

8.2 MAF INTERNATIONAL - MATERIAL CHANGE OF USE - AIR SERVICES (AVIATION TRAINING CENTRE) - LOT 1 ON RP734348 - 578 RAY ROAD, MAREEBA - MCU/19/0011

Date Prepared: 11 October 2019

Author: Planning Officer

Attachments: 1. Proposal Plan [↓](#)

APPLICATION DETAILS

APPLICATION		PREMISES	
APPLICANT	MAF International	ADDRESS	578 Ray Road, Mareeba
DATE LODGED	21 August 2019	RPD	Lot 1 on RP734348
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Material Change of Use - Air Services (Aviation Training Centre)		
FILE NO	MCU/19/0011	AREA	5.3010 hectares
LODGED BY	RPS Australia East Pty Ltd	OWNER	V & M Bonaccorsi
PLANNING SCHEME	Mareeba Shire Council Planning Scheme 2016		
ZONE	Rural Zone		
LEVEL OF ASSESSMENT	Impact Assessment		
SUBMISSIONS	No submissions received		

EXECUTIVE SUMMARY

Council is in receipt of an impact assessable development application described in the above application details. No submissions were received during the mandatory public notification period.

MAF International (Mission Aviation Fellowship) propose the development of the site into a dedicated air services facility (aviation training centre) targeted at supporting and expanding MAF's ongoing aviation services activities in the region. Using the recent completion of the Mareeba Airport Aviation Park as a catalyst, MAF is seeking to relocate and consolidate its local operations into a "built for purpose" facility adjacent to the airport aviation park. The development will incorporate a number of elements including offices and classrooms, workshops, non-self-contained units, self-contained dwellings and a caretaker's residence.

To provide further context to the development proposed, it should also be mentioned that MAF are in negotiations with Council to secure long-term leases for up to six (6) hangars in Stage 2 of the airport aviation park to further advance their local operations.

The application and supporting material have been assessed against the Mareeba Shire Council Planning Scheme 2016 and does not conflict with any relevant aspect of the Planning Scheme. The key planning issue is ensuring land use conflict is minimised between the residential components of the development and the banana cropping carried out on the adjacent lot to the north through the implementation of appropriate agricultural buffering. Although some land use conflict may still occur as a result of aerial spraying activity as well as generally aircraft noise arising from the airport

itself, it is likely that those residing within an aviation related development would be more tolerant to the impacts of aircraft activity.

It is recommended the application be approved, subject to conditions.

OFFICER'S RECOMMENDATION

1. That in relation to the following development application:

APPLICATION		PREMISES	
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PROPOSED DEVELOPMENT	Material Change of Use - Air Services (Aviation Training Centre)		

and in accordance with the Planning Act 2016, the applicant be notified that the application for a development permit for the development specified in (A) is:

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

And

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

APPROVED DEVELOPMENT: Development Permit for Material Change of Use - Air Services (Aviation Training Centre) (B) APPROVED PLANS:

Plan/Document Number	Plan/Document Title	Prepared by	Dated
143947-06D	Figure 2 - Concept Plan	RPS	August 2019

(C) ASSESSMENT MANAGER'S CONDITIONS (COUNCIL)

(a) Development assessable against the Planning Scheme

1. Development must be carried out substantially in accordance with the approved plans and the facts and circumstances of the use as submitted with the application, subject to any alterations:
 - found necessary by Council's delegated officer at the time of examination of the engineering plans or during construction of the development because of particular engineering requirements; and
 - to ensure compliance with the following conditions of approval.

2. Timing of Effect

- 2.1 The conditions of the development permit must be complied with to the satisfaction of Council's delegated officer prior to the commencement of the use except where specified otherwise in these conditions of approval.
- 2.2 Prior to the commencement of use, the applicant must demonstrate to Council that all the conditions of the development permit have been complied with, except where specified otherwise in these conditions of approval.

3. General

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

3.5 Waste Management

The applicant shall ensure there is no on-site disposal of refuse associated with the approved use unless such refuse is disposed of in refuse bins provided in accordance with the following:

- (i) No refuse is to be stored on site outside the refuse bins at any time.
- (ii) On site refuse storage area/s for all refuse bins must be provided and be screened from view from adjoining properties and road reserve by a 1 metre wide landscaped screening buffer, 1.8m high solid fence or building.

3.6 Hours of Operation

The hours of operation for the non-residential components of the approved use (workshops, office, classrooms) shall be limited to the hours between 6am and 6pm Monday to Saturday. No operations associated with the non-residential components of the approved use are permitted on Sundays or Public Holidays.

3.7 Bushfire Management

3.7.1 A Bushfire Management Plan for the site, incorporating evacuation procedures for residents, employees and visitors, must be prepared to the satisfaction of Council's delegated officer. The approved use must comply with the requirements of the Bushfire Management Plan at all times.

3.7.2 A minimum 5,000 litres of water supply must be provided on site for firefighting purposes. Where a tank water supply is provided, it must be equipped with a standard rural fire brigade fitting and hardstand area for heavy vehicles.

3.8 Residential Occupancy

3.8.1 Each of the seven (7) "house envelopes" shown on the approved plan shall contain only 1 dwelling house.

3.8.2 Only persons who are affiliated in some way with the approved air services (flight training centre) use are permitted to stay on site. The dwellings and other non-self-contained accommodation are not to be occupied by any other person not affiliated with the approved use.

3.9 Building Heights

In order to ensure buildings/structures on-site do not encroach the obstacle limitations surfaces of the Mareeba Airport, no building/structure on-site shall exceed a height of 10m above ground level.

