Photograph 5.4 – Existing Swale Adjacent Abandoned Rail Formation West of Site



Photograph 5.5 – Cross Culverts Under Abandoned Rail Formation

5.2 Proposed Drainage Regime

Under the development, it is proposed to maintain the current drainage regime for the site. This will involve stormwater run-off from the site being directed to the existing stormwater drainage system within Byrnes and Rankin Streets, with the legal point of discharge being the existing stormwater drainage network within road reserve.

Within the site, stormwater will be managed via a system of drainage swales, inverts and kerb/channel as appropriate. These devices will convey stormwater to the existing drainage network and will be designed in accordance with the FNQROC Regional Development Manual and Mareeba Shire Council's requirements.

5.3 Stormwater Quality

During the operational phase, stormwater quality treatment will be provided to comply with performance outcome P010 within Section 9.4.5 of the "Works, Services & Infrastructure Code" of Council's Planning Scheme. Specific to stormwater quality, this performance outcome requires:

- optimisation of the interception, retention and removal of waterborne pollutants prior to discharge into receiving waters;
- protection of environmental values of waterbodies affected by the development, including upstream, on-site and downstream waterbodies; and
- achievement of specified water quality objectives.

Water quality objectives will be confirmed with Council during the operational works phase, however it is noted that the State Planning Policy standard objectives require removal of the following:

- 80% Total Suspended Solids;
- 60% Phosphorus; and
- 45% Nitrogen.

Devices to achieve these targets will likely include the provision of either all, or some, of the below. Discussions will be had with Council during detailed design to confirm proposed treatment.

- Gross Pollutant Traps;
- Bio-Retention Swales; and
- Bio-Retention Basins.

Stormwater quality treatment will also be undertaken during the construction phase by preparation of an Erosion and Sediment Control Strategy. A management plan will be prepared during the detailed design phase for implementation in accordance with Council's standard requirements. These are understood to align with the "Soil Erosion and Sediment Control Guidelines" of the Institute of Engineers, Australia (1996) and the latest version of the FNQROC Regional Development Manual.

6. Earthworks

Reference is made to The Hartley Group site plan contained within **Appendix B** which contains spot level information on the site. Based on these spot levels, the site generally falls from south-west to north-east towards the existing Byrnes Street and Rankin Street road reserves. Existing site levels have been identified as varying from approximately 408.60m AHD to 408.23m AHD along the western boundary and approximately 408.72m AHD to 407.81m AHD along the eastern boundary.

The finished floor level has been nominated as 408.150m AHD. With an expected floor slab thickness of up to 300mm, site earthworks levels at the building locations are expected to be approximately 407.85m AHD.

Based on the existing site levels, it is expected that a balanced earthworks design can be achieved with no export or import of fill material required.

All site earthworks will be designed and constructed in accordance with Australian Standard AS3798 – 2007 (as amended) “Guidelines on Earthworks for Commercial and Residential Developments. On site testing will be carried out by a NATA Registered Laboratory and submitted to Council as part of the as-constructed submission prior to works acceptance.

7. Water Supply

A copy of Council's water supply infrastructure in the vicinity of the site was obtained from Council and is attached as **Appendix F**. Water reticulation mains are located near the site as follows:

Byrnes Street

- 225mm diameter AC main on western side of road;
- 100mm diameter main crossing the road adjacent to the site (material unknown); and
- 150mm diameter CI main crossing the road at the southern end of the site.

Rankine Street

- 225mm diameter PVC main on southern side of road; and
- 150mm diameter CI main on northern side of road.

During a site visit, two existing water connections to the existing network were identified as shown in **Photographs 7.1** and **7.2** below.



Photograph 7.1 – Existing Site Connection on Byrnes Street



Photograph 7.2 – Existing Site Connection on Rankin Street

Whilst these existing connections exist, it is unlikely that they are of size suitable for water supply / fire-fighting to the proposed development. It is proposed to provide new connection the shopping centre development to Council's existing network via the existing 225mm diameter PVC main in Rankine Street. This location has been selected because it is understood that the Rankin Street main is directly connected to the Constance Street trunk main and therefore higher pressures are expected to be available. It is likely that connection of a water main of at least 100mm diameter will be required however, this will be confirmed during the detailed design phase.

In estimating water demand associated with the development on the existing water reticulation network, an equivalent demand of 1.0 "equivalent persons" was adopted for every 90m² of retail/supermarket space in accordance with the requirement for "shops" as nominated in Section D6.07 of the FNQROC Regional Development Manual.

The total estimated demand (in equivalent persons) due to the proposed development has been estimated as:

2,800m ² supermarket	=	31.1	equivalent persons
428m ² retail space 1	=	4.8	equivalent persons
166m ² retail space 2	=	1.8	equivalent persons
200m ² retail space 3	=	2.2	equivalent persons

The existing site is vacant and therefore there is no current demand on the existing water network from the site. The total additional estimated demand from the proposed development is therefore:

Total Estimated Demand = 39.9 equivalent persons

The total demand from the proposed development can be confirmed during detailed design, once the total number of fittings / fixtures is determined.

Because of the developments size, confirmation that adequate pressures can be provided to the entire development will be required during the building approval / detailed design phase. It is understood from testing that has been previously undertaken for the site (2009), that adequate pressure does not exist to comply with fire-fighting requirements and therefore, it is likely that a booster pump and break tank system will be required to appropriately service the building. Assessment of these types of systems is typically undertaken during detailed design.

8. Sewerage

A copy of Council's water supply infrastructure in the vicinity of the site was obtained from Council and is attached as **Appendix F**.

A 150mm diameter PVC sewerage line is located within the site, inside the western boundary. The sewer line commences at a manhole approximately 100m from Rankin Street (ie. head of the line) and runs northerly inside the western boundary to another manhole located on southern side of Rankin Street, adjacent to the site. It then continues north across Rankin Street to Llyod Street where it connects to a 375mm diameter trunk sewer. **Photographs 8.1, 8.2 and 8.3** below identify the existing sewer.



Photograph 8.1 – Existing Sewer Manhole Location



Photograph 8.2 – Existing Sewer Manhole within Site



Photograph 8.3 – Existing Sewer Manhole in Rankin Street

The proposed supermarket building extends to the western boundary and therefore will be built over the existing sewer line contained within the site. To avoid building the supermarket over the existing sewer, one option is to construct a new sewer manhole over the existing sewer line within supermarket loading dock access area. This new manhole could then be the connection point to the existing sewerage system. The existing sewer manhole within the site (identified in **Photograph 8.1**) and the redundant length of sewer line would then be demolished / removed. An alternative solution is to leave the existing sewer line / manhole in place (constructing the supermarket over the line) and connect to the existing line at a more convenient location. This would likely require an easement within the building to be put in place for the sewer. Both options can be discussed with Council during detailed design.

In estimating the additional sewage loading associated with the development on the existing sewer network, an equivalent demand of 1.0 "equivalent persons" was adopted for every 90m² of retail/supermarket space in accordance with the requirement for "shops" as nominated in Section D7.08 of the FNQROC Regional Development Manual.

The total estimated loading (in equivalent persons) due to the proposed development has been estimated as:

2,800m ² supermarket	=	31.1	equivalent persons
428m ² retail space 1	=	4.8	equivalent persons
166m ² retail space 2	=	1.8	equivalent persons
200m ² retail space 3	=	2.2	equivalent persons

The existing site is vacant and therefore there is no current loading on the existing sewer network from the site. The total additional estimated load from the proposed development is therefore:

$$\text{Total Estimated Loading} = 39.9 \text{ equivalent persons}$$

The total loading from the proposed development can be confirmed during detailed design, once the total number of fittings / fixtures is determined.

In accordance with Table 7.5 of the FNQROC Regional Development Manual, a 150mm diameter sewer line constructed at the typical minimum grade of 0.67% (1 in 150) has a capacity of 259 equivalent persons. Given that the sewer within the property is the head of line (ie no upstream loading) it is considered that it will have sufficient capacity to cater with the estimated development loading of 40.1 equivalent persons, however the capacity of the existing sewerage system beyond the line within the site is unknown. This would require further investigation during the detailed design phase with Council.

9. Contaminated Land

Whilst currently vacant, the proposed development site was previously occupied by a saw mill which was used for treatment of timber using copper / chromium / arsenic preservatives. The site is registered on the Contaminated Land Register.

A site management plan was developed in 2009, which was subsequently provided with a Certificate of Approval on 1 December 2009 by the Environmental Protection Agency (Site ID: 45685; File Number BNE39948). The Certificate of Approval provides written notification that, in accordance with the Environmental Protection Act, the site management plan was approved and that the subject site is suitable for industrial / commercial use (including premises such as shops, offices and industrial buildings – but excluding uses where regular soil access by children is possible) providing the site is used and managed as per the Site Management Plan.

A copy of the Site Management Plan and Certificate of Approval is attached as **Appendix G**.

10. Summary

CivilWalker has been commissioned by Reedlodge Pty Ltd to prepare an engineering report in support of a Development Application for a proposed retail shopping precinct in Mareeba. The subject site is located at 232 Byrnes Street at the intersection of Rankin Street.

Urban Sync Pty Ltd are providing planning services for Reedlodge Pty Ltd who seek to develop the site to provide a supermarket (2,800m²) and additional specialty retail stores totalling 794m² in area.

This engineering report supports a planning application that will be submitted by Urban Sync Pty Ltd and describes the following engineering aspects with regard to the development:

- Flooding and Site Levels;
- Stormwater Drainage;
- Earthworks;
- Water Supply;
- Sewerage; and
- Contaminated Land.

The existing site is vacant land and generally falls from south west to north east towards the Byrnes Street / Rankin Street intersection. Site levels vary from approximately 407.81m AHD to approximately 408.72m AHD.

Flooding information was received from Council with regard to flood hazards in the 1% AEP (100-year storm) flood event. From this information, it was determined that the site is not inundated within the 1% AEP flood event. The lowest level of the site is approximately 407.81m AHD and therefore the 1% AEP flood level has been assumed to be no higher than 407.81m AHD.

Flood immunity of buildings is required to be at the 1% AEP flood event level, plus a freeboard of 300mm. the proposed floor level nominated on the architectural drawings is 408.150m AHD. This is 340mm above the lowest level of the site and therefore meets the minimum requirement of 300mm freeboard for the 1% AEP flood event.

The current drainage regime will be maintained for the site under the proposed development. This will involve stormwater run-off from the site being directed to the existing stormwater system within the Byrnes Street and Rankin Street road reserves, being a lawful point of discharge. Within the site, stormwater will be managed via a system of drainage swales, inverts and kerb/channel as appropriate. These devices will convey stormwater to the existing drainage network and will be designed in accordance with the FNQROC Regional Development Manual and Mareeba Shire Council's requirements.

Stormwater quality treatment will be provided to comply with performance outcome P010 within Section 9.4.5 of the "Works, Services & Infrastructure Code" of Council's Planning Scheme. Water quality objectives will be confirmed with Council during the operational works phase, however it is noted that the State Planning Policy standard objectives require removal of 80% total suspended solids, 60% phosphorus and 45% nitrogen during the operational phase. Devices to achieve these targets will likely include the provision of gross pollutant traps, bio-retention swales / basins. During the construction phase, stormwater quality treatment will be undertaken via implementation of an Erosion and Sediment Control Strategy. A management plan will be prepared during the detailed design phase for implementation in accordance with Council's standard requirements. These are understood to align with the "Soil Erosion and Sediment

Control Guidelines" of the Institute of Engineers, Australia (1996) and the latest version of the FNQROC Regional Development Manual.

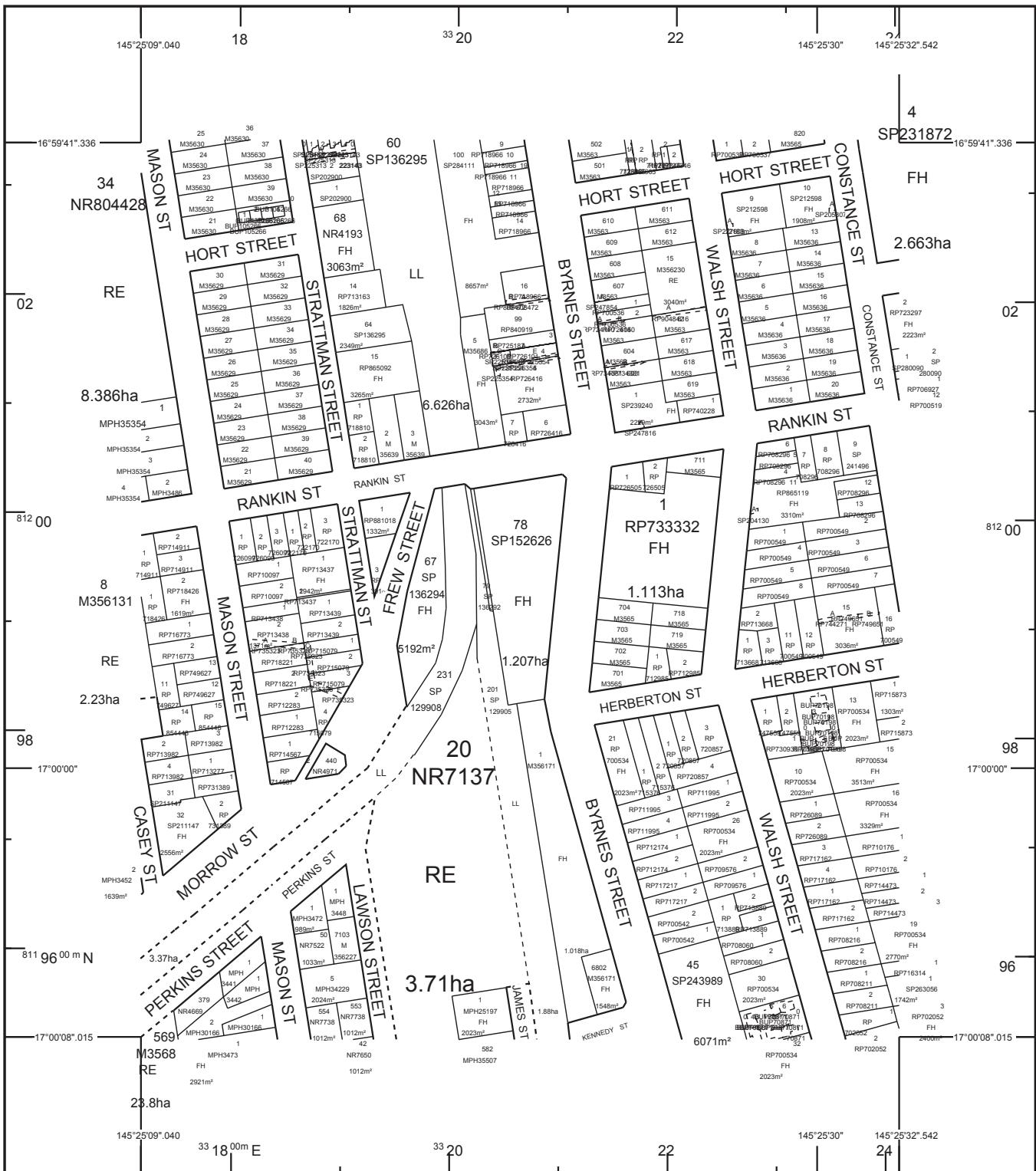
The additional demand by the development on Council's existing water reticulation network has been estimated at 39.9 equivalent persons. This will be confirmed during detailed design once the total number of fittings / fixtures is determined. Connection to Council's existing water reticulation network is proposed to be via the existing 225mm diameter PVC main on Rankin Street.

The additional load by the development on Council's existing sewerage network has also been estimated at 39.9 equivalent persons. This will be confirmed during detailed design once the total number of fittings / fixtures is determined. An existing head of sewer line and manhole is located within the site. The proposed supermarket building extends to the western boundary and therefore will be built over this existing sewer. To avoid building the supermarket over the existing sewer, one option is to construct a new sewer manhole over the existing sewer line within supermarket loading dock access area. This new manhole could then be the connection point to the existing sewerage system. The existing sewer manhole within the site and the redundant length of sewer line would then be demolished / removed. An alternative solution is to leave the existing sewer line / manhole in place (constructing the supermarket over the line) and connect to the existing line at a more convenient location. This would likely require an easement within the building to be put in place for the sewer. Both options can be discussed with Council during detailed design.

In summary, this report determines the following with regard to the proposed development:

- The required flood immunity level has been estimated and appears to be achieved by design;
- A drainage regime has been identified and can be achieved to meet the requirements of the FNQROC Regional Development Manual and Council's requirements;
- Earthworks will be undertaken in accordance with Council's requirements and those of AS3798-2007 (as amended) "Guidelines on Earthworks for Commercial and Residential Developments";
- Water reticulation can be appropriately connected to Council's network;
- Sewerage connection can be provided to Council's network; and
- Issues associated with contaminated land shall be managed in accordance with the EPA Certificate of Approval.

Appendix A
Smart Map



STANDARD MAP NUMBER
7964-22322

0 100 200 300 400 500 m
HORIZONTAL DATUM: GDA94 ZONE: 55 SCALE 1 : 5000

SmartMap

An External Product of
SmartMap Information Services

Based upon an extraction from the
Digital Cadastral Data Base



SUBJECT PARCEL DESCRIPTION

DCDB	78/SP152626
Lot/Plan	1.207ha
Area/Volume	FREEHOLD
Tenure	MAREEBA SHIRE
Local Government	MAREEBA
Locality	Segment/Parcel
	9067/26

CLIENT SERVICE STANDARDS

PRINTED (dd/mm/yyyy) 05/09/2017

DCDB 04/09/2017

Users of the information recorded in this document (the Information) accept all responsibility and risk associated with the use of the Information and should seek independent professional advice in relation to dealings with property.

