

Planning Report for 215 Malone Road Mareeba Proposed Reconfiguration

Prepared for: Northern Building Approvals

Site Description

215 Malone Road is located on the eastern side of Mareeba. The property is described as 3/RP733075. The subject lot is 3.893ha in size. The land is currently zoned Rural under the current Mareeba Shire Planning Scheme. Existing buildings located on the property include one dwelling and one farm shed. Below is an image showing the subject land.



Development Proposal

This application is for Building Works assessable against the Mareeba Shire Planning Scheme:

- Level of Assessment — Compliance Assessment
- Assessment Criteria:
 - a. Rural code
 - b. Reconfiguring a lot code
 - c. Landscaping code

- d. Parking and access code
- e. Works, services and infrastructure

Attachment 1 is the Proposed Reconfiguration Plan.

Referrals

No referrals are required.

Planning Assessment Summary

This development is for Reconfiguration of 215 Malone Road Mareeba into two Lots. The property is within the Rural Zone of the Mareeba as identified on the Zone Map ZM016a.

The proposed reconfiguration development is compliant with the most assessment provisions, except for the follow matter:

1. Reconfiguring a lot code - Area and frontage of lots – Rural Zone - each proposed lot will not be less than 60 hectares in size and the frontage will be less than 400 metres long

Both proposed Lots will not comply with Table 9.4.4.3B as the current size of the property is 3.893 hectares with a frontage of 125 metres. However, the proposed reconfiguration will produce two lots consistent in size with the Rural Residential lots on the western side of Malone Road. Additionally, Council has just approved the similar format of reconfiguration of the neighbouring property 23 Wright Road Mareeba which will also produce two lots consistent in size.

Therefore, the development is consistent with existing development in this location. The fact is that the development is appropriate for this lot and generally complies with all relevant aspects of the planning scheme. Your swift action to approve this development is appreciated.

Mandatory Supporting Information

Assessment of application against relevant Development Codes

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

- 6.2.7 Rural zone code
- 9.4.4 Reconfiguring a lot code
- 9.4.2 Landscaping code
- 9.4.3 Parking and access code
- 9.4.5 Works, services and infrastructure code

6.2.9 Rural zone code

6.2.9.1 Application

- (1) This code applies to assessing development where:**
 - (a) located in the Rural zone; and**
 - (b) it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.**

6.2.9.2 Purpose

- (1) The purpose of the Rural zone code is to:**
 - (a) provide for rural uses including cropping, intensive horticulture, intensive animal industries, animal husbandry, animal keeping and other primary production activities;**
 - (b) provide opportunities for non-rural uses that are compatible with agriculture, the environmental features, and landscape character of the rural area where the uses do not compromise the long-term use of the land for rural purposes;**
 - (c) protect or manage significant natural resources and processes to maintain the capacity for primary production.**
- (2) Mareeba Shire Council's purpose of the Rural zone code is to recognise the importance of primary production to the economy of the region and to maintain and strengthen the range of primary industries which contribute to the rural economy.**

The purpose of the Rural zone code is to:

- (a) recognise the diversity of rural uses that exists throughout the region;**
 - (b) protect the rural character of the region;**
 - (c) provide facilities for visitors and tourists that are accessible and offer a unique experience;**
 - (d) protect the infrastructure of the Mareeba-Dimbulah Irrigation Scheme Area from development which may compromise long term use for primary production;**
 - (e) maintain distinct boundaries between the rural areas and the villages, towns and urban areas of the region;**
 - (f) provide for a range of uses, compatible and associated with rural or ecological values including recreational pursuits and tourist activities;**
 - (g) prevent adverse impacts of development on ecological values;**
 - (h) preserve land in large holdings; and**
 - (i) facilitate the protection of strategic corridors across the landscape which link remnant areas of intact habitat and transport corridors.**
- (3) The purpose of the Rural zone code will be achieved through the following overall outcomes:**
 - (a) Areas for use for primary production are conserved and fragmentation below economically viable lot sizes is avoided;**
 - (b) The establishment of a wide range of rural pursuits is facilitated, including cropping, intensive horticulture, forestry, intensive animal industries, animal husbandry and animal keeping and other compatible primary production uses;**
 - (c) The establishment of extractive industries, mining and associated activities and alternative forms of energy generation is appropriate where environmental impacts and land use conflicts are minimised;**
 - (d) Uses that require isolation from urban areas as a consequence of their impacts such as noise or odour may be appropriate where land use conflicts are minimised;**
 - (e) Development is reflective of and responsive to the environmental constraints of the land;**
 - (f) Residential and other development is appropriate only where directly associated with the rural nature of the zone;**
 - (g) Low-impact tourism and recreation activities do not compromise the long-term use of the land for rural purposes;**
 - (h) The viability of both existing and future rural uses and activities is protected from the intrusion of incompatible uses;**

- (i) Visual impacts of clearing, building, materials, access ways and other aspects of development are minimised or appropriately managed;
- (j) Adverse impacts of development both on-site and from adjoining areas are avoided and any impacts are minimised through location, design, operation and management; and
- (k) Natural features such as creeks, gullies, waterways, wetlands and bushland are retained, managed, enhanced and separated from adjacent development.