3.10 Signage

3.10.1 No more than one (1) advertising sign for the approved development is permitted on the subject site.

3.10.2 The sign must not exceed a maximum sign face area of 6m² and must not move, revolve, strobe or flash.

3.10.3 The sign must be kept clean, in good order and safe repair for the life of the approval.

3.10.4 The sign must be removed when no longer required.

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

3.11 Notification of Potential Rural Zone Impacts

3.11.1 The applicant/developer is to erect signage at or near the office/reception building and at each residential building advising

occupants/visitors that the subject land is zoned Rural under the Mareeba Shire Council Planning Scheme 2016 and is in a rural locality in proximity to the Mareeba Airport. The signage should generally state the following:

"Occupants, visitor and Guests should take note:

- The locality may be used for intensive rural uses. People staying at or visiting the site may experience off site effects from rural activities including noise, sprays, odours and dust that may cause a loss of residential amenity. Existing and/or self-assessable agricultural and rural uses in the locality have a 'right to farm' or a right to legally continue the use; and*
- This site is situated adjacent the Mareeba Airport. People staying at or visiting the site may experience off site effects from the Mareeba Airport including aircraft noise, mechanical aircraft maintenance noise and exhaust/fuel fumes or odour that may cause a loss of residential amenity."*

3.11.2 Administrative procedures are to be put in place ensuring that all persons residing on the site or visiting the site are made aware of the potential for the abovementioned off-site impacts, to the satisfaction of Council's delegated officer.

3.12 All sensitive uses on site must be acoustically insulated to at least the minimum standards specified by *AS2021 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction*.

3.13 Building Materials and Finishes

All building materials and finishes, including roofing iron/tiles, guttering, external blockwork/render and window screening structures must be made from non-reflective, modern building materials and must be of a neutral colour, to the satisfaction of Council's delegated officer.

4. Infrastructure Services and Standards

4.1 Access

Access crossovers servicing the development must be upgraded/constructed (from the edge of Ray Road to the property boundary) in accordance with FNQROC Development Manual standards, to the satisfaction of Council's delegated officer. Accesses must be wide enough to accommodate two directional traffic.

4.2 Stormwater Drainage/Water Quality

- 4.2.1 The applicant/developer must submit a Stormwater Management Plan and Report prepared and certified by a suitably qualified design engineer (RPEQ) that meets or exceeds the standards of design and construction set out in the Queensland Urban Drainage Manual (QUDM) and the FNQROC Development Manual to the satisfaction of Council's delegated officer.
- 4.2.2 The Stormwater Management Plan must ensure a non-worsening effect on surrounding land as a consequence of the development and must take all reasonable and practicable measures to ensure discharge occurs in compliance with the Queensland Urban Drainage Manual (QUDM) and the FNQROC Development Manual.
- 4.2.3 The applicant/developer must also provide a Stormwater Quality Management Plan and Report prepared and certified by a suitably qualified design engineer (RPEQ) that meets or exceeds the standards of design and construction set out in the Urban Stormwater Quality Planning Guideline and the Queensland Water Quality Guideline to the satisfaction of Council's delegated officer.
- 4.2.4 The Stormwater Quality Management Plan must include an Erosion and Sediment Control Plan that meets or exceeds the Soil Erosion and Sedimentation Control Guidelines (Institute of Engineers Australia) to the satisfaction of Council's delegated officer.
- 4.2.5 The applicant/developer must construct the stormwater drainage infrastructure for the development in accordance with the approved Stormwater Management Plan and/or Stormwater Quality Management Plan and Report.
- 4.2.6 All stormwater drainage must be collected from site and discharged to an approved legal point of discharge.
- 4.3 Car Parking/Internal Driveways
 - 4.3.1 The applicant/developer must ensure that an adequate number of carparks including disabled parking is provided on-site to accommodate the office/classroom, workshop and non-self-contained accommodation components of the development generally in accordance with that shown on the approved plan. The dwelling houses and the caretaker's accommodation must be provided with at least one (1) undercover car park each.
 - 4.3.2 The entire internal road network servicing the development must be wide enough to accommodate two (2) directional traffic.
 - 4.3.3 All car parking spaces and internal roads must be concrete, bitumen or asphalt sealed, delineated, and appropriately drained prior to the

commencement of the use, to the satisfaction of Council's delegated officer.

4.3.4 Prior to works commencing, the developer must submit engineering plans and specifications for the construction of proposed car parking facilities and internal driveways demonstrating:

- Compliance with Conditions 4.3.1 - 4.3.3;
- Compliance with Australian Standard AS2890:1 Off Street Parking – Car Parking Facilities;
- Compliance with Australian Standard AS2890.3 Bicycle Parking Facilities (if required);
- Compliance with Australian Standard AS1428:2001 – Design for Access and Mobility.

4.3.5 Vehicles are not permitted to park in the Ray Road road reserve at any time.

4.4 Landscaping/Landscape Buffering

Prior to the commencement of the use, the applicant / developer must prepare and submit a detailed landscape plan in accordance with Planning Scheme Policy 6 for consideration and approval by Council's Delegated Officer. The landscape plan must include the following:

- (i) A minimum 15 metre wide agricultural landscape buffer along the northern boundary of the site to the extent shown on the approved plan. This landscaping should include ground cover, shrubs and trees that will grow to form a dense, effective agricultural buffer no less than 10 metre in height.
- (ii) A minimum three (3) metre wide landscape strip along the entire Ray Road frontage of the site, excluding access points. This landscaping should include ground cover, shrubs and trees that will grow to form an effective buffer of no less than six (6) metres in height.
- (iii) any internal landscaping proposed.

All landscaping works shall be carried out in accordance with Planning Scheme Policy 6 - Landscaping and Preferred Plant Species and must be undertaken prior to the commencement of the use. A minimum of 25% of plants must be provided as larger, advanced stock with a minimum height of 0.7m. All landscaping must be mulched, irrigated and maintained for the life of the development and to the satisfaction of Council's Delegated Officer.