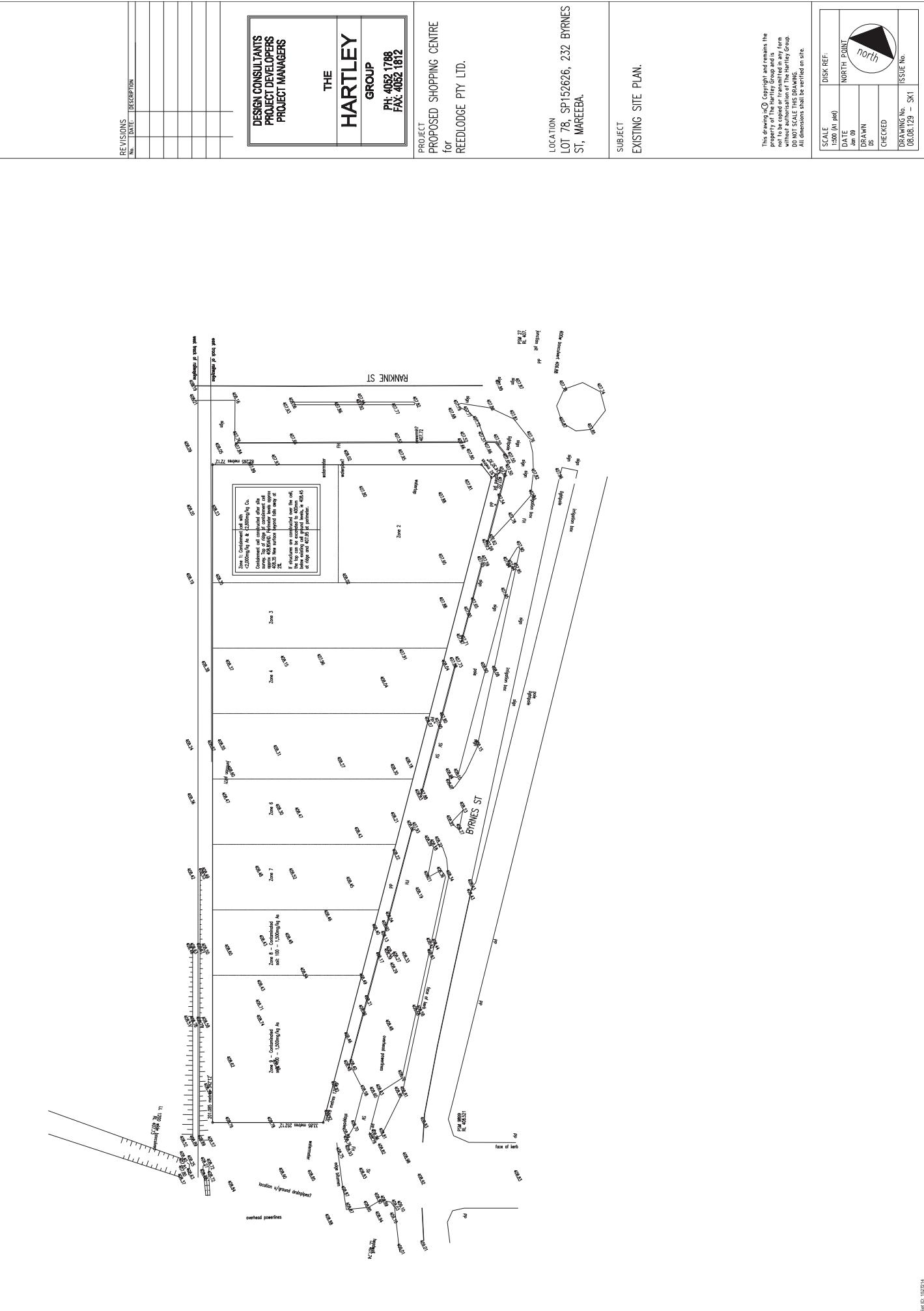
Despite Department of Natural Resources and Mines (DNRM)'s best efforts, DNRM makes no representations or warranties in relation to the Information, and, to the extent permitted by law, exclude or limit all warranties relating to correctness, accuracy, reliability, completeness or currency and all liability for any direct, indirect and consequential costs, losses, damages and expenses incurred in any way (including but not limited to that arising from negligence) in connection with any use of or reliance on the Information.

For further information on SmartMap products visit <http://nrw.qld.gov.au/property/mapping/blinmap>



(c) The State of Queensland,
(Department of Natural
Resources and Mines) 2017.

Appendix B
Site Plan

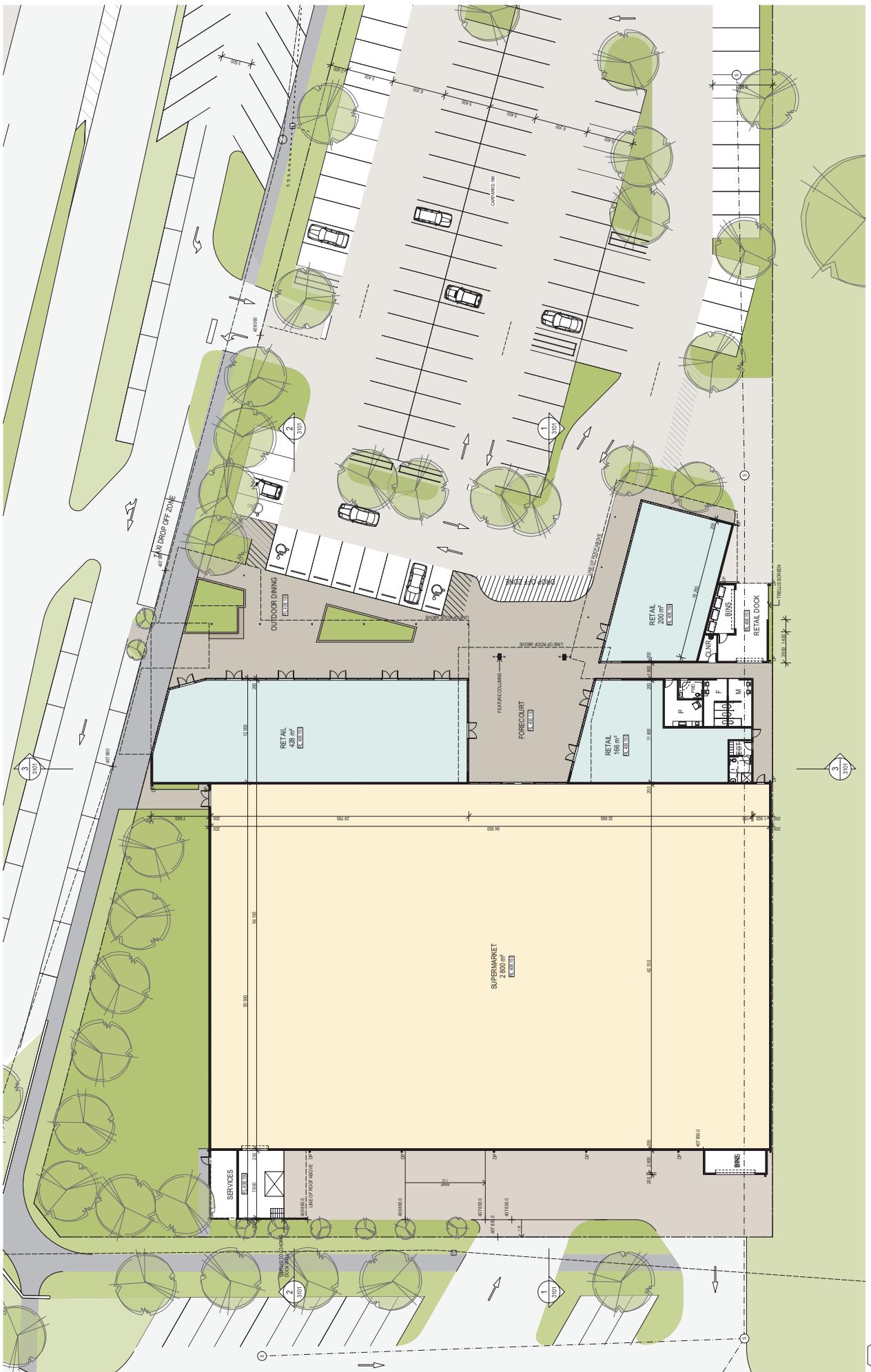


Appendix C
Proposed Development Drawings

GIA AREA SCHEDULE		
SUPERMARKET	2800m ²	
RETAIL	734m ²	
AVENUES	720m ²	
TOTAL	3666m ²	
SITE COVERSCHEDULE		
SITE COVER	4515m ²	
SITE AREA	10271m ²	
		37%
CARPARKS		
REQUIRED CARPARKS	150 UP TO 400	400
DISPOSED OF 400	365	131
ADDITIONAL STREET PARKS	54	
PROVIDED CARPARKS	166	
CARPARKS		



MAREEBA SHOPPING CENTRE
 232 BYRNES ST MAREEBA
 CLIENT - GRIFFITH GROUP
 DRAWING TITLE - SITE PLAN
 DRAWING NO - SD1002
 ISSUE NUMBER - 1
 DATE - 02/08/2017
SKETCH DESIGN
 1 1 SITE PLAN
 - SCALE 1:600 @ A1
 SCALE 1:800 @ A3
 SCALE 1:800 @ A3
COTTEEPARKER ©
 BRISBANE
 T 61 7846 7422
 F 61 7846 7422
 E COOTEE PARKERS PARTNERS PTY LTD
 W COOTEEPARKER.COM.AU
 Issued by COTTEEPARKER on 04/08/2017 for Mareeba Shopping Centre/Marbet 25/05/2017 11:55 AM



CONTINUATION

COTTEE PARKER
BRISBANE T 617 3846 7424
COTTEE PARKER R&C
ABN 77 010 924 106





N

M&M M&M C9A8E01 - BIM 2018/2019/2020/2021/2022 Wereldwijde shopping Centre Winkel 25,09/2021 11:30 AM

11

PING CENTRE
222 BYRNES ST., MAREEBA
CLIENT - GIRGENT GROUP
DRAWING TITLE
ND FLOOR PLAN
DRAWING NO.
SD2001

JOB NO 4777 DRAWING NO SD2001 ISSUE C

Appendix D

Mareeba Shire Council Flood Hazard Overlay Map



LEGEND

- Modelled Flood Hazard Levels⁽¹⁾**
- 1% AEP Defined Flood Event (D.F.E.): ■
 - Extreme Flood Hazard ■
 - High Flood Hazard ■
 - General Extent of Modelled Flood Hazard Areas ■
 - Low Flood Hazard ■
- Queensland Floodplain Assessment Overlay Mapping⁽²⁾**
- Potential Flood Hazard Area ■
 - Other ■
 - Cadastre ■
 - Watercourse ■

Queensland Floodplain Assessment Overlay Mapping⁽²⁾

- Potential Flood Hazard Area ■

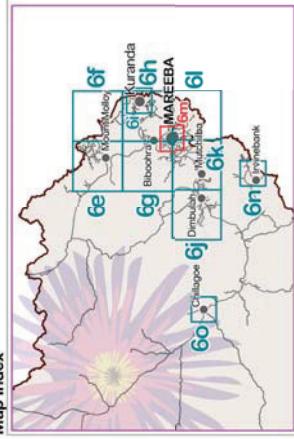
- (1) The Modelled Flood Hazard Levels are sourced from the Queensland Construction Authority Flood Hazard Mapping - Mareeba, Kuranda, Biloela, Bilon and Koal, 12 April 2013 which models the predicted flood impact of the Defined Flood Event (D.F.E.).**
- (2) In areas outside the limits of the specific flood modelling undertaken in (1) above Flood Hazard Areas are sourced from the Statewide Queensland Floodplain Overlay mapping. These areas have been derived from various state-wide datasets and may result in a spatial extent of where flooding has previously or has the potential to occur. **These maps are not skewed on any flood model and do not represent a particular flood event.****

Information

Whilst every care is taken to ensure the accuracy of this product, neither the Mareeba Shire Council nor the State of Queensland or its agencies accept responsibility for any inaccuracies, omissions or errors in this map and disclaims all liability, including without limitation, liability in negligence for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the product being inaccurate or incomplete in any way or for any reason. All data depicted on this map have been sourced from either the Mareeba Shire Council or the State of Queensland from the latest datasets available at the time of map compilation or map compilation date: August 2015. Crown & Council Copyright Reserved. Note Where information on the map is obscured by text or other map elements contact Council for a determination.