4.5 Lighting

4.5.1 Where outdoor lighting is required the developer shall locate, design and install lighting to operate from dusk to dawn within all areas where the

public will be given access, which prevents the potential for light spillage to cause nuisance to neighbours and must be provided in accordance with Australian Standard 1158.1 – Lighting for Roads and Public Spaces.

Illumination resulting from direct, reflected or other incidental light emanating from the subject land does not exceed eight (8) lux when measured at any point 1.5m outside the property boundary of the subject site. The lighting fixtures installed on site must meet appropriate lux levels as documented within Australian Standard 4282 – Control of the Obtrusive Effects of Outdoor Lighting.

Note: *The design is to integrate the principles of Crime Prevention through Environmental Design (CPTED) theory. Lighting design is to illuminate potential areas of concealment and is to project illumination so that a human face is easily discernible from 15 metres and there is to be sufficient night lighting, which renders people, colours, vegetation and objects correctly. i.e. 'white' light. Particular attention should be given to pathways, driveways and common external spaces.*

4.5.2 Any outdoor lighting must be installed so as to not cause confusion to any aircraft using the Mareeba Airport and should not include any reflective cladding, upwards shining lights, flashing lights or sodium lights.

4.6 Water Supply

- (i) The development must be provided with a potable water supply that satisfies the standards for drinking water set by the Australian Drinking Water Guidelines 2004 (National Health and Medical Research Council and the National Resource Management Ministerial Council).
- (ii) All non-potable water supplied to the development must be clearly labelled at each tap - Non Potable Water - not safe for Human Consumption.

4.7 On-Site Wastewater Management

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

Note: *Any on-site wastewater treatment system with a total daily peak design capacity of at least 21 equivalent persons (EP) is an Environmentally Relevant Activity (ERA 63 - Sewerage Treatment) and an Environmental Authority is required.*

(D) ASSESSMENT MANAGER'S ADVICE

- (a) An Adopted Infrastructure Charges Notice has been issued with respect to the approved development. The Adopted Infrastructure Charges Notice details the type of

infrastructure charge/s, the amount of the charge/s and when the charge/s are payable.

- (b) The Adopted Infrastructure Charges Notice does not include all charges or payments that are payable with respect to the approved development. A number of other charges or payments may be payable as conditions of approval. The applicable fee is set out in Council's Fees & Charges Schedule for each respective financial year.
- (c) The change in the use of the building may also require a change in the classification of the building under the Building Act. You are advised to contact a Building Certifier to establish if a change in the classification of the building is required.
- (d) Compliance with applicable codes/policies

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

- (e) Compliance with Acts and Regulations

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

- (f) *Environmental Protection and Biodiversity Conservation Act 1999*

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

- (g) Cultural Heritage

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

(E) RELEVANT PERIOD

When approval lapses if development not started (s.85)

- Material Change of Use – six (6) years (starting the day the approval takes effect)

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

- Development Permit for Building Work

(G) OTHER APPROVALS REQUIRED FROM COUNCIL

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

2. That an Adopted Infrastructure Charges Notice be issued for the following infrastructure charge/s for:

Development Type	Charge Rate	Measure	Charge	Credit	Balance
	(road network only)		\$	\$	\$
Residential (dwelling)	\$4,700.00	7	\$32,900.00	\$4,700.00	\$28,200.00
Residential (caretaker's accommodation)	\$3,357.50	1	\$3,357.50	Nil	\$3,357.50
Accommodation (short term)	\$1,678.75 (per unit)	20	\$33,575.00	Nil	\$33,575.00
Industry	\$8.37.00 (per m ²)	2,260	\$18,916.20	Nil	\$18,916.20
Commercial (office) & Education facility	\$23.50 (per m ²)	200	\$4,700.00	Nil	\$4,700.00
TOTAL CURRENT AMOUNT OF CHARGE					\$88,748.70

THE SITE

The subject site is situated opposite the western end of the Mareeba Airport at 578 Ray Road, Mareeba, and is described as Lot 1 on RP734348. The site is regular in shape, with an area of 5.301 hectares and is zoned *Rural* under the Mareeba Shire Council Planning Scheme 2016. The site contains approximately 122 metres of frontage to Ray Road which is constructed to a two-lane bitumen sealed standard. A single bitumen and gravel crossover provide access to the site from Ray Road.