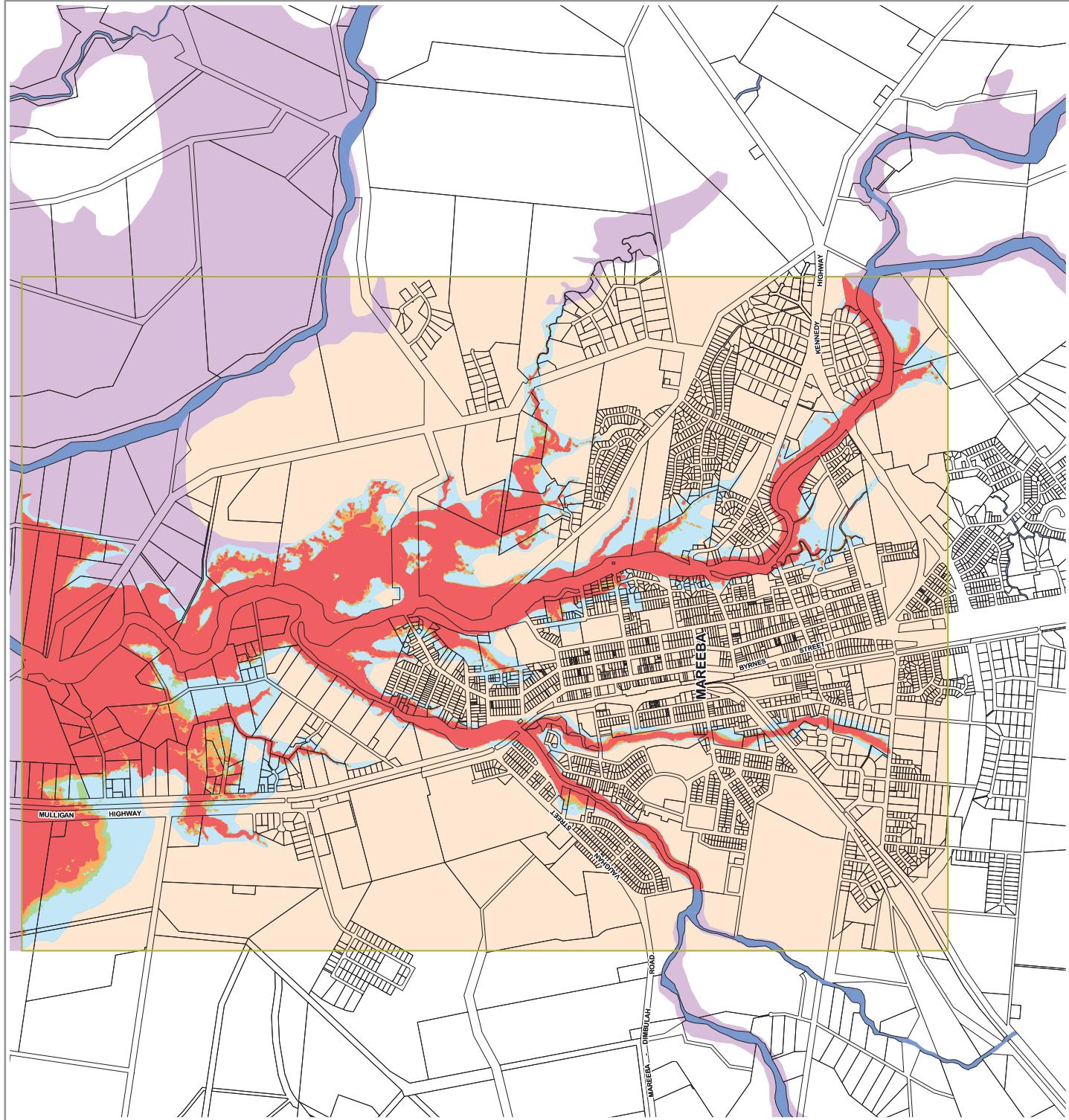


Map Index



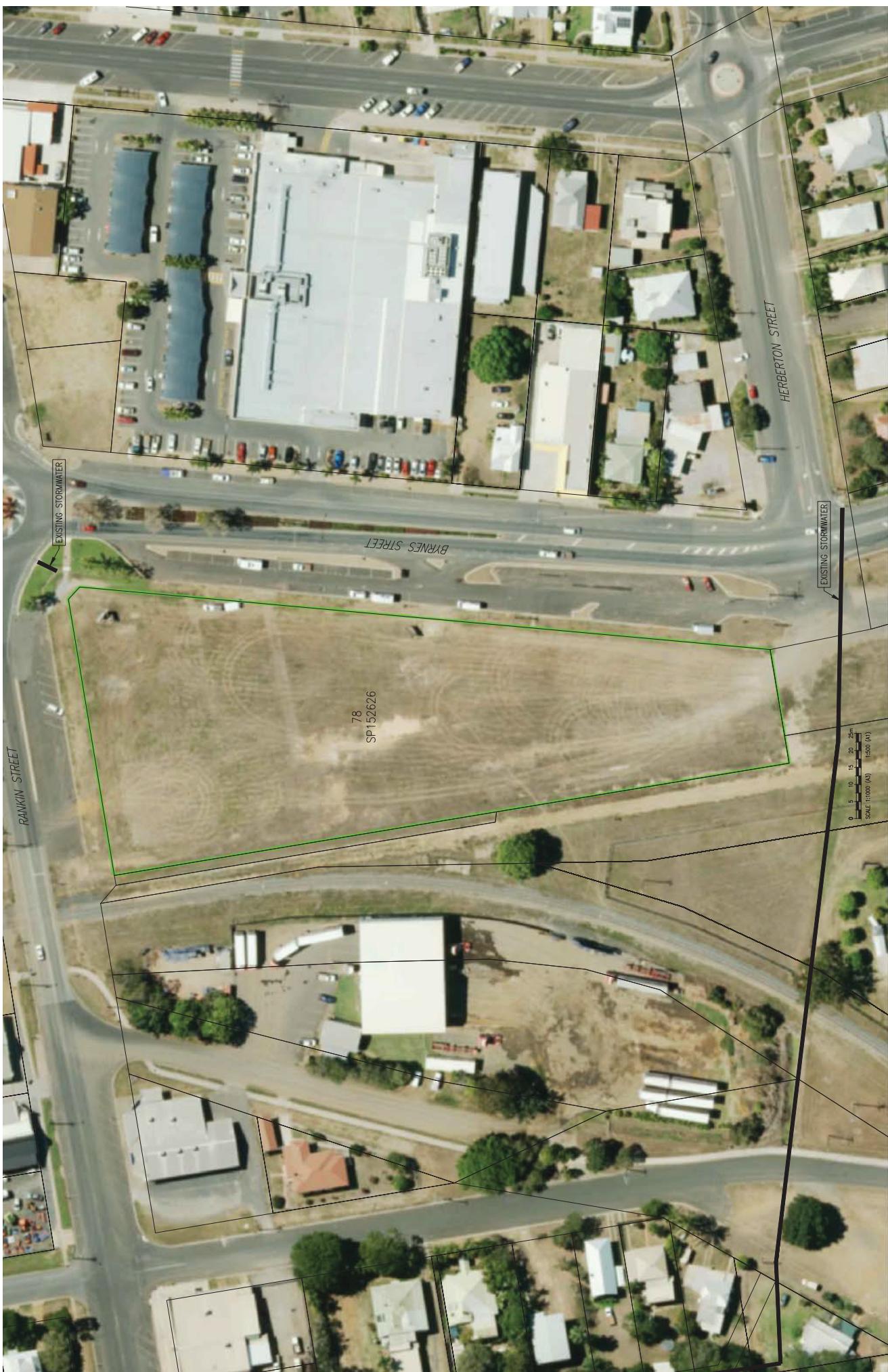
Overlay Map Flood Hazard- Mareeba

OVERLAY MAP - OM006m



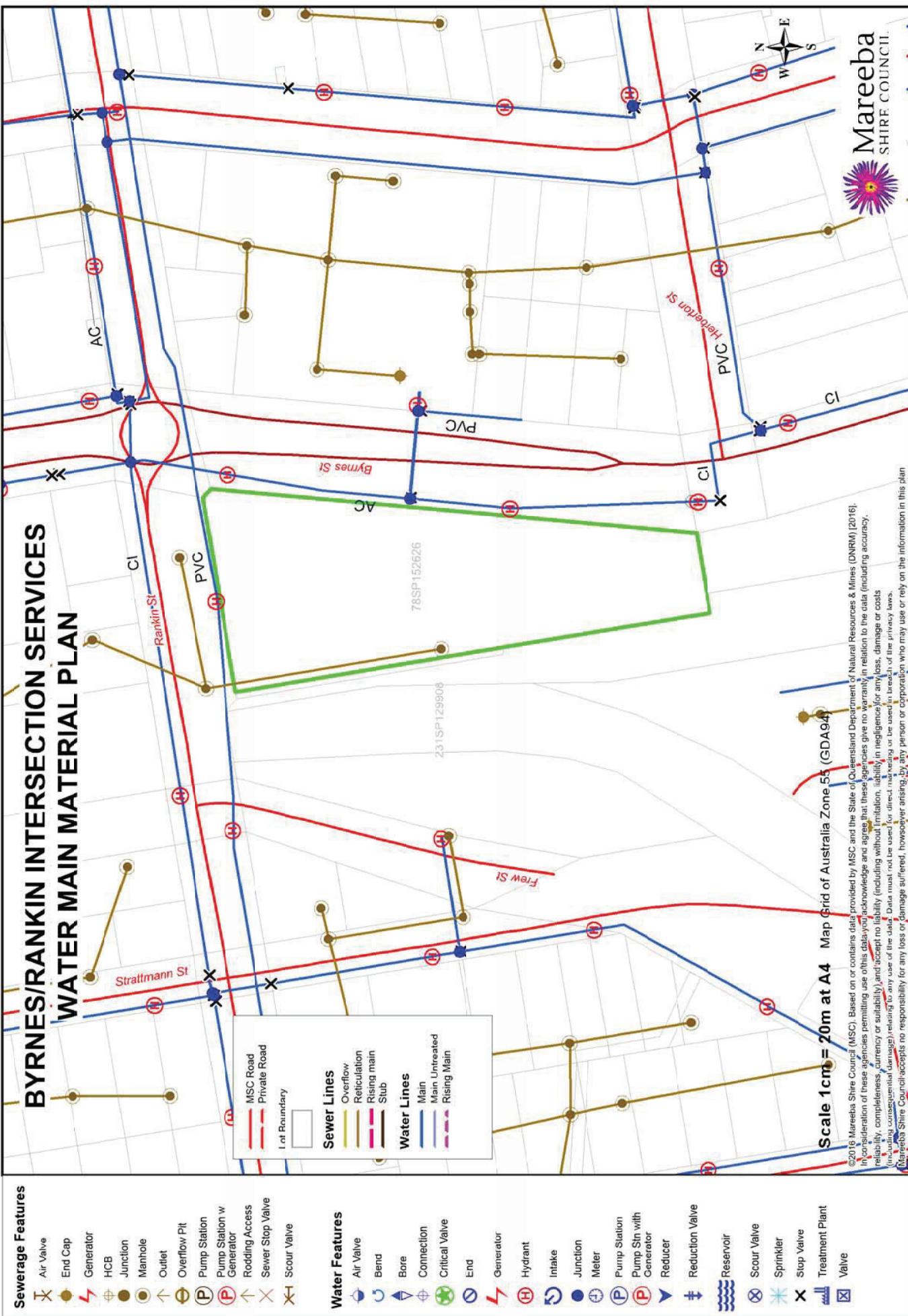
Appendix E

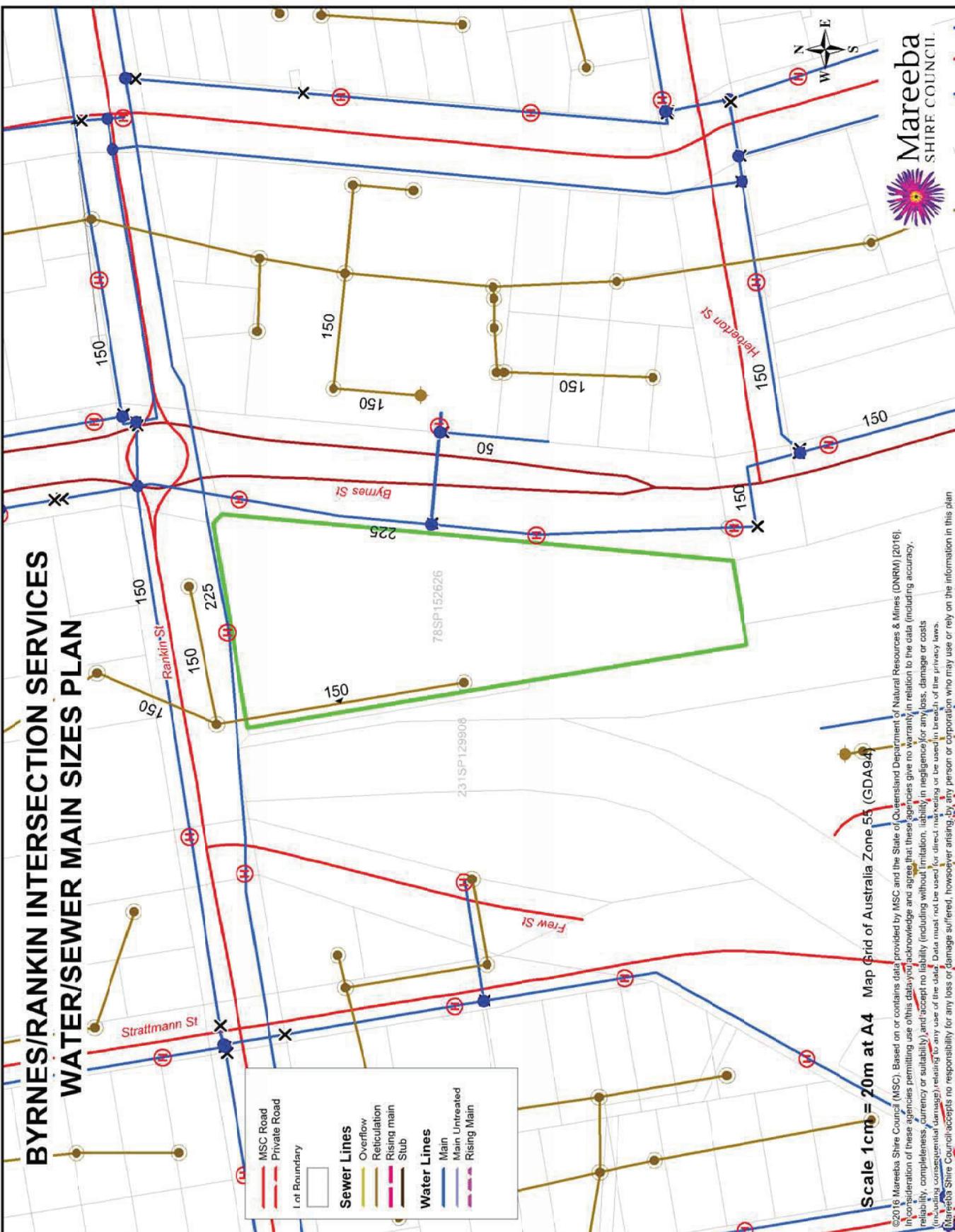
Stormwater Drainage Infrastructure



Appendix F

Water and Sewer Infrastructure





Sewerage Features		Water Features	
Air Valve		Air Valve	
End Cap		Bend	
Generator		Bore	
HCB		Connection	
Junction		Critical Valve	
Manhole		End	
Outlet		Generator	
Overflow Pit		Hydrant	
Pump Station		Intake	
Pump Station w/ Generator		Junction	
Rodding Access		Meter	
Sewer Stop Valve		Pump Stn with Generator	
Scour Valve		Reducer	

Appendix G
Site Management Plan and Certificate of Approval

01 December 2009

Site ID: 45685

File Number: BNE39948

Enquiries to: Contaminated Land Unit

Telephone: (07) 3330 5685

REEDLODGE PTY LTD

PO BOX 452

MAREEBA QLD 4880

CERTIFICATE OF APPROVAL OF A SITE MANAGEMENT PLAN

This document provides written notification that, in accordance with the *Environmental Protection Act 1994 (EP Act)*, a site management plan has been approved for the parcel of land described below, which is recorded on the Environmental Management Register (EMR). A copy of the suitability statement and the site management plan is attached.

Lot: 78 Plan: SP152626
Tablelands Regional Council

RANKIN STREET
MAREEBA 4880

The owner may apply to the Department of Environment and Resource Management (DERM) to amend the site management plan in accordance with section 418 of the *EP Act*.

Under section 434 of the *EP Act*, a person must not contravene a site management plan.

The owner may apply for a review of, and appeal against, the decision to approve the site management plan within 14 days after receipt of this notice in accordance with sections 521 and 531 of the *EP Act*.

In accordance with the land being recorded on the EMR, the following requirements apply under section 421 of the *EP Act*:

If the owner proposes to dispose of the land to someone else, the owner must, before agreeing to dispose of the land, give written notice to the buyer:

if the particulars of the land are recorded in the EMR - that the particulars are recorded in the register; and
if the land is subject to a site management plan, details of the plan.

Further information regarding this notice may be obtained by contacting the Contaminated Land Unit, EPA on telephone (07) 3225 1827. Further information about contaminated land matters may be obtained by visiting our web-site at:

http://www.epa.qld.gov.au/environmental_management/land/contaminated_land/



Delegate of Administering Authority
Environmental Protection Act 1994

SUITABILITY STATEMENT

DATE PRINTED: 01/12/2009

OWNER

REEDLODGE PTY LTD
PO BOX 452
MAREEBA QLD 4880

DATE OF ISSUE : 01/12/2009

PROPERTY DESCRIPTION

LOT : 78 PLAN : SP152626
RANKIN STREET
MAREEBA 4880

Tablelands Regional Council
EMR Site ID: 45685 FILE REFERENCE: BNE39948

STUDIES UNDERTAKEN BY APPLICANT OR REQUESTED BY DIRECTOR

Stage 1 Preliminary Site Investigation, Former Sawmill and CCA Plant, cnr Byrnes and Rankine Streets, Mareeba Qld, prepared by Golder Associates, dated January 2000, (Doc No 99673034)

Facsimile- Demolition Waste L222 NR1791, cnr Byrnes and Rankine Streets, prepared by GHD Pty Ltd, dated 6 August 2000

Letter Report, Sawmill Site cnr Byrnes and Rankine Streets, Mareeba Qld, prepared by GHD Pty Ltd, dated 25 August 2000 (Doc No 42101691)

Letter Report, Mareeba Sawmill Site, Stage 2 Sampling Sampling Plan, prepared by GHD Pty Ltd, dated 2 October 2000, (Doc No 42101690)

Lot 222 NR 1791 Mareeba, Specification for Works, prepared by GHD Pty Ltd, dated October 2000

Lot 222 NR 1791 Mareeba, Report on Stage 2 & Stage 3 Site Contamination Assessment, prepared by GHD Pty Ltd, dated December 2000, (Doc No 42101692)

Lot 222 NR 1791 Mareeba, Validation Report, prepared by GHD Pty Ltd, dated June 2001, (Doc No 42101693)

Additional information, Revised SMP and Figures prepared by GHD Pty Ltd, provided by email 26 November 2009

STATEMENT OF SUITABILITY

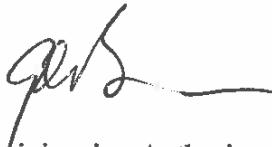
On the basis of the information supplied to this Department, the subject site is suitable for the following use(s) providing the site is used and managed as per the Site Management Plan attached as Annexure 1.

Suitable for industrial/commercial use including premises such as shops, offices and industrial buildings (but excluding uses where regular soil access by children is possible).

Other specific uses may be suitable for the site, please contact this Department for further advice. The suitability statement provides information on appropriate land uses at the date of effect. Subsequent uses of the site for notifiable activities or for situations where a hazardous contaminant is released into the soil may result in the need to review suitable uses or amend the attached site management plan.

ENVIRONMENTAL MANAGEMENT REGISTER

LOT : 78 PLAN : SP152626 is recorded on the Environmental Management Register with a Site Management Plan. A copy of the Site Management Plan is attached as Annexure 1.



Delegate of Administering Authority
Environmental Protection Act 1994

ANNEXURE 1 - SITE MANAGEMENT PLAN

LOT : 78 PLAN : SP152626 FILE REF : BNE39948 PRINTED: 01/12/2009

DATE OF EFFECT : 01/12/2009

1.0 Summary of Contamination

The site has been used for the treatment of timber using copper/chromium/arsenic preservative. Contaminated soil and associated bricks and demolition rubble remains in the site in a containment cell in zone 1 and surface soil contamination in zones 8 and 9 as shown on Figs 5 and 6 attached. The cell contains soil with levels of As (arsenic) up to 2,000mg/kg. Levels of Cu (copper) up to 2,800mg/kg were also present in contained soils.

The site has been remediated to the following levels (refer to Figure 5 for the extent of contamination and the proposed zones for future subdivision).

Zone	Contamination level
1	Contains cell with As<2 000 mg/kg and Cu<2 800 mg/kg. Surface of is within acceptable residential contamination levels.
2 - 7	Not contaminated.
8 & 9	>100mg/kg As <1,500 mg/kg As

2.0 Objective of Plan

The objective of the plan is to manage the contamination in Zones 1, 8 and 9, in a manner which protects human health and the environment. This objective will be achieved through the following.

Restricting land uses in contaminated areas.

The placement and maintenance of barriers and markers which safely separates users of the site and the contamination.

The application of controls on site excavation works.

3.0 Achievement and Maintenance Objectives

3.1 - Responsibility. The conditions of this site management plan bind the owner and occupier of the land from time to time. The owner must provide the occupier with a copy of the site management plan prior to occupation of the site. The owner and occupier must ensure that any person engaged in building design or any earthworks, construction and service provision relating to the site is provided with a copy of the plan.

3.2 Containment cell. Zone 1 has the containment cell constructed in accordance with the attached sketch (Figure 6). Two layers of marker tape have been placed to identify the cell. A 1.5mm HDPE liner has been installed under contaminated fill. Trenched services in future site developments must not penetrate the cell or cell capping. The integrity of the cell, cell liner and marker tape must be maintained at all times. If a concrete slab or sealed pavement is constructed over the cell the 800mm clay capping can be reduced by a maximum of 400mm. Excavation in Zone 1 must not be undertaken without the written approval of the Administering Authority.

3.3 Contaminated areas and land uses. Zones 1, 8 and 9 must have a minimum of 75mm of clean topsoil and vegetation cover as a separation barrier and to prevent erosion until such time as the site is developed and capped with bitumen, concrete or equivalent impermeable capping. These zones must remain vacant land and not be used for any purpose prior to development including the storage of vehicles and heavy equipment. The land may be used for industrial and commercial uses which involve the capping of the site with bitumen or concrete pavement or equivalent low permeability cover. Site capping must be maintained in good condition at all times.

3.4 Excavations in Zones 8 and 9. Any future work involving excavation in Zone 8 or 9 will need to be carried out in accordance with this plan and under a sediment and erosion control plan and suitable Workplace Health and Safety Plan. The Workplace Health and Safety Plan must address health risks identified at the site including arsenic dermal, ingestion and inhalation exposures.

3.5 Disposal of contaminated soil. Approval under Section 424 of the *Environmental Protection Act 1994* must be obtained before removing any soil off-site from any land that is listed on the Environmental Management Register.

3.6 General environmental protection. Site works relating to excavation, removal and/or disposal of soil from the impacted areas must include provisions to ensure the environment is protected (i.e. spread of contamination must be minimised by controlling dust, site runoff, spillage from haulage trucks or improper disposal of contaminated stormwater or seepage).

4.0 Monitoring

Annual inspections of the site must be undertaken to ensure that the integrity of the containment cell and site capping is maintained in sound condition. Inspections must also be undertaken in the event of damaging storms or persistent rainfall which may erode the surface in the area of the containment cells and zones 8 and 9. Records of inspections and any disposal permits issued must be maintained and provided to authorised officers under the *Environmental Protection Act 1994* on request.

Following any future development of the site which involves construction in zones 1, 8 and 9, a report is to be prepared by a person whose qualifications and experience conform with the requirements of section 395 of the *Environmental Protection Act 1994* within 60 days of completion of the development. The report must confirm that the requirements of this site management plan have been complied with during site development.