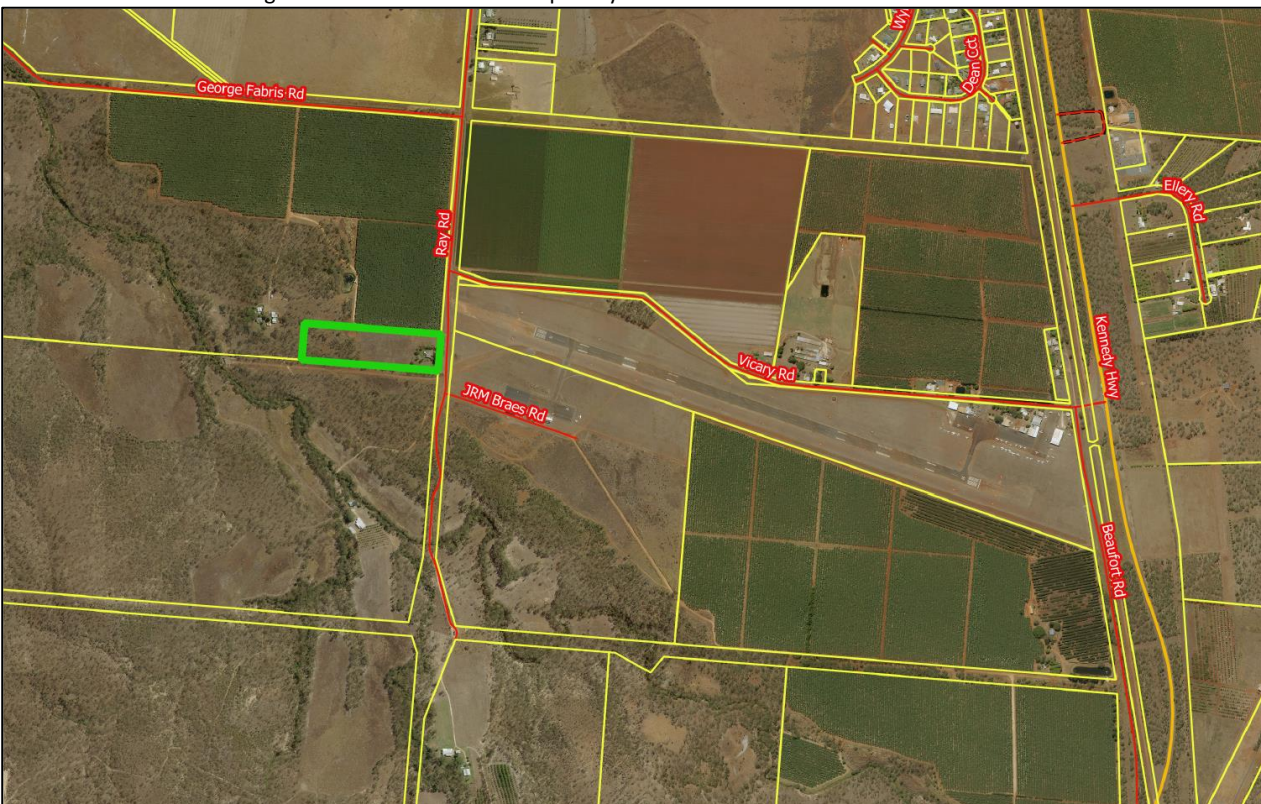
The site is improved by a dwelling, swimming pool and multiple outbuildings clustered in the south-east corner of the allotment. Mature trees and gardens are established around these improvements. With the exception of the cluster of improvements and gardens in the south-east corner, the majority of the front half of the site has been cleared and is used for hay production. The rear half of the site is covered in scattered mature vegetation and also contains a small water storage dam.

Immediate surrounding lots on the western side of Ray Road are zoned Rural and are used for cropping (banana plantation), livestock grazing and rural lifestyle purposes. Land on the eastern side of Ray Road is zoned Industry and contains the Mareeba Airport and newly completed Mareeba Airport Aviation Park.



Map Disclaimer:

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



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BACKGROUND AND CONTEXT

Nil

PREVIOUS APPLICATIONS & APPROVALS

Nil

DESCRIPTION OF PROPOSED DEVELOPMENT

The development application seeks a Development Permit for Material Change of Use - Air Services (Aviation Training Centre) in accordance with the plans shown in **Attachment 1**.

The application includes the following details of the proposed development:

"3.1 Background

Mission Aviation Fellowship (MAF) is an international Christian not for profit organisation whose mission is to fly light aircraft and to use other technologies to bring help and hope to people in some of the world's poorest countries and/or communities.

To achieve this mission, MAF currently operate a global fleet of over 130 light aircraft and employ 1,250 staff in over 25 countries. To ensure that its fleet of aircraft and staff are operating to the highest levels of maintenance and safety, MAF operate a number of service and training centres around the world. These operations include aircraft service and maintenance facilities, as well as education and training facilities, not only for pilots and flight crews but also for ground based aircraft maintenance and system technicians.

Within the Australian – Asia Pacific Region, these services are provided via MAF's Mareeba operations, which are currently located within leased premises at the eastern end of the Mareeba airport. These facilities however utilise hangers and ancillary buildings that are somewhat outdated and not specifically "built for purpose".

At the same time, MAF lease a number of residential properties within the district, used to accommodate staff participating in training courses. The location of these properties remote from the airport however gives rise to certain logistical issues, associated with the need to transport trainees and staff to and from the current centre of operations.

Using the recent completion of the Mareeba Airport Aviation Industrial Park as a catalyst, MAF is seeking to relocate and consolidate its local operations into "built for purpose" facilities to be located both within and adjacent to the Aviation Industrial Park.

Some operations which are dependent upon direct access to the actual runway, including flight operations, aircraft hangers and "in situ" aircraft services, are intended to be located within Stage 2 of the Aviation Industrial Park development, situated on the southern side of the runway at the western end of the Aviation Industrial Park and on the eastern side of Ray Road. MAF is in negation with Mareeba Shire Council, who manage the airport, to secure long-term leases of up to six (6) hangers and associated buildings to be developed within the Stage 2 area.

A number of other elements of MAF's current (and proposed-to-be-expanded) operations, whilst benefiting from being located in close proximity to air side operations, are not dependent upon

having direct access to the air side of the airport. At the same time, it would not be desirable or appropriate to locate some of these elements within the boundaries of the Aviation Industrial Park, due to conflicts / adverse impacts associated within ongoing air side operations. This is particularly so with the intended residential component of the proposed expansion, particularly in respect to noise impacts.

Accordingly, MAF is in the process of acquiring a separate parcel of freehold land upon which they intend to develop a range of facilities that, whilst integrated to MAF's overall operations, are not dependent upon having direct access to the air side of the airport. This parcel of land (Lot 1 on RP734348) is located on the western side of Ray Road and adjacent to the access into the new Aviation Industrial Park. The location of this land is considered to be ideal, in that it remains in close proximity to proposed air side operations but avoids potential conflicts with air side operations, not only those associated with MAF activities but also other existing and likely future aircraft operators. The following sections of this report provides further details as to the nature and extent of facilities proposed to be developed upon this land.

3.2 Proposed Development

As indicated, MAF International is seeking approval, via an application to Mareeba Shire Council seeking a Development Permit for Material Change of Use of the subject land, to facilitate development upon that land of a dedicated Air Services Facility targeted at supporting and expanding MAF's ongoing aviation services activities in the region. This development will incorporate a number of elements, as illustrated upon the Concept Plan prepared by RPS and provided for reference as Appendix B to this report.

A summary of the various elements within the proposed development is provided below:

3.2.1 Offices/Classrooms

It is intended that the existing dwelling upon the site will be converted to enable use for offices and classrooms, primarily by students undertaking pilot training.

3.2.2 Workshops

A total of three (3) workshops are proposed to be developed upon the site. These workshops, having a combined maximum floor area of approximately 2,260m², will allow for on-site aircraft, engine and flight systems servicing and maintenance operations, either of complete aircraft or component parts, as well as training facilities for technicians and apprentices. The height of these proposed workshops will be less than the maximum permissible height of 10 metres as applicable to the Rural Zone. One workshop (being the one in the south eastern most corner of the site) is likely to be fitted out for spray painting, either of component parts or whole aircraft, whilst the remaining two (2) workshops are proposed to be dedicated to less-specialised engine and parts maintenance, servicing etc.

3.2.3 Non-Self-Contained Units

A maximum of 20, single storey, non-self-contained units are proposed, along with a central facility building that will provide central kitchen, dining and recreational opportunities for residents of the units. It is intended that these units will be occupied by short-stay guests to the facility, as well as

technicians and apprentices who are likely to reside during the working week but return to local places of residence on weekends.

3.2.4 Self Contained Dwellings

A maximum of seven (7) single storey, self-contained dwelling houses are proposed to be developed upon the western portion of the site. It is intended that these dwellings will be occupied on a longer-term basis, principally by those undertaking pilot training, which generally extends over a period of up to 12 months or more. Many of those undertaking pilot training have family commitments and it is intended that these commitments be preserved by allowing family members, often from overseas areas of operations, to reside together during the course of training.

3.2.5 Caretaker Accommodation

Single storey, self-contained accommodation for an on-site caretaker is also proposed. This person(s) will be responsible for general site maintenance and other management duties.

3.2.6 Other Elements

As well as the above-described principle site elements, a number of other elements are proposed upon the site. These include:

- Agricultural buffer/green space, proposed to mitigate potential conflicts between the proposed development and on-going agricultural production (bananas) on the norther adjacent property, as well as between the self-contained dwelling component and other elements of the proposed development.*
- Solar farm – MAF is intending for the proposed development to be as self-sufficient and sustainable as possible. It is intended that each structure will incorporate roof mounted solar panels and that these, in conjunction with a central storage battery system, will be interconnected to form a micro electricity grid. However, should the generating capacity of this network prove to be insufficient to meet overall demands, it is intended to develop an in-situ solar farm in order to meet these demands."*

The site plan showing the location of each of the above elements is shown below:



REGIONAL PLAN DESIGNATION

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

- *Strategic Rehabilitation Area*
- *Terrestrial Area of High Ecological Significance*
- *Terrestrial Area of General Ecological Significance*

PLANNING SCHEME DESIGNATIONS

Strategic Framework:

Zone:

Overlays:

Land Use Categories

- Rural Area
 - Rural Agricultural Area
 - Rural Other

Rural zone

- Agricultural Land Overlay
- Airport Environs Overlay
- Bushfire Hazard Overlay

Planning Scheme Definitions

The proposed use is defined as:-

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
<i>Air Services</i>	<i>Premises used for any of the following:</i> <ul style="list-style-type: none"> <i>• The arrival and departure of aircraft</i> <i>• The housing, servicing, refuelling maintenance and repair of aircraft</i> <i>• The assembly and dispersal of passengers or goods on or from an aircraft</i> <i>• Any ancillary activities directly serving the needs of passengers and visitors to the use</i> <i>• Associated training and education facilities</i> <i>• Aviation facilities</i> 	<i>Airport, airstrip, helipad, public or private airfield</i>	

RELEVANT PLANNING INSTRUMENTS

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

(A) Far North Queensland Regional Plan 2009-2031

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

(B) State Planning Policy

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

(C) Mareeba Shire Council Planning Scheme 2016

Strategic Framework

3.3 Settlement pattern and built environment

3.3.3 Element - Major regional activity centre

3.3.3.1 Specific outcomes

- (1) The role and function of Mareeba as the major regional activity centre for services in Mareeba Shire is strengthened. Mareeba is to accommodate the most significant concentrations of regional-scale business, retail, entertainment, government administration, secondary and tertiary educational facilities and health and social services within the shire.*
- (2) Development within Mareeba over time enhances the Shire's self-sufficiency in terms of services offered, business and employment opportunities.*

- (3) *Mareeba is characterised by a relative lack of development constraints and is supported by an expanding major industry area and Mareeba Airport. Mareeba has significant residential, industrial and commercial growth potential.*

Comment

The proposed built for purpose air services facility (aviation training centre) is considered to be a regional-scale development and could only help strengthen Mareeba's role as a major regional activity centre. The development will contribute to the Shire's self-sufficiency, particularly its aviation sector, and will support and contribute to the expansion of the Mareeba Airport.

The proposed development complies with specific outcomes 1, 2 and 3.