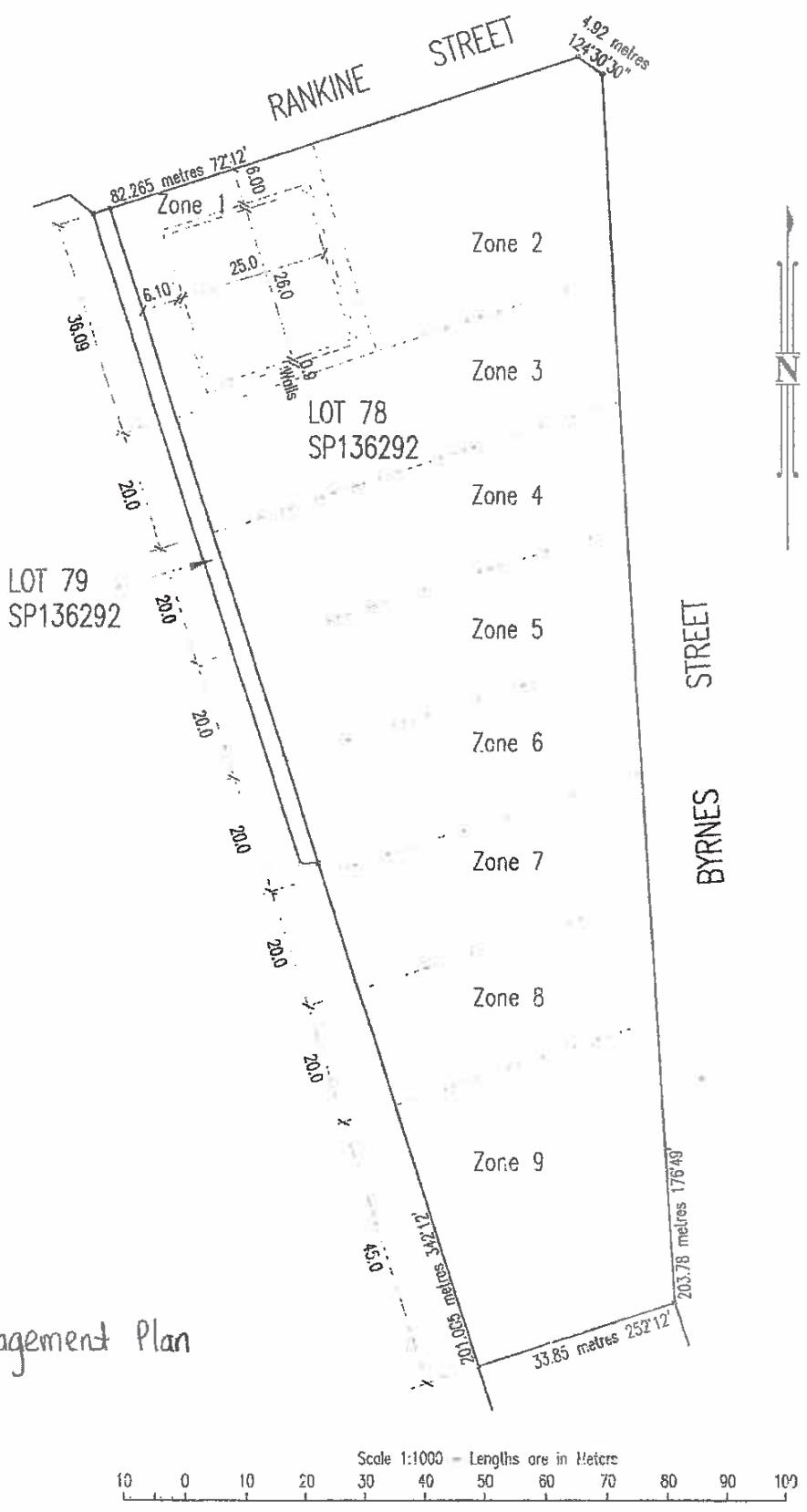
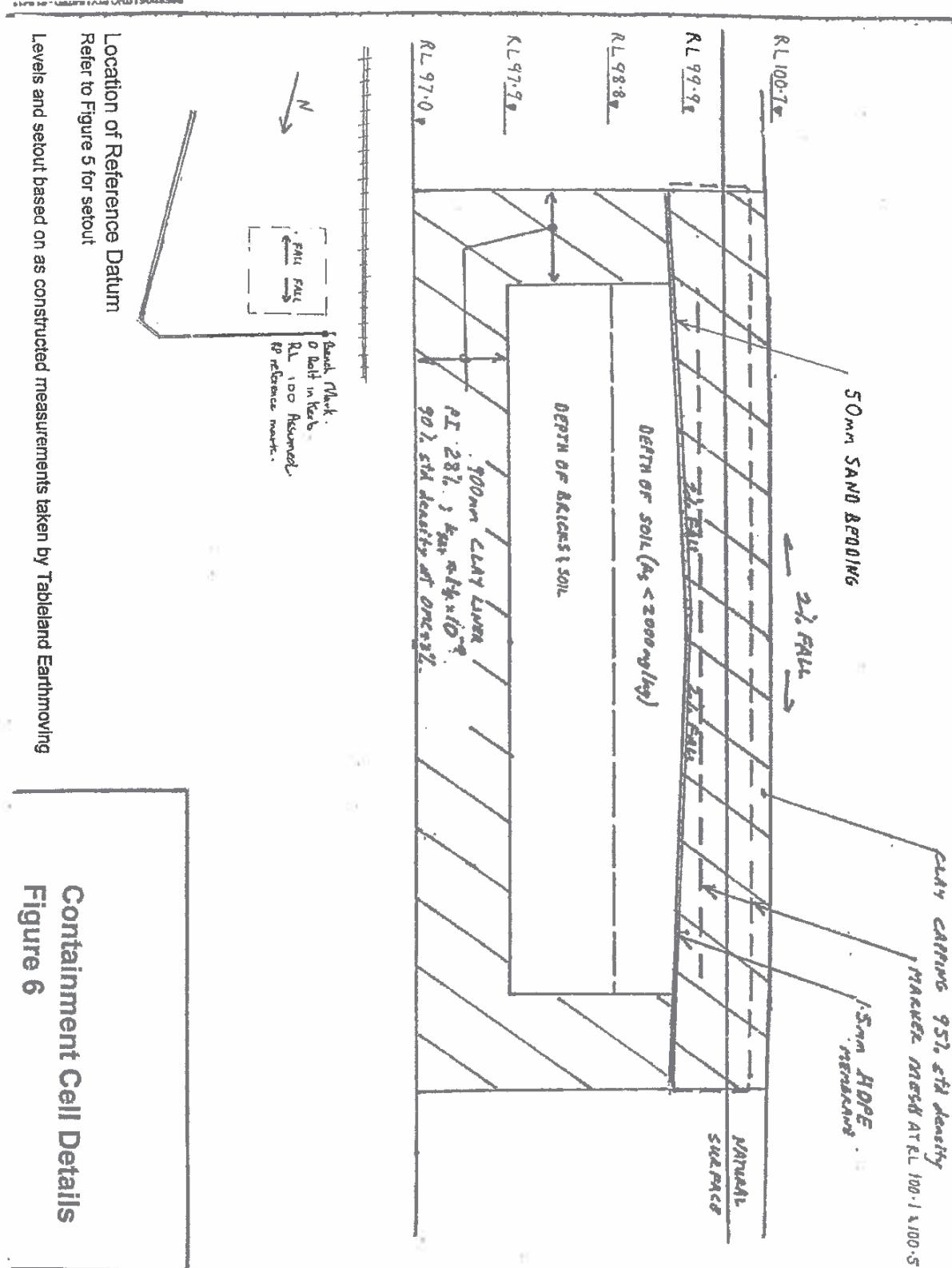


Figure 5
Site Management Plan



Location of Reference Datum
Refer to Figure 5 for setout

Levels and setout based on as constructed measurements taken by Tableland Earthmoving

Containment Cell Details
Figure 6

**ATTACHMENT 7:
TRAFFIC IMPACT ASSESSMENT**



**ATTACHMENT 8:
STATE CODE ASSESSMENT**



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

Table 1.2.1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure	AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road. AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND AO2.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadsides advertising guide, Department of Transport and Main Roads, 2013.	Yes: The proposed development does not involve any structures being located in the State-controlled road corridor. Yes: All maintenance works associated with the proposed development can be undertaken within the boundaries of the site. Yes: Compliance can be conditioned. Yes: As above. Yes: As above. N/A: No advertising devices are proposed as part of this application.
PO3 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being	AO3.1 Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section	N/A: The proposed development does not involve any such structures.

Performance outcomes	Acceptable outcomes	Response
thrown onto a state-controlled road.	4.9.3 of the Design criteria for bridges and other structures manual, Department of Transport and Main Roads, 2014.	
Filling, excavation and retaining structures PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road. Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service. Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.	No acceptable outcome is prescribed. PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road. Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.	N/A: The proposed development does not require any excavation or filling, only general 'shaping' of the site is required. Refer to the civil Engineering Report in Attachment 6 for further details. PO6 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road. Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in
		N/A: As above. N/A: As above. N/A: As above.

Performance outcomes	Acceptable outcomes	Response
accordance with Volume 3 of the Road planning and design manual 2 nd edition, Department of Transport and Main Roads, 2016, is provided.	No acceptable outcome is prescribed.	N/A: As above.
PO7 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works. Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2 nd edition, Department of Transport and Main Roads, 2016, is provided.		
PO8 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.	AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	N/A: As above.
PO9 Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.	No acceptable outcome is prescribed.	N/A: As above.
PO10 Fill material used on a development site does not result in contamination of a state-controlled road.	AO10.1 Fill material is free of contaminants including acid sulfate content. Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 –	N/A: As above.

Performance outcomes	Acceptable outcomes	Response
	Methods of testing rocks for engineering purposes. AND AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	N/A: As above.
PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.	AO11.1 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes. AND AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	N/A: As above.
Stormwater and drainage		
PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.	No acceptable outcome is prescribed.	Yes: Compliance can be conditioned.
PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road.	AO13.1 Development does not create any new points of discharge to a state-controlled road. AND AO13.2 Stormwater run-off is discharged to a lawful point of discharge.	Yes: The proposed development will connect to Council's existing stormwater network and discharge all stormwater to the existing, lawful points of discharge, being the stormwater drainage infrastructure in both Rankin Street and Byrnes Street. Refer to the Civil Engineering Report in Attachment 6 for further details. Compliance can also be conditioned. Yes: As above.
		Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge.

Performance outcomes	Acceptable outcomes	Response
	AND AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	Yes: Compliance can be conditioned.
PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.	AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.	Yes: As above
PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.	<p>AO15.1 Development does not require new or changed access to a limited access road.</p> <p>Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system.</p> <p>OR</p> <p>AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road.</p> <p>Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p> <p>AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road.</p>	N/A: Byrnes Street is not a limited access road. N/A: As above. N/A: As above.

Performance outcomes	Acceptable outcomes	Response
	<p>Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.</p> <p>AO16.1 Vehicular access is provided from a local road.</p> <p>PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p>	<p>Yes: Access to the proposed development is provided via Rankin Street. However, access to the site is also provided from Byrnes Street, both via the Byrnes Street and Herberton Street intersection and the Byrnes Street Service Road.</p> <p>Please refer to the Traffic Impact Assessment in Attachment 7 for demonstration that the proposed changes to the access configurations between the site and Byrnes Street are acceptable and does not create a safety hazard for users or result in a worsening of operating conditions on Byrnes Street. This ensures compliance with the Performance Outcome.</p> <p>N/A: As above, compliance with the Performance Outcome has been demonstrated.</p> <p>AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road. AND</p> <p>AO16.3 Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions</p>

Performance outcomes	Acceptable outcomes	Response
	can be obtained from the relevant Department of Transport and Main Roads regional office. AND AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i> .	<p>N/A: As above.</p> <p>Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application.</p>
	AO16.5 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.	<p>N/A: As above.</p>
PO17 Vehicular access to a state-controlled road or local road (and associated road access works) are located and designed to not damage or interfere with public passenger services or infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	<p>AO17.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure.</p> <p>AND</p> <p>AO17.2 The location and design of vehicular access for a development does not necessitate the relocation of existing public passenger transport infrastructure.</p> <p>AND</p> <p>AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p>	<p>N/A: No public passenger transport infrastructure is located adjacent to the site.</p> <p>N/A: As above.</p> <p>N/A: As above.</p>

Performance outcomes	Acceptable outcomes	Response
	AND AO17.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	N/A: As above.
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road PO18 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.	AO18.1 Vehicular access is located as far as possible from the state-controlled road AND AO18.2 Vehicular access is in accordance with volume 3, parts, 3, 4 and 4A of the Road Planning And Design Manual, 2nd edition, Department of Transport and Main Roads, 2016. AND AO18.3 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.	Yes: Access to Rankin Street has been positioned as far away from the Bynes Street/Rankin Street intersection as possible, whilst still permitting the necessary vehicle movements to ensure articulated vehicles can enter and exit the site in a forward gear. Please refer to the Traffic Impact Assessment in Attachment 7 for a further demonstration of the suitability of the proposed access arrangements to Rankin Street. Yes: Please refer to the Traffic Impact Assessment in Attachment 7 for demonstration of compliance.
Planned upgrades	AO19 Development does not impede delivery of planned upgrades of state-controlled roads.	N/A: There are no planned upgrades mapped adjacent to the site in Bynes Street. Note: Land required for the planned upgrade of a state-controlled road is identified in the DA mapping system .

Performance outcomes	Acceptable outcomes	Response
	<p>OR</p> <p>AO19.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.</p> <p>OR all of the following acceptable outcomes apply:</p> <p>AO19.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development.</p> <p>AND</p> <p>AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road.</p> <p>AND</p> <p>AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road.</p> <p>AND</p> <p>AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.</p>	<p>N/A: As above.</p> <p>N/A: As above.</p> <p>N/A: As above.</p> <p>N/A: As above.</p>
Network impacts	<p>PO20 Development does not result in a worsening of operating conditions on the state-</p>	<p>No acceptable outcome is prescribed.</p> <p>Yes: Please refer to the Traffic Impact Assessment in Attachment 7 for demonstration that the proposed development does not result in</p>

Performance outcomes	Acceptable outcomes	Response
controlled road network. Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.		a worsening of operating conditions on the State controlled road network.
PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.	Yes: No private vehicular access to the site is obtained via Rankin Street. However, the Traffic Impact Assessment in Attachment 7 has demonstrated that the impacts associated with the proposed development are within acceptable limits and that with the proposed upgrades, there will not be an unacceptable impact on the State-controlled road.
PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the Road planning and design manual, 2 nd edition, Department of Transport and Main Roads, 2016. Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.	Yes: Compliance can be conditioned

Table 1.2.2: Environmental emissions

Performance outcomes	Acceptable outcomes	Response
Noise		

Performance outcomes	Acceptable outcomes	Response
Accommodation activities PO23 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.	AO23.1 A noise barrier or earth mound is provided which is designed, sited and constructed: <ol style="list-style-type: none"> 1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> a. $\leq 60 \text{ dB(A)}$ L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am $\leq 40 \text{ dB(A)}$) b. $\leq 63 \text{ dB(A)}$ L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am $> 40 \text{ dB(A)}$) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. 	<p>N/A: The proposed development does not involve any accommodation activities.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>In some instances the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO23.2 Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p> <p>AO23.3 Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p> <p>AO23.4 Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) Leq (1 hour) (maximum hour over 24 hours). 	<p>N/A: As above.</p> <p>AO23.2 Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AO23.3 Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor.</p> <p>AO23.4 Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) Leq (1 hour) (maximum hour over 24 hours). <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1-1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>Habitable rooms of relevant residential buildings</p>

Performance outcomes	Acceptable outcomes	Response
	located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. Transport noise corridors are mapped on the DA mapping system.	N/A: As above.
PO24 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	<p>AO24.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in outdoor spaces for passive recreation: <ol style="list-style-type: none"> a. $\leq 57 \text{ dB(A) } L_{10}$ (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight $\leq 45 \text{ dB(A)}$) b. $\leq 60 \text{ dB(A) } L_{10}$ (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight $> 45 \text{ dB(A)}$) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>OR</p> <p>AO24.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free</p>	N/A: As above.

Performance outcomes	Acceptable outcomes	Response
	fence, or other solid gap-free structure. AND AO24.3 Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).	N/A: As above.
Child care centres	PO25 Development involving a: 1. child care centre; or 2. educational establishment minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.	<p>AO25.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> $\leq 58 \text{ dB(A) } L_{10}$ (1 hour) façade corrected (maximum hour during normal opening hours) in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>OR all of the following acceptable outcomes</p>

Performance outcomes	Acceptable outcomes	Response
	<p>apply:</p> <p>AO25.2 Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p> <p>AO25.3 Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor.</p>	<p>N/A: As above.</p>
	<p>AO25.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. $\leq 35 \text{ dB(A) L}_{\text{eq}}$ (1 hour) (maximum hour during opening hours). 	<p>N/A: As above.</p> <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1-1997 Acoustics – Description and measurement of environmental noise.</p>
		<p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013, is provided.</p>

PO26 Development involving a:

1. child care centre; or
2. educational establishment

AO26.1 A noise barrier or earth mound is provided which is designed, sited and constructed.

Performance outcomes	Acceptable outcomes	Response
minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	<p>1. to meet the following external noise criteria in each outdoor education area or outdoor play area:</p> <ul style="list-style-type: none"> a. $\leq 63 \text{ dB(A) } L_{10}$ (12 hour) free field (between 6am and 6pm) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>OR</p> <p>AO26.2 Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p>	<p>N/A: As above.</p> <p>N/A: The proposed development does not involve a Hospital.</p>
PO27 Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.	<p>AO27.1 Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria:</p> <ul style="list-style-type: none"> 1. $\leq 35 \text{ dB(A) } L_{eq}$ (1 hour) (maximum hour during opening hours). <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p>	<p>State Development Assessment Provisions – version 2.1</p> <p>State code 1: Development in a state-controlled road environment</p>

Performance outcomes	Acceptable outcomes	Response
	Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.	
Vibration		
Hospitals	<p>PO28 Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.</p>	<p>AO28.1 Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$.</p> <p>AND</p> <p>AO28.2 Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.</p>
Air and light	<p>PO29 Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.</p>	<p>AO29.1 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p>
	<p>PO30 Development involving a:</p> <ol style="list-style-type: none"> 1. child care centre; or 2. educational establishment <p>minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.</p>	<p>AO30.1 Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p>
	PO31 Development involving an accommodation	AO31.1 Buildings for an accommodation activity
		N/A: The proposed development does not involve an accommodation activity.
		N/A: The proposed development does not involve a child care centre or educational establishment.
		N/A: The proposed development does not

Performance outcomes	Acceptable outcomes	Response
activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	or hospital are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor. OR AO31.2 Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor.	involve an accommodation activity or hospital. N/A: As above.

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

Performance outcomes	Acceptable outcomes	Response
PO32 Development does not impede delivery of a future state-controlled road.	AO32.1 Development is not located in a future state-controlled road. OR	N/A: The site is not mapped as being a future State-controlled Road.
	AO32.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	N/A: As above.
	OR all of the following acceptable outcomes apply: AO32.3 Structures and infrastructure located in a future state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	N/A: As above.
	AO32.4 Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	N/A: As above.

Performance outcomes	Acceptable outcomes	Response
	AO32.5 Land is able to be reinstated to the pre-development condition at the completion of the use.	N/A: As above.
PO33 Vehicular access to a future state-controlled road is located and designed to not create a safety hazard for users of a future state-controlled road or result in a worsening of operating conditions on a future state-controlled road.	<p>AO33.1 Development does not require new or changed access between the premises and a future state-controlled road.</p> <p>AND</p> <p>AO33.2 Vehicular access for the development is consistent with the function and design of the future state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a future state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p>	N/A: As above.
	PO34 Filling, excavation, building foundations and retaining structures do not undermine, Or cause subsidence of, a future state-controlled road.	No acceptable outcome is prescribed.
	<p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with volume 3 of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2016.</p> <p>PO35 Fill material from a development site does not result in contamination of land for a future state-controlled road.</p>	<p>AO35.1 Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes.</p>

Performance outcomes	Acceptable outcomes	Response
	AND AO35.2 Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.	N/A: As above.
PO36 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road.	No acceptable outcome is prescribed.	N/A: As above.
PO37 Run-off from the development site is not unlawfully discharged to a future state-controlled road.	AO37.1 Development does not create any new points of discharge to a future state-controlled road. AND AO37.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. AND AO37.3 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	N/A: As above. N/A: As above.

State code 2: Development in a railway environment

Table 2.2.1: Development in a railway environment

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
All railways	<p>PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a railway corridor or cause damage to, or obstruct, rail transport infrastructure or other rail infrastructure.</p>	<p>AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a railway corridor. AND</p> <p>AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a railway corridor. AND</p> <p>AO1.3 Buildings, structures and infrastructure are set back horizontally a minimum of 3 metres from the outermost projection of overhead line equipment.</p> <p>Note: Section 2.3 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this acceptable outcome. AND</p> <p>AO1.4 The lowest part of development in or over a railway is a minimum of:</p> <ol style="list-style-type: none"> 7.9 metres above the railway track where the proposed development extends along the railway for a distance of less than 40 metres 9 metres above the railway track where the development extends along the railway for a distance of between 40 and 80 metres. <p>AND</p>
		<p>YES: The proposed development does not involve any structures being located in the railway corridor.</p> <p>YES: The proposed development can operate without the need to access the rail corridor.</p> <p>N/A: There is no overhead line equipment in the adjacent rail corridor.</p> <p>N/A: The proposed development is not located in or over a railway.</p>

Performance outcomes	Acceptable outcomes	Response	
	AO1.5 Pipe work, services and utilities: <ol style="list-style-type: none"> 1. are not attached to rail transport infrastructure or other rail infrastructure 2. do not penetrate through the side of any proposed building element or structure where built to boundary in, over or abutting a railway corridor. 	YES: The proposed development can comply with the Acceptable Outcome.	
PO2 Buildings and structures are located to not interfere with, or impede access to, a railway bridge.	AO2.1 Buildings and structures are set back horizontally a minimum of 3 metres from a railway bridge. AND AO2.2 Permanent structures are not located below or abutting a railway bridge. AND AO2.3 Temporary activities below or abutting a railway bridge do not impede access to a railway corridor.	N/A: There are no railway bridges located within the adjacent rail corridor.	
	PO3 Development does not add or remove loading that will cause damage to rail transport infrastructure or a railway corridor.	Note: Temporary activities below or abutting a railway bridge could include, for example, car parking or outdoor storage. PO4 Development above a railway is designed to enable natural ventilation and smoke dispersion in the event of a fire emergency.	NO: As above. YES: Compliance can be conditioned. No acceptable outcome is prescribed.
		N/A: The proposed development is not located above a railway corridor.	

Performance outcomes	Acceptable outcomes	Response
<p>Note: To demonstrate compliance with the performance outcome it is recommended the applicant contact the Queensland Fire and Emergency Service and relevant railway manager to determine the fire scenarios to be used to inform ventilation design. Modelling of smoke dispersion should also be undertaken by a RPEQ to predict the spread of combustion products and inform the ventilation design. Section 5.1 – Development over a railway of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.</p> <p>PO5 Construction activities do not cause ground movement or vibration impacts in a railway corridor.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015 is provided.</p>	<p>YES: Compliance can be conditioned. No acceptable outcome is prescribed.</p>	<p>N/A: The proposed development does not involve any structures within a railway corridor.</p>
<p>PO6 Buildings and structures in a railway corridor are designed and constructed to remain structurally sound in the event of a derailed train.</p>	<p>AO6.1 Buildings and structures, in a railway corridor including piers or supporting elements, are designed and constructed in accordance with Civil Engineering Technical Requirement – CIVIL-SR-012 Collision protection of supporting elements adjacent to railways, Queensland Rail, 2011, AS5100 Bridge design and AS1170 Structural design actions.</p> <p>Note: Section 3.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this acceptable outcome.</p>	<p>State Development Assessment Provisions – version 2.1</p> <p>State code 2: Development in a railway environment</p>

Performance outcomes	Acceptable outcomes	Response
<p>PO7 Buildings and structures in high risk locations and where also located within 10 metres of the centreline of the nearest railway track are designed and constructed to remain structurally sound in the event of a derailed train.</p> <p>PO8 Buildings and structures in a railway corridor are designed and constructed to prevent projectiles from being thrown onto a railway.</p>	<p>AO7.1 Buildings and structures, in a railway corridor including piers or supporting elements, are designed and constructed in accordance with Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways, Queensland Rail, 2011, AS5100 Bridge design and AS1170 Structural design actions.</p> <p>Note: Section 3.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this acceptable outcome.</p> <p>AO8.1 Buildings and structures in a railway corridor include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR-005 Design of buildings over or near railways, Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR-008 Protection screens, Queensland Rail. AND</p> <p>AO8.2 Road, pedestrian and bikeway bridges over a railway include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR-005 Design of buildings over or near railways, Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR-008 Protection screens, Queensland Rail.</p> <p>Note: Section 2.4 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this outcome.</p>	<p>N/A: As above.</p> <p>N/A: As above.</p> <p>N/A: As above.</p>

Performance outcomes	Acceptable outcomes	Response
PO9 Buildings, and structures, other than accommodation activities, are designed and constructed to prevent projectiles from being thrown onto a railway from any publicly accessible areas located within 20 metres from the centreline of the nearest railway track.	AO9.1 Publicly accessible areas located within 20 metres from the centreline of the nearest railway track do not directly overlook a railway. OR AO9.2 Buildings and structures are designed to ensure publicly accessible areas located within 20 metres of the centreline of the nearest railway track and that overlook the railway include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR-005 Design of buildings over or near railways, Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR-008 Protection screens, Queensland Rail.	N/A: See below. YES: Given the low use of the adjacent rail corridor, we do not consider it reasonable or relevant to provide mitigation measures in order to prevent projectiles from being thrown on to the railway corridor. However, compliance can also be conditioned where reasonable.
		<p>Note: Section 2.4 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this outcome.</p>
	PO10 Filling, excavation and retaining structures do not interfere with, or result in damage to, infrastructure or services in a railway corridor.	No acceptable outcome is prescribed. Note: Information on the location of services and public utility plants railway corridor can be obtained from the railway manager. Where development will impact on an existing or future service or public utility plant in a railway corridor such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.
	PO11 Filling, excavation, building foundations	No acceptable outcome is prescribed. N/A: As above.

Performance outcomes	Acceptable outcomes	Response
and retaining structures do not undermine, or cause subsidence of, a railway corridor.	<p>Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment is provided, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015.</p> <p>PO12 Filling and excavation, building foundations and retaining structures do not cause ground water disturbance in a railway corridor.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment is provided, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015.</p>	<p>PO12 Filling and excavation, building foundations and retaining structures do not cause ground water disturbance in a railway corridor.</p> <p>PO13 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a railway corridor, rail transport_infrastructure or railway works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment is provided, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015.</p> <p>PO14 Filling and excavation material does not cause an obstruction or nuisance in a railway corridor.</p>
	<p>PO12 Filling and excavation, building foundations and retaining structures do not cause ground water disturbance in a railway corridor.</p> <p>PO13 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a railway corridor, rail transport_infrastructure or railway works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment is provided, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015.</p> <p>PO14 Filling and excavation material does not cause an obstruction or nuisance in a railway corridor.</p>	<p>N/A: As above.</p> <p>N/A: As above.</p> <p>N/A: As above.</p> <p>N/A: As above.</p>
		<p>AO14.1 Development does not store fill, spoil or any other material in, or adjacent to, a railway corridor.</p>

Performance outcomes	Acceptable outcomes	Response
Stormwater and drainage	<p>PO15 Development does not result in an actionable nuisance or worsening of stormwater, flooding or drainage impacts in a railway corridor.</p> <p>Note: Section 2.8 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.</p> <p>PO16 Run-off from the development site during construction of development does not cause siltation of stormwater infrastructure affecting a railway corridor.</p>	<p>No acceptable outcome is prescribed.</p> <p>YES: Compliance can be conditioned.</p> <p>AO16.1 Run-off from the development site during construction of development is not discharged to stormwater infrastructure in a railway corridor.</p>
Access	<p>PO17 Development prevents unauthorised access to a railway corridor.</p>	<p>AO17.1 Where development is abutting a railway corridor fencing is provided along the property boundary with the railway corridor in accordance with the railway manager's standards.</p> <p>Note: It is recommended the applicant contact the railway manager for advice regarding applicable fencing standards.</p> <p>AND</p> <p>AO17.2 A road barrier designed in accordance with Civil Engineering Technical Requirement – CIVIL-SR-007 Design and selection criteria for road/rail interface barriers, Queensland Rail 2011, and certified by an RPEQ, is installed along any roads abutting a railway corridor.</p> <p>AND</p> <p>AO17.3 Proposed vehicle manoeuvring areas, driveways, loading areas or carparks abutting a railway corridor include rail interface barriers.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>Note: Section 2.4 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with acceptable outcome 16.3.</p> <p>AO18.1 Development is sited and designed to ensure existing authorised access points and access routes for maintenance and emergency works to a railway corridor are clear from obstructions at all times.</p>	<p>YES: The proposed development will not restrict the mentioned access.</p>
<p>PO18 Development does not obstruct existing access to a railway corridor.</p>	<p>AO19.1 Development does not require a new railway crossing.</p> <p>AND</p> <p>AO19.2 Development does not propose new or temporary structures or works connecting to rail transport infrastructure or other rail infrastructure.</p> <p>AND</p>	<p>YES: The proposed development does not require a new railway crossing.</p> <p>YES: The proposed development does not involve any of the mentioned works.</p>
<p>PO19 Access to a railway corridor does not create a safety hazard for users of a railway, or result in a worsening of operating conditions on a railway.</p>	<p>AO19.3 Vehicle access points achieve sufficient clearance from a railway level crossing in accordance with AS1742.7-2016 – Manual of uniform traffic control devices, Part 7: Railway crossings, by providing minimum 5 metres clearance from the edge running rail (outer rail), plus the length of the largest vehicle anticipated on-site.</p>	<p>YES: Please refer to the Traffic Impact Assessment in Attachment 7 for commentary in relation to the clearances achieved between the railway crossing and access to Rankin Street.</p>
		<p>Note: Section 2.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.</p> <p>AO20.1 Development does not necessitate the relocation of existing public passenger transport infrastructure.</p> <p>AND</p>
<p>PO20 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian and cycle access to public passenger transport infrastructure and public passenger services.</p>	<p>AO20.2 Vehicular access and associated road access works for a development is not located</p>	<p>YES: The proposed development does not require the relocation of any existing public passenger transport infrastructure.</p> <p>N/A: There is no existing public passenger transport infrastructure within close proximity of</p>

Performance outcomes	Acceptable outcomes	Response
	within 5 metres of existing public passenger transport infrastructure. AND AO20.3 On-site vehicle circulation is designed give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cyclist access to public passenger transport infrastructure and public passenger services.	N/A: As above.
Planned upgrades	AO20.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	N/A: As above.
PO21 Development does not impede delivery of planned upgrades of rail transport infrastructure.	AO21.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for planned upgrades to rail transport infrastructure. Note: Land required for the planned upgrade of rail transport infrastructure is identified in the DA mapping system. OR AO21.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of rail transport infrastructure. OR all of the following acceptable outcomes apply: AO21.3 Structures and infrastructure located on	YES: The site is not identified in the DA Mapping as accommodating any planned upgrades. N/A: As above.

Performance outcomes	Acceptable outcomes	Response
	<p>land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a of rail transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development.</p> <p>AND</p> <p>AO21.4 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade of rail transport infrastructure.</p> <p>AND</p> <p>AO21.5 Land is able to be reinstated to the pre-development condition at the completion of the use.</p>	<p>N/A: As above.</p> <p>N/A: As above.</p>
		<p>AO22.1 Development does not involve handling or storage of hazardous chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016.</p> <p>PO22 Development involving dangerous goods adjacent to a railway corridor does not adversely impact on the safety or operations of a railway.</p> <p>Note: Development involving dangerous goods, or hazardous chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016, should demonstrate that impacts on a railway from a fire, explosion, spill, gas emission or dangerous goods incident can be appropriately mitigated.</p> <p>Section 2.6 – Dangerous goods and fire safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.</p>
		<p>AO23.1 Development does not require a new railway crossing.</p> <p>PO23 Development does not adversely impact on the safety of a railway crossing.</p>
		<p>N/A: The proposed development does not involve a new railway crossing.</p>

Performance outcomes	Acceptable outcomes	Response
<p>Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this performance outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken.</p> <p>Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.</p>	<p>OR</p> <p>AO23.2 A new railway crossing is grade separated.</p> <p>Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this acceptable outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.</p> <p>OR all of the following acceptable outcomes apply:</p>	<p>N/A: As above.</p> <p>AO23.3 Upgrades to a level crossing are designed and constructed in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings and applicable railway manager's standard drawings.</p> <p>AND</p> <p>AO23.4 Vehicle access points achieve sufficient clearance from a level crossing in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings by providing a minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site.</p> <p>AND</p> <p>AO23.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times to ensure vehicles do not queue in a railway crossing.</p> <p>N/A: As above.</p>

Table 2.2.2: Environmental emissions

Performance outcomes	Acceptable outcomes	Response
Noise Accommodation activities	<p>AO24.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> a. $\leq 65 \text{ dB(A) } L_{\text{eq}}$ (24 hour) façade corrected b. $\leq 87 \text{ dB(A) }$ (single event maximum sound pressure level) façade corrected 2. in accordance with the Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways, Queensland Rail, 2011. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended a RPEQ certified noise assessment report be provided. The noise assessment report should be prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>In some instances, the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.</p>	<p>N/A: The proposed development does not involve any accommodation activities.</p> <p>N/A: As above.</p>
	OR all of the following acceptable outcomes	

Performance outcomes	Acceptable outcomes	Response
	<p>apply:</p> <p>AO24.2 Buildings which include a habitable room are setback the maximum distance possible from a railway or type 2 multi-modal corridor.</p> <p>AND</p> <p>AO24.3 Buildings are designed and oriented so that habitable rooms are located furthest from a railway or type 2 multi-modal corridor.</p> <p>AND</p>	<p>N/A: As above.</p> <p>AO24.4 Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤45 dB(A) single event maximum sound pressure level. <p>Statutory note: Noise levels from railways or type 2 multi-modal corridors are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided. The noise assessment report should be prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. Habitable rooms of relevant residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. Transport noise corridors are</p>

Performance outcomes	Acceptable outcomes	Response
	mapped on the State Planning Policy Interactive Mapping System.	N/A: As above.
PO25 Development involving an accommodation activity minimises noise intrusion from a railway or type 2 multi-modal corridor in outdoor spaces for passive recreation.	<p>AO25.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in outdoor spaces for passive recreation: <ol style="list-style-type: none"> a. $\leq 62 \text{ dB(A) } L_{eq}$ (24 hour) free field b. $\leq 84 \text{ dB(A) }$ (single event maximum sound pressure level) free field 2. in accordance with the Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways, Queensland Rail, 2011. <p>OR</p> <p>AO25.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a railway or type 2 multi-modal corridor by a building, a solid gap-free fence, or other solid gap-free structure.</p> <p>AND</p> <p>AO25.3 Each dwelling with a balcony directly exposed to noise from a railway or type 2 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).</p>	N/A: As above.
Child care centres and educational establishments	AO26.1 A noise barrier or earth mound is provided which is designed, sited and constructed:	N/A: The proposed development does not involve a child care centre or educational establishment.
PO26 Development involving a:	<ol style="list-style-type: none"> 1. child care centre; or 2. educational establishment <p>minimises noise intrusion from a railway or type 2 multi-modal corridor in indoor education areas and indoor play areas.</p>	<ol style="list-style-type: none"> 1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> a. $\leq 65 \text{ dB(A) } L_{eq}$ (1 hour) façade corrected (maximum hour during opening hours)

Performance outcomes	Acceptable outcomes	Response
	<p>b. ≤87 dB(A) (single event maximum sound pressure level) façade corrected</p> <p>2. in accordance with the Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways, Queensland Rail, 2011.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided. The noise assessment report should be prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p>	<p>N/A: As above.</p> <p>AO26.2 Buildings which include an indoor education area, indoor play area or sleeping room are setback furthest from a railway or type 2 multi-modal corridor AND</p> <p>AO26.3 Buildings are designed and oriented so that indoor education areas, indoor play areas or sleeping rooms are located furthest from a railway or type 2 multi-modal corridor AND</p> <p>AO26.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤50 dB(A) single event maximum sound

Performance outcomes	Acceptable outcomes pressure level. AND AO26.5 Buildings are designed and constructed using material which ensure sleeping rooms in a child care centre meet the following internal noise criteria: 1. ≤45 dB(A) single event maximum sound pressure level.	N/A: As above.	N/A: As above.
			<p>Statutory note: Noise levels from railways or type 2 multi-modal corridors are measured in accordance with AS1055.1-1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided. The noise assessment report should be prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>AO27.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in each outdoor education area or outdoor play area: <ol style="list-style-type: none"> a. ≤62 dB(A) L_{eq} (24 hour) free field (between 6am and 6pm) b. ≤84 dB(A) (single event maximum sound pressure level) free field 2. in accordance with the Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways, Queensland Rail, 2011.