3.3.11 Element - Rural areas

3.3.11.1 Specific outcomes

- (1) *Rural areas include rural activities and land uses of varying scale, consistent with surrounding land use, character and site conditions.*
- (3) *Tourism, rural industry, intensive animal industries and outdoor recreation facilities are developed in the rural area in a way which:*
- (a) *does not impede or conflict with agricultural activities and production; and*
 - (b) *does not compromise rural character and scenic qualities; and*
 - (c) *does not adversely impact on ecological and biodiversity values.*

Comment

The proposed air services facility (aviation training centre) will utilise a small rural allotment immediately adjacent the Mareeba Airport.

The development will not significantly impact on the primary production opportunities of adjoining rural allotments and will not lead to the fragmentation of viable agricultural land. Agricultural buffering is proposed along the northern boundary of the site to reduce land use conflict between the development and the northern adjoining banana farm. It is also more likely that those residing within an aviation related development would be more tolerant to the impacts of aircraft activity associated with crop dusting and airport operations.

The development complies with specific outcomes 1 and 3.

3.4 Natural resources and environment

3.4.8 Element - Air and noise quality

3.4.8.1 Specific outcomes

- (1) *The health, well-being, amenity and safety of the community and the environment is protected from the impacts of air emissions, noise and odour through appropriate management and adequate separation distances.*
- (4) *Sensitive land uses are appropriately separated from areas containing or designated for activities that generate noise and air emissions.*

Comment

The subject site is situated immediately adjacent the Mareeba Airport and will include up to seven (7) self-contained dwellings and up to 20 non-self-contained accommodation units. Ordinarily, high density residential development would be discouraged within the Rural zone, and particularly in

proximity to an airport, however, these residential uses are ancillary to the proposed air services facility (aviation training centre), providing on-site accommodation to staff, students/trainees/apprentices and in some cases their respective families. The location of the development immediately adjacent the airport allows efficient and convenient access to the airport services while still allowing the inclusions of these residential components that would normally be considered unsuitable for siting within the bounds of an airport due to the high risk of land use conflict particularly with respect to noise impacts.

Air and noise quality impacts on the development may also be experienced as a result of aerial spraying activities that may be carried out on the banana plantation situated on the allotment immediately to the north of the site. Extensive landscape buffering is proposed along the northern boundary of the site in order to help minimise this nuisance.

While some air quality and noise impacts may occur on-site, it is also likely that those residing within an aviation related development would be more tolerant to the impacts of aircraft activity associated with crop dusting and airport operations. A condition will be attached to any approval requiring the erection of signage within the site itself and notification to all site users warning of the potential for air and noise quality impacts.

The proposed development does not conflict with strategic outcomes 1 and 4.

3.6 Transport and infrastructure

3.6.6 Element - Air Transport

3.6.6.1 Specific outcomes

- (1) *Air transport and aviation infrastructure in Mareeba expand to support the shire's economic base.*
- (2) *Development in the vicinity of public aviation infrastructure (including Mareeba, Chillagoe and Dimbulah) avoids:*
 - (a) *adversely affecting the safety and operational efficiency of those airports and aviation infrastructure;*
 - (b) *large increases in the numbers of people adversely affected by aircraft noise;*
 - (c) *increasing the risk to public safety near the airport runways.*

Comment

The proposal is for a regional scale air services facility (aviation training centre) that will directly help support the ongoing development of the Mareeba Airport as well as strengthen the Shire's economic base.

The subject site is situated immediately adjacent the Mareeba Airport and will include up to seven (7) self-contained dwellings and up to 20 non-self-contained accommodation units. Ordinarily, high density residential development would be discouraged within the Rural zone, and particularly in proximity to an airport, however, these residential uses are ancillary to the proposed air services facility (aviation training centre), providing on-site accommodation to staff, students/trainees/apprentices and in some cases their respective families. The location of the development immediately adjacent the airport allows efficient and convenient access to the airport services while still allowing the inclusions of these residential components that would normally be considered unsuitable for siting within the bounds of an airport due to the high risk of land use conflict and other health and safety issues, particularly with respect to noise impacts.

Air and noise quality impacts on the development may also be experienced as a result of aerial spraying activities that may be carried out on the banana plantation situated on the allotment immediately to the north of the site. Extensive landscape buffering is proposed along the northern boundary of the site in order to help minimise this nuisance.

While some air quality and noise impacts may occur on-site, it is also likely that those residing within an aviation related development would be more tolerant to the impacts of aircraft activity associated with crop dusting and airport operations. A condition will be attached to any approval requiring the erection of signage within the site itself and notification to all site users warning of the potential for air and noise quality impacts.

The development does not conflict with specific outcomes 1 and 2.

Relevant Developments Codes

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

- 6.2.9 Rural zone code
- 8.2.1 Agricultural land overlay code
- 8.2.2 Airport environs overlay code
- 8.2.3 Bushfire hazard overlay code
- 9.3.1 Accommodation activities code
- 9.4.2 Landscaping code
- 9.4.3 Parking and access code
- 9.4.5 Works, services and infrastructure code

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

Relevant Codes	Comments
Rural Zone Code	<p>The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code apart from the following:</p> <ul style="list-style-type: none"> Acceptable Outcome AO3.1 <p>It is considered that the proposed development can achieve compliance with higher order Performance Outcome PO3. Refer to planning discussion section of report for commentary.</p>
Agricultural Land Overlay Code	<p>The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code apart from the following:</p> <ul style="list-style-type: none"> Acceptable Outcome AO1 <p>It is considered that the proposed development can achieve compliance with higher order Performance Outcome PO1. Further commentary is also included with regards to</p>

	Performance Outcomes PO2 and PO3. Refer to planning discussion section of report for commentary.
Airport Environs Overlay Code	The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Bushfire Hazard Overlay Code	<p>The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code apart from the following:</p> <ul style="list-style-type: none"> Acceptable Outcome AO8 <p>It is considered that the proposed development can achieve compliance with higher order Performance Outcome PO8 (refer to code document for commentary).</p>
Accommodation Activities Code	<p>The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code apart from the following:</p> <ul style="list-style-type: none"> Acceptable Outcome AO8 <p>It is considered the proposed development can achieve compliance with higher order Performance Outcome PO8 (refer to planning discussion section of report for commentary).</p>
Landscaping Code	The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Parking and Access Code	<p>The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code apart from the following:</p> <ul style="list-style-type: none"> Acceptable Outcome AO1 <p>It is considered that the proposed development can achieve compliance with higher order Performance Outcome PO1 (refer to code document for commentary).</p>
Works, Services and Infrastructure Code	The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.

(D) Planning Scheme Policies/Infrastructure Charges Plan

The following planning scheme policies are relevant to the application:

- Planning Scheme Policy 4 - FNQROC Regional Development Manual

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

(E) Adopted Infrastructure Charges Notice

The Mareeba Shire Council Adopted Infrastructure Charges Resolution (No. 2) 2019 - Table 1 - Adopted Charge Rates does not stipulate a particular charge rate for the "air services" use. Given the scale of development proposed, and the multiple components incorporated into the development it was considered appropriate to apply these other charge rates (as listed in Table 1) cumulatively as follows:

- Residential (dwelling house - 3 or more bedroom) - \$18,800.00 per dwelling
- Residential (caretaker's accommodation) - \$13,430.00 per dwelling
- Accommodation - short term - \$6,715.00 per 1 or 2 bedroom suite
- Industry (low - medium impact industry) - \$33.50 per m²
- Office/education facility - \$94.00 per m²

The abovementioned charge rates are based on a development contributing to additional demand on 4 trunk infrastructure networks (parks, road, sewer, water). Typically, development situated within the Rural zone and that is not connected to town water and sewer will only impact on one (1) of these four (4) networks, this being the trunk transport network (roads). As such, the applicable charge rates for each component of the development (listed above) have been amended as follows:

Charge rate x 0.25 (quartered) =

- Residential (dwelling house - 3 or more bedroom) - \$4,700.00 per dwelling
- Residential (caretaker's accommodation) - \$3,357.50 per dwelling
- Accommodation - short term - \$1,678.75 per 1 or 2 bedroom suite
- Industry (low - medium impact industry) - \$8.37 per m²
- Office/education facility - \$23.50 per m²

Based on the above charge rates, the adopted infrastructure charges application are as follows:

Development Type	Charge Rate	Measure	Charge	Credit	Balance
	Road only	Unit/m ²	\$	\$	\$
Residential (dwelling)	\$4,700.00	7	\$32,900.00	\$4,700.00	\$28,200.00
Residential (caretaker's)	\$3,357.50	1	\$3,357.50	Nil	\$3,357.50
Accommodation (short term)	\$1,678.75 (per unit)	20	\$33,575.00	Nil	\$33,575.00

Industry	\$8.37.00 (per m ²)	2,260	\$18,916.20	Nil	\$18,916.20
Commercial (office) & Education facility	\$23.50 (per m ²)	200	\$4,700.00	Nil	\$4,700.00
TOTAL CURRENT AMOUNT OF CHARGE					\$88,748.70

REFERRAL AGENCY

The application did not trigger referral to any Referral Agency.

Internal Consultation

Infrastructure Services

PUBLIC NOTIFICATION

The development proposal was placed on public notification from 24 August 2019 to 16 September 2019. The applicant submitted the notice of compliance on 17 September 2019 advising that the public notification requirements were carried out in accordance with the requirements of the Act.

No submissions were received.

PLANNING DISCUSSION

Non-compliance with the acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the following development codes is discussed below.

6.2.9 - Rural Zone Code***Accommodation Density******P03***

The density of Accommodation activities:

- (a) respects the nature and density of surrounding land use;*
- (b) is complementary and subordinate to the rural and natural landscape values of the area; and*
- (c) is commensurate to the scale and frontage of the site.*

AO3.1

Residential density does not exceed one dwelling house per lot.

Comment

The proposed development includes up to seven (7) dwelling houses, a caretaker's residence and other self-contained units for accommodating students and staff associated with the aviation training facility as well as their respective families. More than one (1) dwelling house is proposed on the rural site; therefore, the development is non-compliant with AO3.1.

At present, MAF lease a number of dwellings/units within the Mareeba and Tableland area to accommodate staff, students/apprentices and their respective families. The accommodation facilities proposed are strictly for use by MAF staff and will increase the efficiency of MAF's

operations by alleviating logistical issues currently associated with having their accommodation scattered across the area.

The scale of accommodation proposed on-site is considered reasonable given the scale of non-residential development proposed on-site and is not likely to detrimentally impact on the surrounding rural landscape. The proposed development complies with PO3.

8.2.1 Agricultural Land Overlay Code

PO1

The fragmentation or loss of productive capacity of land within the 'Class A' area or 'Class B' area identified on the Agricultural land overlay maps (OM-001a-n) is avoided unless:

- (a) an overriding need exists for the development in terms of public benefit;*
- (b) no suitable alternative site exists; and*
- (c) loss or fragmentation is minimised to the extent possible.*

AO1

Buildings and structures are not located on land within the 'Class A' area or 'Class B' area identified on the Agricultural land overlay maps (OM-001a-n) unless they are associated with:

- (a) animal husbandry; or*
- (b) animal keeping; or*
- (c) cropping; or*
- (d) dwelling house; or*
- (e) home based business; or*
- (f) intensive animal industry (only where for feedlotting); or*
- (g) intensive horticulture; or*
- (h) landing; or*
- (i) roadside stalls; or*
- (j) winery.*

Comment

The proposed aviation training facility and associated accommodation buildings will be constructed on land mapped as 'Class A' - agricultural land and is not a use mentioned in AO1 and is therefore non-compliant with AO1.