Performance outcomes	Acceptable outcomes	Response
	<p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided. The noise assessment report should be prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>OR</p> <p>AO27.2 Each outdoor education area and outdoor play area is shielded from noise generated from a railway or type 2 multi-modal corridor by a building, a solid gap-free fence, or other solid gap-free structure.</p>	<p>N/A: As above.</p>
Hospitals	<p>PO28 Development involving a hospital minimises noise intrusion from a railway or a type 2 multi-modal corridor in patient care areas.</p>	<p>AO28.1 Hospitals are designed and constructed using materials which ensure ward areas meet the following internal noise criteria:</p> <ul style="list-style-type: none"> 1. ≤45 dB(A) single event maximum sound pressure level. <p>AND</p> <p>AO28.2 Hospitals are designed and constructed using materials which ensure patient care areas (other than ward areas) meet the following internal noise criteria:</p> <ul style="list-style-type: none"> 1. ≤50 dB(A) single event maximum sound pressure level. <p>Statutory note: Noise levels from railways or type 2 multi-modal corridors are measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided. The noise</p>

Performance outcomes	Acceptable outcomes	Response
	assessment report should be prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.	
Vibration		
Hospitals	<p>PO29 Development involving a hospital located within 25 metres of the centreline of the nearest railway track minimises vibration impacts from a railway or type 2 multi-modal corridor in patient care areas.</p> <p>AO29.1 Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$.</p> <p>AND</p> <p>AO29.2 Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report be provided.</p>	N/A: The proposed development does not involve a Hospital. N/A: As above.
Air and light	<p>PO30 Development involving an accommodation activity minimises air quality impacts from a railway in outdoor spaces for passive recreation.</p>	<p>AO30.1 Each dwelling has access to an outdoor space for passive recreation that is shielded from a railway by a building, a solid gap-free fence, or other solid gap-free structure.</p>
	<p>PO31 Development involving a:</p> <ol style="list-style-type: none"> 1. child care centre; or 2. educational establishment <p>minimises air quality impacts from a railway in outdoor education areas and outdoor play areas.</p>	<p>AO31.1 Each outdoor education area and outdoor play area is shielded from a railway by a building, a solid gap-free fence, or other solid gap-free structure.</p>
	<p>PO32 Development involving an accommodation activity or hospital minimises lighting impacts from a railway.</p>	<p>AO32.1 Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a railway.</p> <p>OR</p>

Performance outcomes	Acceptable outcomes	Response
	AO32.2 Windows facing a railway include treatments to block light from a railway.	N/A: As above.

Table 2.2.3: Development in a future railway environment

Performance outcomes	Acceptable outcomes	Response
PO33 Development does not impede delivery of rail transport infrastructure in a future railway corridor.	AO33.1 Development is not located in a future railway corridor. OR AO33.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future railway corridor.	N/A: The site is not mapped as being a future railway corridor. N/A: As above.
	AO33.3 Structures and infrastructure located in a future railway corridor are able to be readily relocated or removed without materially affecting the viability or functionality of the development.	N/A: As above.
	AO33.4 Development does not involve filling and excavation of, or material changes to, a future railway corridor.	N/A: As above.
	AO33.5 Land is able to be reinstated to the pre-development condition at the completion of the use.	N/A: As above.
PO34 Filling and excavation, building foundations and retaining structures do not undermine or cause subsidence of, a future railway corridor.	No acceptable outcome is prescribed.	N/A: As above.
		Note: To demonstrate compliance with this performance outcome, it is recommended that a RPEQ certified geotechnical assessment is provided, prepared in accordance with section 2.7 of the Guide

Performance outcomes	Acceptable outcomes	Response
to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015.		
PO35 Fill material from a development site does not result in contamination of land for a future railway corridor.	<p>AO35.1 Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p> <p>AO35.2 Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.</p>	N/A: As above.
PO36 Development does not result in an actionable nuisance or worsening of stormwater, flooding or drainage impacts in a future railway corridor.	No acceptable outcome is prescribed.	N/A: As above.

**ATTACHMENT 9:
COUNCIL CODE ASSESSMENT**



6.2.1 Centre Zone Code

Application

- (1) This code applies to assessing development where:
 - (a) Located in the Centre Zone; and
 - (b) It is identified in the assessment benchmarks for assessable development and requirements for accepted development table in Part 5 of the planning scheme.

Criteria for assessment

Table Error! No text of specified style in document A - Centre Zone Code – For accepted development subject to requirements and assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
FOR ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT			
HEIGHT			
P01	A01.1 Building height takes into consideration and respects the following:	YES	The proposed development has a maximum height of 8.45m.

- (a) the height of existing buildings on adjoining premises;
- (b) the development potential, with respect to height, on adjoining premises;
- (c) the height of buildings in the vicinity of the site;
- (d) access to sunlight and daylight for the site and adjoining sites;
- (e) privacy and overlooking; and
- (f) site area and street frontage length.

P01
Development has a maximum building height of:

- (a) 8.5 metres; and
 (b) 2 storeys above ground level.

6.2.1 Centre Zone Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
SITING	<p>PO2 Development is sited in a manner that considers and respects:</p> <ul style="list-style-type: none"> (a) the siting and use of adjoining premises; (b) access to sunlight and daylight for the site and adjoining sites; (c) privacy and overlooking; (d) opportunities for casual surveillance of adjoining public spaces; (e) air circulation and access to natural breezes; (f) appearance of building bulk; and (g) relationship with pedestrian spaces. 	<p>AO2.1 Buildings are built to the road frontage/s of the site.</p> <p>Note—Awning structures may extend into the road reserve where provided in accordance with PO5.</p> <p>AO2.2 Buildings are setback and boundary treatment(s) are undertaken in accordance with Table 6.2.1.3B.</p> <p>Buildings are setback and boundary treatment(s) are undertaken in accordance with Table 6.2.1.3B.</p> <p>Buildings are setback and boundary treatment(s) are undertaken in accordance with Table 6.2.1.3B.</p>	<p>YES</p> <p>The proposed development does not fully comply with AO2.1 as only a small portion of the proposed development is built to the Byrnes Street road frontage. Please refer to section 6.2.2.2 of the Planning Report for a full assessment against the Performance Outcome.</p> <p>YES</p> <p>The proposed development does not fully comply with AO2.2 as only a small portion of the proposed development is built to the side and rear boundaries. For the parts of the proposed development that are not built to the side and rear boundaries, please refer to section 6.2.2.2 of the Planning Report for a full assessment against the Performance Outcome PO1.</p> <p>Where the proposed development is built to the rear boundary, compliance with the required boundary treatment can be conditioned by Council.</p>
ACCOMMODATION DENSITY	<p>PO3 The density of Accommodation activities:</p> <ul style="list-style-type: none"> (a) contributes to housing choice and affordability; (b) respects the nature and density of surrounding land use; (c) does not cause amenity impacts beyond the reasonable expectation of the planned accommodation density for the centre; and 	<p>AO3.1 Development provides a maximum density for Accommodation activities of:</p> <ul style="list-style-type: none"> (a) 1 dwelling or accommodation unit per 120m² site area; and (b) 1 bedroom per 60m² site area. 	<p>N/A</p> <p>The proposed development does not involve accommodation activities.</p>

6.2.1 Centre Zone Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
(d) is commensurate to the scale and frontage of the site.			
SITE COVER			
PO4	AO4.1 Buildings and structures occupy the site in a manner that: (a) makes efficient use of land; (b) is consistent with the bulk and scale of surrounding buildings; and (c) appropriately balances built and natural features.	YES	The proposed development has a site coverage of approximately 37%.
FOR ASSESSABLE DEVELOPMENT			
BUILDING DESIGN			
PO5	AO5.1 Building facades are appropriately designed to: (a) provide an active and vibrant streetscape; (b) include visual interest and architectural variation; (c) maintain and enhance the character of the surrounds; (d) provide opportunities for casual surveillance; (e) include a human scale; and (f) encourage occupation of outdoor space.	YES	Due to the shape of the site, combined with the dual road frontages, an efficient Shopping Centre layout does not lend itself to addressing both Byrnes and Rankin Streets. As a result, compliance with the Acceptable Outcome is not achievable. However, demonstration of compliance with the corresponding Performance Outcome is provided in section 6.2.2.2 of the Planning Report.
	AO5.2 Building frontages: (a) are broken into smaller, 10 metre wide components by doors, display windows, pillars and structural elements; (b) are articulated with projections and recesses;	YES	The proposed development complies with, and/or can be conditioned to comply with, where reasonable and relevant, the Acceptable Outcome. We note that compliance with PO5 has also been demonstrated in section 6.2.2.2 of the Planning Report

6.2.1 Centre Zone Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	<p>(c) include windows where the bottom of the window is located between 0.6 metres and 0.9 metres above the footpath level; and</p> <p>(d) have a minimum 40% of the building facade facing the street is comprised of windows that are not painted or treated to obscure transparency.</p>		<p>for any areas where Council may consider compliance with the Acceptable Outcome is not suitably achieved/able to be achieved.</p>
AO5.3	<p>Buildings incorporate cantilevered awnings that are:</p> <p>(a) provided along the full length of the building's frontage to the street;</p> <p>(b) set back 0.6 metres from the face of the kerb or to match the alignment of the awning/s of the adjoining building/s;</p> <p>(c) a minimum of 3 metres and a maximum of 4.2 metres above the finished level of the footpath from the underside of the awning; and</p> <p>(d) truncated at the corner with a 2 metre single cord truncation where located on a corner site.</p>	YES	<p>Compliance for the portions of awning within the Byrnes Street road reserve can be conditioned.</p>
PO6	<p>Development complements and integrates with the established built character of the Centre zone, having regard to:</p> <p>(a) roof form and pitch;</p> <p>(b) eaves and awnings;</p> <p>(c) building materials, colours and textures; and</p> <p>(d) window and door size and location.</p>	YES	<p>It is our view that the concept plans for the proposed development demonstrate compliance with the Performance Outcome. However, should Council consider differently, we are agreeable to entering into discussions with Council on the areas of non-compliance to ensure a suitable outcome is achieved.</p>

6.2.1 Centre Zone Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
ACCOMMODATION ACTIVITIES			
P07 Accommodation activities are appropriately located in buildings in the Centre zone, having regard to: (a) the use of adjoining premises; and (b) the provision of an active and vibrant streetscape.	A07.1 Accommodation activities are located above the ground floor. 	N/A	The proposed accommodation activities does not involve
AMENITY			
P08 Development must not detract from the amenity of the local area, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions.	A08.1 No acceptable outcome is provided. 	YES	The proposed development is for a commercial activity on land suitably zoned for the type of land use activities being proposed. We see no grounds for why the proposed development would exceed the expected amenity impacts associated with what was always intended for the site. Compliance can also be conditioned.
P09 Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices;	A09.1 No acceptable outcome is provided. 	YES	As above.

6.2.1 Centre Zone Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
(e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions.			

7.2.2 Mareeba Local Plan Code

Application

- (1) This code applies to assessing development where:
 - (a) Located in the Mareeba local plan area; and
 - (b) It is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the Planning Scheme.

Criteria for assessment

Table 7.2.2.3 – Mareeba local plan – For accepted development subject to requirements and assessable development

PERFORMANCE OUTCOMES		ACCEPTABLE MEASURES	COMPLIES	COMMENT
FOR ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT IF AFFECTED BY THE VEGETATED BUFFER AREA ELEMENT				
PO1 Industrial development is appropriately screened from view to minimise impacts on the:	<ul style="list-style-type: none"> (a) visual amenity and character of the local plan area; and (b) amenity of nearby land uses, 	A01.1 A minimum 5 metre wide vegetated buffer area is provided in all areas of the site affected by the vegetated buffer element.	N/A	The site is not affected by the Vegetated Buffer Area Element.

7.2.2 Mareeba Local Plan Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
IF IN THE STABLE PRECINCT			
PO2 Development facilitates the co-location of houses and stables while maintaining an appropriate level of amenity, having regard to emissions of: (a) noise; (b) odour; and (c) light	AO2 Stables house no more than 10 animals and are: (a) separated by a minimum distance of 3 metres from any residential building on the same site; (b) separated by a minimum distance of 5 metres from any residential building on an adjoining site; and (c) setback a minimum of 6 metres from any road frontage.	N/A	The site is not located in the Stable Precinct.
IF IN A SITE WITH A FRONTAGE TO THE BYRNES STREET CORE ELEMENT			
PO3 Development with a frontage to the Byrnes Street core element is designed to minimise the dominance of vehicular access within the streetscape by: (a) providing vehicular access from an alternative frontage; (b) minimising the size of necessary vehicle access and (c) maximising the area of the frontage used for pedestrian focussed activities	AO3.1 Where development has a frontage to the Byrnes Street core element, buildings are built to side boundaries, except where pedestrian access ways and where alternative vehicular access is not available. In such instances, vehicular and pedestrian access-ways are not wider than 7 metres. <i>Note: refer to Figure A for further details</i>	N/A	The site is not located in the Byrnes Street Core element.

7.2.2 Mareeba Local Plan Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
IF IN A SITE AFFECTED BY THE TOWN CENTRE FRINGE 6 METRE SETBACK ELEMENT			
P04	A04 Buildings and structures are setback a minimum of 6 metres from the boundary affected by the Town centre fringe 6 metre setback element.	N/A	The site is not located in the City Fringe Precinct.
IF IN THE TOWN CENTRE FRINGE PRECINCT			
P05	A05.1 No more than 50% of car parking is to be located between the building and the primary street frontage. A05.2 Buildings include uses that orientated toward the primary street frontage with entrances and windows addressing the street.	N/A N/A	The site is not located in the City Fringe Precinct. As above.

7.2.2 Mareeba Local Plan Code

PERFORMANCE OUTCOMES FOR ASSESSABLE DEVELOPMENT	ACCEPTABLE MEASURES	COMPLIES	COMMENT
PO6 Development in the Mareeba local plan area: (a) promotes and does not prejudice the ongoing operation of Mareeba as the major regional activity centre of the Shire; (b) provides growth or redevelopment in areas within close proximity to the Town centre core precinct; (c) locates Community facilities in accessible locations within walking distance of the Town centre core precinct; and (d) contributes to the vibrancy and local identity of the Mareeba community.	AO6 No acceptable outcome is provided.	YES	Please refer to section 6.2.2.3 of the Planning Report for a full assessment against the Performance Outcome.
PO7 Development does prejudice the future construction of the Mareeba Bypass.	AO7 Development involving permanent buildings or structures does not occur on land affected by the Mareeba bypass element.	N/A	The site is not identified as being on the alignment of the future Mareeba bypass.
PO8 Development integrates the following elements identified on the Mareeba local plan maps: (a) open space elements; (b) indicative collector roads as higher order road linkages; (c) indicative minor roads in a similar design as shown as mapped; and (d) possible connections as important road linkages between developments.	AO8 No acceptable outcome is provided.	N/A	The site is not affected by any of the mentioned elements.

7.2.2 Mareeba Local Plan Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
PO9 Development integrates small-scale local retail centres that: (a) service the local neighbourhood; and (b) do not prejudice the ongoing operation of the Mareeba town centre.	AO9 No acceptable outcome is provided.	N/A	The site is vacant and separated from other, adjacent sites by roads and a rail corridor. Hence, integration with adjacent developments is not possible.
IF IN THE STABLE PRECINCT			
PO10 Development does not involve a density of residential development that is likely to prejudice the ongoing use of land within the precinct for stables, having regard to the existing level of amenity.	AO10.1 Development does not result in a higher accommodation density than currently exists. AO10.2 Development does not result in the creation of any new lots.	N/A	The site is not located in the Stable Precinct. As above.
IF IN THE MAREEBA AIRPORT PRECINCT			
PO11 Development does not prejudice the ongoing operations or future development intentions of the Mareeba Airport.	AO11 Development is limited to activities which have a direct association with aviation.	N/A	The site is not located in the Mareeba Airport Precinct.
IF IN THE TOWN CENTRE CORE PRECINCT			
PO12 Development is to be of a scale and form which complements the character of the precinct, having regard to: (a) building location;	AO12 No acceptable outcome is provided.	YES	Please refer to section 6.2.2.3 of the Planning Report for a full assessment against the Performance Outcome.

7.2.2 Mareeba Local Plan Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
(b) building height; (c) interface with the street; and (d) scale of windows, doors and structural elements			
PO13 The character and style of buildings in the main street, including those representing the booming tobacco period of the 1950's and 1960's is maintained and protected.	AO13.1 Buildings are re-used for new uses without alteration to their: (a) height; (b) width (at street frontage); (c) vertical or horizontal patterning; and (d) materials <i>Note: Refer to Planning Scheme Policy 1 – Character Area Design Guidelines for additional guidance in relation to the development outcomes sought</i>	N/A	The proposed development does not involve the reuse of any buildings.
	AO13.2 Development on sites identified as building facade to be retained that retains the external (street facing) facade(s) of the building will qualify for a 10% reduction on car parking.	N/A	As above.
IF IN THE TOWN CENTRE FRINGE PRECINCT			
PO14 Development does not undermine the role of the Town centre core precinct as Mareeba's primary retail and commercial precinct.	AO14 No acceptable outcome is provided.	N/A	The site is not located in the Town Centre Fringe Precinct.
IF IN THE NOXIOUS AND HAZARDOUS INDUSTRY PRECINCT			
PO15	AO15	N/A	The site is not located in the Noxious and Hazardous Industry Precinct.

7.2.2 Mareeba Local Plan Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
Appropriate provision is made for siting, managing and buffering uses in the Noxious and hazardous industry precinct to limit impacts on adjoining properties, having regard to:	<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><i>Note: A facility management plan can be prepared to demonstrate that the ongoing operation of the use will maintain compliance with this outcome.</i></p>		No acceptable outcome is provided.
IF IN THE INDUSTRIAL PARK PRECINCT			
PO16	AO16	N/A	The site is not located in the Industrial Park Precinct. Development that attracts the public into the Industrial park precinct does not develop within the Industrial park precinct.
IF IN THE NORTHERN INVESTIGATION PRECINCT			

7.2.2 Mareeba Local Plan Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
PO17 Development does not compromise the long term future urban intent of this precinct	AO17 No acceptable outcome is provided.	N/A	The site is not located in the Northern Investigation Precinct.
IF IN THE NORTH-EASTERN EXPANSION PRECINCT, SOUTH-EASTERN EXPANSION PRECINCT OR SOUTH-WESTERN EXPANSION PRECINCT			
PO18 Development provides an average net accommodation density of at least 12 dwellings or accommodation units per hectare. <i>Note: Calculation of accommodation density excludes areas not developed as a result of provisions of an overlay.</i>	AO18 No acceptable outcome is provided.	N/A	The site is not located in any of the mentioned precincts.
PO19 Development provides a wide range of housing options, including different dwelling sizes and types that meet the needs of a range of household compositions.	AO19 No acceptable outcome is provided.	N/A	As above.
PO20 The road network is to be developed in a logical and sequential manner to provide for the coordinated development of the precinct.	AO20 No acceptable outcome is provided.	N/A	As above.
PO21 The road network provides encourages walking and cycling to daily activities to reduce local vehicle trips by: (a) being based on a street grid network;	AO21 No acceptable outcome is provided.	N/A	As above.

7.2.2 Mareeba Local Plan Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
<ul style="list-style-type: none"> (b) having walkable block sizes; (c) providing safe, efficient and provides for the needs of all users; (d) having a high level of connectivity for all users; and (e) being linked to destinations such as shops, open spaces and schools. 			