The subject site was considered desirable for the proposed air services facility (aviation training centre) due to its location immediately adjacent to the Mareeba Airport and newly completed Mareeba Airport Aviation Park. The site allows for efficient and convenient access to the airport while still allowing the inclusion of residential components that would normally be considered unsuitable for siting within the bounds of an airport due to the high risk of land use conflict as a result of aircraft noise.

Despite being mapped as containing Class A agricultural land, with an area of just 5.3 hectares, the site is considered to have little to no standalone agricultural viability, particularly considering that almost half the lot is covered by Category B Remnant Vegetation and improvements. In recent years, the property has been used for small scale hay production only.

The site provides an opportunity to establish an aviation related development adjacent to the existing aerodrome without significantly impacting on the primary production opportunities of a viable parcel of agricultural land.

The development complies with PO1.

PO2

*Sensitive land uses in the 'Class A' area, 'Class B' area or the 'Broadhectare rural' area identified on the **Agricultural land overlay maps (OM-001a-n)** are designed and located to:*

- (a) avoid land use conflict;*
- (b) manage impacts from agricultural activities, including chemical spray drift, odour, noise, dust, smoke and ash;*
- (c) avoid reducing primary production potential; and*
- (d) not adversely affect public health, safety and amenity.*

AO2

No acceptable outcome is provided.

Comment

The subject site is situated immediately adjacent the Mareeba Airport and will include up to seven (7) self-contained dwellings and up to 20 non-self-contained accommodation units. Ordinarily, high density residential development would be discouraged within the Rural zone, and particularly in proximity to an airport, however, these residential uses are ancillary to the proposed air services facility (aviation training centre), providing on-site accommodation to staff, students/trainees/apprentices and in some cases their respective families. The location of the development immediately adjacent the airport allows efficient and convenient access to the airport services while still allowing the inclusions of these residential components that would normally be considered unsuitable for siting within the bounds of an airport due to the high risk of land use conflict and other health and safety issues, particularly with respect to noise impacts.

Air and noise quality impacts on the development may also be experienced as a result of aerial spraying activities that may be carried out on the banana plantation situated on the allotment immediately to the north of the site. Extensive landscape buffering is proposed along the northern boundary of the site in order to help minimise this nuisance.

While some air quality and noise impacts may occur on-site, it is also likely that those residing within an aviation related development would be more tolerant to the impacts of aircraft activity associated with crop dusting and airport operations. A condition will be attached to any approval requiring the erection of signage within the site itself and notification to all site users warning of the potential for air and noise quality impacts.

Despite being mapped as containing Class A agricultural land, with an area of just 5.3 hectares, the site is considered to have little to no standalone agricultural viability, particularly considering that almost half the lot is covered by Category B Remnant Vegetation and improvements. In recent years, the property has been used for small scale hay production only.

The site provides an opportunity to establish an aviation related development adjacent to the existing aerodrome without significantly impacting on the primary production opportunities of a viable parcel of agricultural land.

The development complies with PO2.

PO3

*Development in the 'Class A' area or 'Class B' area identified on the **Agricultural land overlay maps (OM-001a-n)**:*

- (a) ensures that agricultural land is not permanently alienated;*
- (b) ensures that agricultural land is preserved for agricultural purposes; and*
- (c) does not constrain the viability or use of agricultural land.*

AO3

No acceptable outcome is provided.

Comment

Despite being mapped as containing Class A agricultural land, with an area of just 5.3 hectares, the site is considered to have little to no standalone agricultural viability, particularly considering that almost half the lot is covered by Category B Remnant Vegetation and improvements. In recent years, the property has been used for small scale hay production only.

The site provides an opportunity to establish an aviation related development adjacent to the existing aerodrome without significantly impacting on the primary production opportunities of a viable parcel of agricultural land.

The development complies with PO3.

9.3.1 Accommodation Activities Code

PO8

Development is appropriately located within the Shire to:

- (a) maximise the efficient utilisation of existing infrastructure, services and facilities; and*
- (b) minimise amenity impacts through the collocation of compatible uses.*

AO8

Multiple dwelling, Residential care facility or Retirement facility uses are located on land within 800 metres of the boundary of land within the Centre zone.

Comment

The proposed development will involve multiple dwellings (seven (7) self-contained dwellings) and the site is well outside the 800-metre maximum setback of the Centre zone required by acceptable outcome AO8. The development is therefore non-compliant with AO8.

The accommodation components proposed on site including the seven (7) self-contained dwelling will be provided on-site for use by MAF staff and students and their respective families only and will not be available for separate sale (will not be separately titled) or rent to anyone not directly involved with the operation of the proposed aviation training facility. The location of the site, which is situated within the rural zone was chosen due to its proximity to the Mareeba aerodrome, out of which MAF intend to operate.

Despite being situated well outside the Centre zone, the siting of the development adjacent the aerodrome is considered critical to the efficient operation of the development. Amenity impacts associated with adjoining agricultural activity and the aerodrome is likely to be limited to spray drift from aerial spraying as well as aircraft noise and it is likely that those residing within an aviation related development will be more tolerable to the impacts associated with aircraft noise.

It is considered that the proposed development can comply with the relevant aspects of PO8.



FIGURE 2- CONCEPT PLAN
MAF INTERNATIONAL AIR SERVICES FAICILITY, MAREEBA

Ref. No. 143947-06D Scale 1 : 1000 @ A2

Date August 2019