9.3.2 Commercial Activities Code

Application

- (1) This code applies to assessing development where:
 - (a) Involving Commercial activities; and
 - (b) It is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

Criteria for assessment

Table 9.3.2.3A – Commercial activities code – For accepted development subject to requirements and assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	FOR ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT	
		COMPLIES	COMMENT
PO1	AO1.1 Buildings are finished with high quality materials, selected for their durability and contribution to the character of the area.	YES <ul style="list-style-type: none"> Buildings design does not incorporate: <ul style="list-style-type: none"> (a) Highly reflective materials such as high performance glass or untreated galvanised metals; or (b) Unrelieved, unpainted, or un-rendered finishes; or (c) Unarticulated concrete finishes; or (d) Unarticulated cladding systems; or (e) Fluorescent or iridescent paints; or (f) Use of a single colour or surface treatment 	Compliance can be conditioned.
IF FOR SALES OFFICE	AO2.1 A Sales Office is compatible with the built form, character, and amenity of the surrounding area, having regard to: <ul style="list-style-type: none"> (a) Duration of use; (b) Size and scale; (c) Intensity and nature of use; 	N/A	The proposed development is not for a Sales Office.

9.3.2 Commercial Activities Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
(d) Number of employees; and (e) Hours of operation.	(b) 6 months, where involving land or buildings that can be won as a prize.	N/A	As above.
	AO2.2 The Sales Office does not exceed 100m ² gross floor area. <i>Note: The Sales Office may be located within part of a Dwelling House, Dual Occupancy, or Multiple Dwelling for sale or that can be won as a prize.</i>	N/A	As above.
	AO2.3 No more than 3 employees work within the Sales Office at any one time.	N/A	As above.
	AO2.4 The Sales Office does not operate outside of the hours of 8:00am to 6:00pm.	N/A	As above.
	PO3 A Sales Office is located to be accessible to visitors.	N/A	As above. The Sales Office is established at the entrance to: (a) The estate or stage of the estate where involving multiple properties or dwellings; or (b) The building or land where involving a single property or dwelling.

PERFORMANCE OUTCOMES FOR ASSESSABLE DEVELOPMENT	ACCEPTABLE MEASURES	COMPLIES	COMMENT
VISUAL AMENITY AND CHARACTER			
P04 Commercial activities protect and enhance the character and amenity of the locality and streetscape through the appropriate location and screening of: (a) Air conditioning; (b) Refrigeration plant; (c) Mechanical plant; and (d) Refuse bin storage areas.	A04 No acceptable outcome is provided.	YES	The plans of development in Attachment 2 show that all the features listed in the Performance Outcome are proposed to be screened. Compliance can also be conditioned.
LOCATION AND SIZE			
P05 Commercial activities are located and designed: (a) To be commensurate to the scale and nature of the land uses located and intended to be located in the immediate vicinity; and (b) Consistent with the intent of the activity centre hierarchy for Mareeba Shire.	A05 No acceptable outcome is provided.	YES	Demonstration of compliance with the Performance Outcome is outlined below: a) The proposed development does not exceed the permitted site coverage or height allowable for the site. This, in our view, demonstrates that the proposed development is of a suitable scale for the site on which it is located on; and b) The proposed development is for a 'Centre' activity on a site zoned as suitable for such activities. Hence, it is our view that the proposed development is consistent with the hierarchy of centres for the Shire.
IF FOR SERVICE STATION OR CAR WASH			

9.3.2 Commercial Activities Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
PO6 The site is of a suitable size, shape, and configuration to accommodate all aspects of the use, such as: <ul style="list-style-type: none"> (a) The building(s) and associated storage areas; (b) Any ancillary activities; (c) Fuel delivery and service vehicles; (d) Vehicle access and onsite manoeuvrability; and (e) Landscaping. 	AO6.1 The site has a: <ul style="list-style-type: none"> (a) Minimum area of 1,500m²; and (b) Minimum frontage of: <ul style="list-style-type: none"> (i) 30 metres to each road where the site is a corner site; or (ii) 40 metres otherwise. 	N/A	The proposed development is not for a Service Station or Car Wash.
		N/A	
	AO6.2 Bulk fuel storage tanks are situated on the site no closer than 8 metres to any road frontage.	N/A	As above.
		N/A	
	AO6.3 Bulk fuel storage tanks are situated on the site: <ul style="list-style-type: none"> (a) So that delivery trucks are standing wholly within the site when discharging fuel into the tanks; and (b) Ensuring that the movements of other vehicles is not restricted when fuel delivery occurs. 	N/A	As above.
		N/A	
	AO6.4 Fuel pumps, car wash bays, and facilities including air and water points are: <ul style="list-style-type: none"> (a) Orientated to minimise vehicle conflicts associated with manoeuvring on site; and (b) Located so that vehicles using or waiting to use the facilities are standing wholly within the site and in locations which do not restrict the movement of other vehicles on the site 	N/A	As above.
		N/A	

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
PO7 The use must provide for the collection, treatment, and disposal of all solid liquid wastes such that: <ul style="list-style-type: none"> (a) The off-site release of contaminates does not occur; and (b) There are no significant adverse impacts on the quality of surface water or ground water resources. 	AO7 No acceptable outcome is provided.	N/A	As above.

9.4.2 Landscaping Code

Application

This code applies where it is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the Planning Scheme.

Criteria for assessment

Table 9.4.2.3A – Landscaping Code – For accepted development subject to requirements and assessable development

PERFORMANCE OUTCOMES		ACCEPTABLE MEASURES		FOR ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSMENT DEVELOPMENT	
				COMPLIES	COMMENT
P01	A01.1			YES	<p>The proposed development complies with the Acceptable Outcome, as is outlined below:</p> <ul style="list-style-type: none"> a) 1,646m² of landscaping is proposed which equates to a total of 13% of the site; b) Compliance can be conditioned and demonstration of compliance can be provided as part of a landscaping plan to be submitted with the Operational Works application; c) The site is devoid of vegetation; and d) Compliance can be conditioned and demonstration of compliance can be provided as part of a landscaping plan to be submitted with the Operational Works application. <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>

9.4.2 Landscaping Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
PO2 Development, other than in the Rural zone, includes landscaping along site frontages that: <ul style="list-style-type: none"> (a) creates an attractive streetscape; (b) complements the character of the immediate surrounds; (c) assists to break up and soften elements of built form; (d) screen areas of limited visual interest or servicing; (e) provide shade for pedestrians; and (f) includes a range and variety of planting. 	AO2 Development, other than in the Rural zone, includes a landscape strip along any site frontage: <ul style="list-style-type: none"> (a) with a minimum width of 2 metres where adjoining a car parking area; (b) with a minimum width of 1.5 metres in all other locations; and (c) in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species. <p>Note—Where development is setback from a frontage less than 1.5 metres, the setback area is provided as a landscape strip</p>	YES	The proposed development complies with the Acceptable Outcome, as is outlined below: <ul style="list-style-type: none"> a) A 2m wide landscape strip has been provided adjacent to all car parking areas fronting Byrnes Street. A 2m wide landscape strip has also been provided adjacent to the loading dock and manoeuvring areas fronting Rankin Street; b) Where not built to the road frontage, the proposed development has provided a minimum eight (8) meter wide landscape strip adjacent to the Byrnes and Rankin Street intersection; and c) Compliance can be conditioned and demonstration of compliance can be provided as part of a landscaping plan to be submitted with the Operational Works application.
PO3 Development includes landscaping and fencing along side and rear boundaries that: <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 (e) includes a range and variety of planting. 	AO3.1 Development provides landscape treatments along side and rear boundaries in accordance with Table 9.4.2.3B .	YES	The proposed development complies with the Acceptable Outcome, as is outlined below: <ul style="list-style-type: none"> • A 2m wide landscape strip has been provided adjacent to the southern boundary of the site which exceeds the 1m requirement outlined in Table 9.4.2.3B for areas where car parking, servicing or manoeuvring areas adjoining a side or rear boundary; • A 1.5m wide landscape strip has been provided adjacent to the western boundary of the site which exceeds the 1m requirement outlined in Table 9.4.2.3B for areas where car parking, servicing or manoeuvring areas adjoining a side or rear boundary.

9.4.2 Landscaping Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	A03.2 Shrubs and trees provided in landscape strips along side and rear boundaries: (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.	YES	Compliance can be conditioned. As above.
	A03.3 Any landscape strip provided along a side or rear boundary is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.	YES	An assessment of the proposed development against the Acceptable Outcome is provided below: a) Compliance can be conditioned as there is an ample amount of proposed landscape areas within the car park to accommodate 42 trees; b) Not applicable as the proposed development includes more than 12 spaces; and c) The car parking area is approximately 5,500m ² , although there is just under 1,000m ² of landscaping adjacent to and within the car parking area. This exceeds the required 10%. However, shade structures are proposed over only 54 car parking spaces which is less than the 50% required. Hence, a full assessment against the Performance Outcome is required. Please refer to section 6.2.2.5 of the Planning Report for this assessment.
	A04.1 Landscaping is provided in car parking areas which provides: (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 500m ² : (i) shade structures are provided for 50% of parking spaces; and (ii) a minimum of 10% of the parking area as landscaping.	YES	An assessment of the proposed development against the Acceptable Outcome is provided below: 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 500m ² : (i) shade structures are provided for 50% of parking spaces; and (ii) a minimum of 10% of the parking area as landscaping.
PO4 Car parking areas are improved with a variety of landscaping that: (a) provides visual interest; (b) provides a source of shade for pedestrians; (c) assists to break up and soften elements; and (d) improves legibility.			

9.4.2 Landscaping Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	<p><i>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.</i></p>		<p>AO4.2 Landscaping in car parking areas is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>
<p>PO5 Landscaping areas include a range and variety of planting that:</p> <ul style="list-style-type: none"> (a) is suitable for the intended purpose and local conditions; (b) contributes to the natural character of the Shire; (c) includes native species; (d) includes locally endemic species, where practical; and (e) does not include invasive plants or weeds. 	<p>AO5.1 Plant species are selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species</p>	<p>AO5.2 A minimum of 25% of (new and existing) plants is provided as larger, advanced stock with a minimum plant height of 0.7 metres and mulched to a minimum depth of 0.1 metres with organic mulch.</p>	<p>AO6.1 Tree planting is a minimum of</p> <ul style="list-style-type: none"> (a) 2 metres from any underground water, sewer, gas, electricity or telecommunications infrastructure; and (b) 4 metres from any inspection chamber.
<p>PO6 Landscaping does not impact on the ongoing provision of infrastructure and services to the Shire.</p>	<p>AO6.2</p>	<p>As above.</p>	<p>As above.</p>

9.4.2 Landscaping Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	Vegetation below or within 4 metres of overhead electricity lines and power poles has a maximum height of 3.5 metres at maturity.		
A06.3	<p>Vegetation adjoining an electricity substation boundary, at maturity, will have:</p> <ul style="list-style-type: none"> (a) a height of less than 4 metres; and no foliage within 3 metres of the substation boundary, unless the substation has a solid wall along any boundary. 	N/A	No substations adjoin the site.
FOR ASSESSABLE DEVELOPMENT			
P07	<p>A07</p> <p>No acceptable outcome is provided.</p> <p>Landscaping areas are designed to:</p> <ul style="list-style-type: none"> (a) be easily maintained throughout the ongoing use of the site; (b) allow sufficient area and access to sunlight and water for plant growth; (c) not cause a nuisance to occupants of the site or members of the public; and (d) maintain or enhance the safety of pedestrians through the use of Crime Prevention Through Environmental Design principles. 	YES	Compliance can be conditioned.

9.4.3 Parking and Access Code

Application

This code applies to assessing development where it is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the Planning Scheme.

Criteria for assessment

Table 9.4.3.3A – Parking and Access Code – For accepted development subject to requirements and assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
FOR ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT			
CAR PARKING SPACES			
PO1	AO1 Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the: (a) nature of the use; (b) location of the site; (c) proximity of the use to public transport services; (d) availability of active transport infrastructure; and (e) accessibility of the use to all members of the community.	YES	The proposed development has a total gross floor area of 3 666m ² . Using the car parking calculation rates in Table 9.4.3.3, this equates to the need for 139 car parking spaces, four (4) articulated vehicle spaces and eight (8) small ridged vehicle spaces. The proposed development has provided 166 car parking spaces and provision for two (2) articulated vehicle spaces and one (1) heavy ridged vehicle space. As a result, a full assessment against the Performance Outcome is required in relation to service vehicle space provisions. Please refer to section 6.2.2.5 of the Planning Report for this assessment.

9.4.3 Parking and Access Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
VEHICLE CROSSOVERS			
P02 Vehicle crossovers are provided to:	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.	YES	Compliance can be conditioned for Rankin Street.
	AO2.2 Development on a site with two or more road frontages provides vehicular access from:	YES	The proposed development does obtain access from Rankin Street which is the lower order road. However, access is also obtained from Byrnes Street. Accordingly, a full assessment against the Performance Outcome is required. Please refer to section 6.2.2.5 of the Planning Report for this assessment.
	AO2.3 Vehicular access for particular uses is provided in accordance with Table 9.4.3.3.E .	N/A	The proposed development is not for any of the uses listed in Table 9.4.3.3.E.
P03	AO3.1 Access, manoeuvring and car parking areas include appropriate pavement treatments having regard to:	YES	Compliance can be conditioned.
	(a) the intensity of anticipated vehicle movements;		
	(b) the nature of the use that they service; and		
	(c) the character of the surrounding locality.		

9.4.3 Parking and Access Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
FOR ASSESSABLE DEVELOPMENT			
PARKING AREA LOCATION AND DESIGN			
PO4			
Car parking areas are located and designed to:			
(a) ensure safety and efficiency in operation; and			
(b) be consistent with the character of the surrounding locality.			
AO4.1	Car parking spaces, access and circulation areas have dimensions in accordance with AS/NZS 2890.1 Off-street car parking.	YES	All car parking spaces, access and circulation areas have dimensions in accordance with AS/NZS 2890.1 Off-street car parking. Compliance can also be conditioned.
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.	YES	A total of four (4) disabled car parking spaces, inclusive of shared zones, will be provided in accordance with the National Construction Code (i.e., 1 disabled space per every 50 car parking spaces). Compliance can also be conditioned.
AO4.3	The car parking area includes designated pedestrian routes that provide connections to building entrances.	YES	Designated pedestrian routes have been provided in the car parking area. Compliance can also be conditioned.
AO4.4	Parking and any set down areas are:	YES	The proposed development complies with the Acceptable Outcome, as is outlined below:
	(a) wholly contained within the site;		a) All car parking spaces and the 'drop off zone' are contained within the site. A Taxi 'drop off zone' is allowed for within the Bynes Street service road, as is generally accepted for Shopping Centre developments i.e., off site Taxi 'drop off zones'.
	(b) visible from the street where involving Commercial activities, Community activities, Industrial activities or a use in the Recreation and open space zone;		b) Both the car parking spaces and the 'drop off zone' are visible from the street;
	(c) are set back behind the main building line where involving a Dual occupancy, Multiple dwelling, Residential care facility or Retirement facility; and provided at the side or rear of a building in all other instances.		c) The proposed development does not involve any of the mentioned uses; and

9.4.3 Parking and Access Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
PO5 Access to, and manoeuvring within, the site is designed and located to:	<ul style="list-style-type: none"> (a) ensure the safety and efficiency of the external road network; (b) ensure the safety of pedestrians; (c) provide a functional and convenient layout; and (d) accommodate all vehicles intended to use the site. 		d) Both car parking spaces and the 'drop off zone' are located to the side of the buildings.
SITE ACCESS AND MANOEUVRING			
AO5.1 Access and manoeuvrability is in accordance with :	<ul style="list-style-type: none"> (a) AS2890.1 – Car Parking Facilities (Off Street Parking); and (b) AS2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities. 	YES	All access and maneuverability areas have been designed in accordance with AS/NZS 2890.1 and AS/NZS 2890.2. Please refer to the swept path diagrams in the Traffic Impact Assessment in Attachment 7 . Compliance can also be conditioned.
	Note—Proposal plans should include turning circles designed in accordance with AP34/95 (Austroads 1995) Design Vehicles and Turning Path Templates.		
AO5.2 Vehicular access has a minimum sight distance in accordance with Part 5 of AUSTRARDS.		YES	All proposed new vehicular accesses ensure compliance with the relevant standards (refer to Attachment 7 for further details). Compliance can also be conditioned.
AO5.3 Vehicular access is located and designed so that all vehicles enter and exit the site in a forward gear.		YES	All vehicles can enter and exit the site in a forward gear. Please refer to the swept path diagrams in the Traffic Impact Assessment in Attachment 7 . Compliance can also be conditioned.
AO5.4 Pedestrian and cyclist access to the site:	<ul style="list-style-type: none"> (a) is clearly defined; (b) easily identifiable; and 	YES	It is our view that the design of the proposed development in particular through the location of the central forecourt and clearly defined access via the service road, has ensured compliance with the

9.4.3 Parking and Access Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
<p>(c) provides a connection between the site frontage and the entrance to buildings and end of trip facilities (where provided).</p>	<p>AO6.1 Internal roads for a Tourist park have a minimum width of: (a) 4 metres if one way; or (b) 6 metres if two way.</p>	N/A	The proposed development does not involve a Tourist Park.
<p>Development that involves an internal road network ensures that it's design:</p> <ul style="list-style-type: none"> (a) ensure safety and efficiency in operation; (b) does not impact on the amenity of residential uses on the site and on adjoining sites, having regard to matters of: <ul style="list-style-type: none"> (i) hours of operation; (ii) noise (iii) light; and (iv) odour; <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>AO6.2 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: <ul style="list-style-type: none"> (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>	N/A	As above.
	<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>	N/A	As above.

9.4.3 Parking and Access Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	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.	N/A	As above.
	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.	N/A	The proposed development does not involve an Accommodation Activity.
	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.	N/A	The proposed development does not involve an Energy and Infrastructure, nor a Rural activity.
SERVICING			
	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; (c) do not adversely impact on the safety or efficiency of the road network;	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.	YES The proposed development complies with the Acceptable Outcome, as is outlined below: a) All unloading, loading, service and waste disposal areas are located on the site; b) All unloading, loading, service and waste disposal areas are located to the side and rear of the building; and c) There are no sensitive land uses adjacent to the site.

9.4.3 Parking and Access Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
(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.	<p>A07.2 Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.</p> <p>A07.3 Development provides a servicing area, site access and maneuvering areas to accommodate the applicable minimum servicing vehicle specified in Table 9.4.3.3B.</p>	YES	All service vehicles can enter and exit the site in a forward gear Please refer to the swept path diagrams in the Traffic Impact Assessment in Attachment 7 . Compliance can also be conditioned.
MAINTENANCE			
	<p>A08.1 Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking and circulation of vehicles.</p> <p>A08.2 All parking areas will be compacted, sealed, drained, line marked and maintained until such time as the development ceases.</p>	YES	Compliance can be conditioned. As above.
END OF TRIP FACILITIES			
P09	<p>A09.1 Development within the Centre zone; Industry zone or Emerging community zone provides facilities for active transport users that:</p>	YES	Table 9.4.3.D requires that the proposed development provides for 12 bicycle spaces ($3,594\text{m}^2 / 60\text{m}^2 \text{ of NLA} = 59.9 \text{ staff} @ 8\% (59.9/100 \times 8) = 4.79 \text{ spaces}$ + $3,594\text{m}^2 / 500\text{m}^2 \text{ of NLA} = 7.18 \text{ spaces}$ for a total of 12 spaces.

9.4.3 Parking and Access Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
(a) meet the anticipated demand generated from the use; (b) comprise secure and convenient bicycle parking and storage; and (c) provide end of trip facilities for all active transport users.			The proposed development will provide a total of fifteen (15) spaces.
AO9.2 End of trip facilities are provided in accordance with Table 9.4.3.3.D.		N/A	<p>Table 9.4.3.3.D requires that the proposed development provides for one (1) shower (1 shower per 10 staff bicycle spaces), changing facilities and twelve (12) secure lockers (59.9/100 x 20).</p> <p>The proposed development will provide a total of one (1) shower, changing facilities and ten (10) lockers. It would be our view that a shortfall of two (2) lockers will still ensure compliance with the Performance Outcome.</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			
P10 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.	AO10.1 A traffic impact report is prepared by a suitably qualified person that identifies: (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.	N/A	The proposed development does not involve any of the mentioned uses.
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.			
P011 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.	AO11.1 A traffic impact report is prepared by a suitably qualified person that identifies: (a) the expected traffic movements to be generated by the facility;	N/A	The proposed development does not involve any of the mentioned uses.

9.4.3 Parking and Access Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
unacceptable impacts on adjacent land and local road users.	(b) (c)	(b) any associated impacts on the road network; and (c) any works that will be required to address the identified impacts.	

9.4.5 Works, Services & Infrastructure Code

Application

This code applies to assessing development where it is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the Planning Scheme.

Criteria for assessment

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

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
FOR ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT			
WATER SUPPLY			
PO1	AO1.1	YES	The proposed development will connect to Council's reticulated water supply. Refer to the civil Engineering Report in Attachment 6 for further details. Compliance can also be conditioned.
	Each lot has an adequate volume and supply of water that:		Development is connected to a reticulated water supply 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:
	(a) meets the needs of users;		(a) in the Conservation zone, Rural zone or Rural residential zone; and
	(b) is adequate for fire-fighting purposes;		(b) outside a reticulated water supply service area.
	(c) ensures the health, safety and convenience of the community; and		
	(d) minimises adverse impacts on the receiving environment.		

9.4.5 Works, Services & Infrastructure Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	<p>A01.2</p> <p>Development, where located outside a reticulated water supply service area and in the Conservation zone, Rural zone or Rural residential zone is provided with:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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. 	N/A	The site is located within a reticulated water supply area.
	<p>A02.1</p> <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. 	YES	<p>The proposed development will connect to Council's reticulated sewerage supply. Refer to the civil Engineering Report in Attachment 6 for further details. Compliance can also be conditioned.</p>
WASTEWATER DISPOSAL	<p>A02.2</p> <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. 	N/A	<p>An effluent disposal system is provided in accordance with ASNZ 1547 On-Site Domestic Wastewater</p> <p>The site is not located in any of the mentioned areas.</p>

9.4.5 Works, Services & Infrastructure Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	<p>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. 		
STORMWATER INFRASTRUCTURE			
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>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>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. 	<p>YES</p> <p>The proposed development will connect to Council's stormwater network. Refer to the civil Engineering Report in Attachment 6 for further details. Compliance can also be conditioned.</p> <p>YES</p> <p>Compliance can be conditioned.</p>	<p>The site is connected to the electricity supply network and the proposed development will utilise this connection. All necessary upgrades will be discussed and undertaken in association with Ergon. Compliance can also be conditioned.</p>
ELECTRICITY SUPPLY			
PO4 Each lot is provided with an adequate supply of electricity	<p>AO4 The premises:</p> <ul style="list-style-type: none"> (a) is connected to the electricity supply network; or 	<p>YES</p>	

9.4.5 Works, Services & Infrastructure Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	<p>(b) has arranged a connection to the transmission grid; or</p> <p>(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:</p> <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 (iii) it can be demonstrated that no adverse impact on visual amenity will occur. 		
	TELECOMMUNICATIONS INFRASTRUCTURE		
	<p>P05 Each lot is provided with an adequate supply of telecommunication infrastructure</p>	<p>A05 Development is provided with a connection to the national broadband network or telecommunication services.</p>	<p>YES</p> <p>The site is connected to the telecommunications network and the proposed development will utilise this connection. Any necessary upgrades will be discussed and undertaken in association with Telstra/NBN. Compliance can also be conditioned.</p>
	EXISTING PUBLIC UTILITY SERVICES		
	<p>P06 Development and associated works do not affect the efficient functioning of public utility mains, services or installations.</p>	<p>YES</p> <p>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.</p>	<p>Compliance can be conditioned.</p>

9.4.5 Works, Services & Infrastructure Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES COMMENT
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 (f) privacy of adjoining premises. 	AO7.1 Excavation or filling does not occur within 1.5 metres of any site boundary.	N/A The proposed development does not require any excavation or filling, only general 'shaping' of the site is required. Refer to the civil Engineering Report in Attachment 6 for further details.
	AO7.2 Excavation or filling at any point on a lot is to be no greater than 1.5 metres above or below natural ground level.	N/A As above.
	AO7.3 Earthworks batters: <ul style="list-style-type: none"> (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. 	N/A As above.
	AO7.4 Soil used for filling or spoil from excavation is not stockpiled in locations that can be viewed from: <ul style="list-style-type: none"> (a) adjoining premises; or (b) a road frontage, for a period exceeding 1 month from the commencement of the filling or excavation. 	N/A As above.

9.4.5 Works, Services & Infrastructure Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	AC7.5 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.	N/A	As above.
	AC7.6 Retaining walls have a maximum height of 1.5 metres and are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.	N/A	As above.
	AC7.7 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.	N/A	As above.
FOR ASSESSABLE DEVELOPMENT			
TRANSPORT NETWORK			
PO8	AC8.1 The development has access to a transport network of adequate standard to provide for the safe and efficient movement of vehicles, pedestrians and cyclists.	YES	Compliance can be conditioned for Rankin Street.

9.4.5 Works, Services & Infrastructure Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	Scheme Policy 4 – FNQROC Regional Development manual.		
AO8.2	YES Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.	As above.	
PUBLIC INFRASTRUCTURE			
PO9	AO9 Development is in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	N/A	No new, or upgrades to existing trunk infrastructure is required as part of the proposed development.
STORMWATER QUALITY			
PO10	AO10.1 Development has a non-worsening effect on the site and surrounding land and is designed to: (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;	YES (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	The Applicants acknowledge the need to comply with both stormwater and erosion and sediment control requirements. In accordance with the agreed upon pre-lodgement minutes (see Attachment 5), all the mentioned reports will be provided with the Operational Works application.

9.4.5 Works, Services & Infrastructure Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
(d) minimise flooding; (e) maximise the use of natural channel design principles; (f) maximise community benefit; and (g) minimise risk to public safety	Control Guidelines (Institute of Engineers Australia), including: (i) drainage control; (ii) erosion control; (iii) sediment control; and (iv) water quality outcomes.	YES	As above.

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
PO11 Storage areas for stormwater detention and retention: (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.	AO11 No acceptable outcome is provided.	YES	Compliance can be conditioned, although we would consider compliance to this level of detail would be more suitably addressed and conditioned as part of the Operational Works approval.
EXCAVATION OR FILLING			
PO12 Traffic generated by filling or excavation does not impact on the amenity of the surrounding area.	AO12.1 Haul routes used for transportation of fill to or from the site only use major roads and avoid residential areas.	N/A	The proposed development does not require any excavation or filling, only general 'shaping' of the site is required. Refer to the civil Engineering Report in Attachment 6 for further details.
	AO12.2 Transportation of fill to or from the site does not occur: (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.	N/A	As above.
PO13	AO13.1 Dust emissions do not extend beyond the boundary of the site.	N/A	As above.

9.4.5 Works, Services & Infrastructure Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
Air pollutants, dust and sediment particles from excavation or filling, do not cause significant environmental harm or nuisance impacts.	AO13.2 No other air pollutants, including odours, are detectable at the boundary of the site.	N/A	As above.
	AO13.3 A management plan for control of dust and air pollutants is prepared and implemented.	N/A	As above.
PO14	AO14 Access to the premises (including driveways and paths) does not have an adverse impact on: (a) safety; (b) drainage; (c) visual amenity; and (d) privacy of adjoining premises. Access to the premises (including all works associated with the access): (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.	N/A	As above.
WEED AND PEST MANAGEMENT		AO15	Compliance can be conditioned. No acceptable outcome is provided.
CONTAMINATED LAND		YES	

9.4.5 Works, Services & Infrastructure Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
PO16 Development is located and designed to ensure that users and nearby sensitive land uses are not exposed to unacceptable levels of contaminants	<p>AO16 Development is located where:</p> <ul style="list-style-type: none"> (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. 	YES	The site does contain contaminated land. However, this land has been remediated and hence, does not pose any threat to persons utilising the site in the future. Please refer to the Environmental Protection Agency approved Site Management Plan in Attachment 3 which confirms the site is permitted to be used for industrial/commercial uses, as is being proposed.
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.	<p>AO17.1 Fire hydrants are located in accessways or private roads held in common private title at a maximum spacing of:</p> <ul style="list-style-type: none"> (a) 120 metres for residential development; and (b) 90 metres for any other development. <p>AO17.2 Fire hydrants are located at all intersections of accessways or private roads held in common private title.</p>	N/A	The proposed development does not involve any common private title. As above.

8.2.2 Airport Environ Overlay Code

Application

- (1) This code applies to assessing development where:
 - (a) Land the subject of development is affected by a constraint category identified on the **Airport Environ Overlay Maps (OM-002a-f)**; and
 - (b) It is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

Note: Strategic airports and aviation facilities are appropriately reflected in Overlay Map 2 and is required to be mapped by State Government in response to Infrastructure State Interests.

Criteria for assessment

PERFORMANCE OUTCOMES		ACCEPTABLE MEASURES		COMPLIES COMMENT	
FOR ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT					
PO1		AO1.1	Development does not exceed the height of the Obstacle Limitation Surface (OLS) where located within the Airport environs: OLS area of:	YES	The proposed development will not encroach into the OLS.
			(a) Mareeba Airport identified on Airport environs overlay map (OM-002c) ; or		
			(b) Cairns Airport identified on Airport environs overlay map (OM-002c.1) .		
		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) .	N/A	The site is not located within the Airport Environs' Airport Buffer.

8.2.2 Airport Environs Overlay Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
(d) 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) .	AO1.3 Development has a maximum height of 15 metres within the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) .	N/A	As above.
LIGHTING			
P02 Development does not include lighting that: (a) has the potential to impact on the efficient and safe operation of Mareeba Airport or an aerodrome; or (b) could distract or confuse pilots.	AO2.1 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: (a) involve external lighting, including street lighting, that creates straight parallel lines of lighting that are more than 500 metres long; and (b) does not contain reflective cladding upwards shining lights, flashing lights or sodium lights.	N/A	The site is not located within the Airport Environs' Distance from Airport – 6-kilometre area.
NOISE EXPOSURE			
P03 Development not directly associated with Mareeba Airport is protected from aircraft noise levels that may cause harm or undue interference.	AO3.1 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) .	N/A	The site is not located within the 20-25 ANEF area.

8.2.2 Airport Enviros Overlay Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
PUBLIC SAFETY			
PO4 Development does not compromise public safety or risk to property.	AO4.1 Development is not located within the 'Airport environs: Mareeba Airport public safety area' identified on Airport environs overlay map (OM-002e) .	N/A	The site is not located within the Public Safety Area.
STATE SIGNIFICANT AVIATION FACILITIES ASSOCIATED WITH MAREEBA AIRPORT			
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.	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. 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 Hahn Tableland Radar facility. AO5.3 Building work does not occur within 'Airport environs: Zone A (200 metre buffer)' of the 'Biboothra CVOR facility identified on Airport environs overlay map (OM-002a) ' unless associated with the Biboothra CVOR facility. AO5.4 Development within 'Airport environs: Zone B (1,500 metre buffer)' of the 'Biboothra CVOR facility identified on Airport	N/A N/A N/A	The site is not located within the mentioned buffer. As above. As above.
		N/A	As above.

8.2.2 Airport Enviros Overlay Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	<p>enviros overlay map (OM-002a), but outside 'Zone A (200 metre buffer)' identified on Airport enviros 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. 		
FOR ASSESSABLE DEVELOPMENT			
MAREeba AIRPORT			
PROTECTION OF OPERATIONAL AIRSPACE			
PO6	<p>AO6.1</p> <p>Development involving sporting and recreational aviation activities such as parachuting, hot air ballooning or hang gliding, does not occur within the Airport enviros: OLS area of:</p> <ul style="list-style-type: none"> (a) Mareeba Airport identified on Airport enviros overlay map (OM-002c); or (b) Cairns Airport identified on Airport enviros overlay map (OM-002.c.1). <p>AO6.2</p> <p>Development involving temporary or permanent aviation activities does not occur within the 'Airport enviros: Airport</p>	<p>N/A</p> <p>The proposed development does not involve any of the mentioned activities.</p>	

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
<p>PO7</p> <p>Development does not affect air turbulence, visibility or engine operation in the operational airspace of Mareeba Airport or regional aerodromes.</p>	<p>AO7.1</p> <p>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> <ul style="list-style-type: none"> (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). 	N/A	The site is not located in any of the mentioned areas.
<p>MANAGING BIRD AND BAT STRIKE HAZARD TO AIRCRAFT</p> <p>PO8</p> <p>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>		AO8.1	<p>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>
		YES	Compliance can be conditioned.

8.2.2 Airport Environs Overlay Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	<p>A08.2</p> <p>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-002a) 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. 	N/A	The site is not located within the 3km buffer area.
	<p>A08.3</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). 	N/A	The proposed development does not involve a putrescible waste disposal site.

8.2.5 Extractive Resources Overlay Code

Application

- (1) This code applies to assessing development where:
 - (a) Land the subject of development is affected by a constraint category identified on the **Extractive Resources Overlay Maps (OM-005a-e)**; and
 - (b) It is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the Planning Scheme.

Note: Mining and extractive industry is appropriately reflected in the Strategic Framework Maps and Overlay Map 5 and is required to be mapped by State Government in response to Economic Growth State Interests.

Criteria for assessment

PERFORMANCE OUTCOMES		ACCEPTABLE MEASURES		COMPLIES COMMENT					
FOR ACCEPTABLE DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT									
HAULAGE ROUTE									
PO1	AO1.1 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)	YES	The proposed development will involve access to a Haulage Route. Accordingly, a full assessment against the Performance Outcome is required. Please refer to section 6.2.2.4 of the Planning Report for this assessment.						
	AO2.1 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) .	YES	As above.						

8.2.5 Extractive Resources Overlay Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
P02 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) .	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) .	N/A	The proposed development is not for a sensitive land use.
	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) .	N/A	The proposed development does not involve subdivision.
FOR ASSESSABLE DEVELOPMENT			
KEY RESOURCE AREA			
P03 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.	AO3 No acceptable outcome is provided.	N/A	The site is not located within either of the areas mentioned in the Performance Outcome.
SEPARATION AREA			
P04 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 area as a buffer between Extractive industry and incompatible uses.	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 associated with the use of a 'Key resource processing area' or a 'Local resource area' for	N/A	The site is not located within a 'Separation Area'.

8.2.5 Extractive Resources Overlay Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
P05 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: (a) noise; (b) dust; (c) ground vibrations; and (d) air blast overpressure.	Extractive industry.	N/A	As above.
A05 No acceptable outcome is provided.			

8.2.12 Transport Infrastructure Overlay Code

Application

- (1) This code applies to assessing development where:
 - (a) Land the subject of development adjoins a rail corridor identified on the **Transport Infrastructure Overlay Maps (OM-012a-j)**; and
 - (b) It is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

Note: State transport infrastructure is appropriately reflected in Overlay Map 12 and is required to be mapped by State Government in response to Infrastructure State Interests.

Note: The Transport infrastructure overlay includes mapped Transport Noise Corridors in accordance with section 246ZA of the Building Act. These corridors are mapped on **Transport infrastructure overlay maps (OM-012i-s)** for information purposes only. Development on land within a mapped corridor is not subject to any specific provisions under this planning scheme. The Queensland Development Code should be consulted in this respect.

Criteria for assessment

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

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	FOR ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT	
		COMPLIES	COMMENT
PO1 Development does not prejudice the: (a) Ongoing operation of an active 'Rail corridor' identified on the Transport infrastructure overlay maps (OM-012a-j) ; or (b) the potential future use of an inactive 'Rail corridor' identified on the Transport infrastructure overlay maps (OM-012a-j) .	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: (a) 40 metres where: (i) in the Rural zone; and (ii) on a site with an area of 2 hectares or greater; (b) 5 metres otherwise.	YES	A small portion of the proposed development will not be setback five (5) metres from the adjacent rail corridor. Accordingly, a full assessment against the Performance Outcome is required. Please refer to section 6.2.2.4 of the Planning Report for this assessment.

8.2.12 Transport Infrastructure Overlay Code

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
FOR ASSESSABLE DEVELOPMENT			
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.	AO2 No acceptable outcome is provided	YES	The layout of the proposed development does not hinder the ability to incorporate the adjacent rail corridor land within the proposed development.
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:	(a) provide visual interest; (b) screen or enhance areas of limited visual interest; and (c) complement and enhance the character of the shire.	AO3 No acceptable outcome is provided	The adjacent rail corridor is used by the Savannahlander 2-3 times a week, as well as the occasional Queensland Rail maintenance vehicle. This corridor will obtain views of the car park and western elevation of the proposed development. It is our view that reasonable and relevant conditions of approval can be imposed by Council to ensure these portions of the proposed development achieve compliance with the requirements of the Performance Outcome. We are agreeable to discussing this matter further with Council if required.