6.2.9.3 Criteria for assessment

Table 6.2.9.3—Rural zone code - For self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
Height			
<p>PO1</p> <p>Building height takes into consideration and respects the following:</p> <ul style="list-style-type: none"> (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. 	<p>AO1.1</p> <p>Development, other than buildings used for rural activities, has a maximum building height of:</p> <ul style="list-style-type: none"> (a) 8.5 metres; and (b) 2 storeys above ground level. 	N/A	No Development proposed in this application.
	<p>AO1.2</p> <p>Buildings and structures associated with a rural activity including machinery, equipment, packing or storage buildings do not exceed 10 metres in height.</p>	N/A	No Development proposed in this application.
Siting, where not involving a Dwelling house			
Note—Where for Dwelling house, the setbacks of the Queensland Development Code apply.			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>PO2</p> <p>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) air circulation and access to natural breezes; (e) appearance of building bulk; and (f) relationship with road corridors. 	<p>AO2.1</p> <p>Buildings and structures include a minimum setback of:</p> <ul style="list-style-type: none"> (a) 40 metres from a frontage to a State-controlled road; and (b) 10 metres from a boundary to an adjoining lot. 	N/A	No Development proposed in this application.
	<p>AO2.2</p> <p>Buildings and structures, where for a Roadside stall, include a minimum setback of 0 metres from a frontage to a road that is not a State-controlled road.</p>	N/A	No Development proposed in this application.
	<p>AO2.3</p> <p>Buildings and structures, except where a Roadside stall, include a minimum setback of:</p> <ul style="list-style-type: none"> (a) 10 metres from a frontage to a sealed road that is not a State-controlled road; and (b) 100 metres from a frontage to any other road that is not a State-controlled road; 	N/A	No Development proposed in this application.
Accommodation density			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>PO3</p> <p>The density of Accommodation activities:</p> <p>(a) respects the nature and density of surrounding land use;</p> <p>(b) is complementary and subordinate to the rural and natural landscape values of the area; and</p> <p>(c) is commensurate to the scale and frontage of the site.</p>	<p>AO3.1</p> <p>Residential density does not exceed one dwelling house per lot.</p>	<p>✓</p>	<p>No Development proposed in this application.</p> <p>However, the proposed lots are of size which will allow both current (existing buildings) and future development to comply with the necessary requirements of the reconfiguring a lot code.</p>
	<p>AO3.2</p> <p>Residential density does not exceed two dwellings per lot and development is for:</p> <p>(a) a secondary dwelling; or</p> <p>(b) Caretaker's accommodation and includes building work or minor building work with a maximum gross floor area of 100m²; or</p> <p>(c) Rural worker's accommodation.</p>	<p>N/A</p>	<p>No Development proposed in this application.</p>
<p>For assessable development</p>			
<p>Site cover</p>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>PO4</p> <p>Buildings and structures occupy the site in a manner that:</p> <ul style="list-style-type: none"> (a) makes efficient use of land; (b) is consistent with the bulk and scale of buildings in the surrounding area; and (c) appropriately balances built and natural features. 	<p>AO4</p> <p>No acceptable outcome is provided.</p>	<p>N/A</p>	<p>No Development proposed in this application.</p>
<p>PO5</p> <p>Development complements and integrates with the established built character of the Rural zone, having regard to:</p> <ul style="list-style-type: none"> (a) roof form and pitch; (b) eaves and awnings; (c) building materials, colours and textures; and (d) window and door size and location. 	<p>AO5</p> <p>No acceptable outcome is provided.</p>	<p>N/A</p>	<p>No Development proposed in this application.</p>
<p>Amenity</p>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>PO6</p> <p>Development must not detract from the amenity of the local area, having regard to:</p> <ul style="list-style-type: none"> (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions. 	<p>AO6</p> <p>No acceptable outcome is provided.</p>	<p>N/A</p>	<p>No Development proposed in this application.</p>
<p>PO7</p> <p>Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to:</p> <ul style="list-style-type: none"> (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions. 	<p>AO7</p> <p>No acceptable outcome is provided.</p>	<p>N/A</p>	<p>No Development proposed in this application.</p>

9.4.2 Landscaping code

9.4.2.1 Application

This code applies where it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

9.4.2.2 Purpose

The purpose of the Landscaping code is to ensure all development is landscaped to a standard that:

complements the scale and appearance of the development;
protects and enhances the amenity and environmental values of the site;
complements and enhances the streetscape and local landscape character; and
ensures effective buffering of incompatible land uses to protect local amenity.

The purpose of the code will be achieved through the following overall outcomes:

Landscaping is a functional part of development design and is commensurate with the intended use;

Landscaping accommodates the retention of existing significant on site vegetation where appropriate and practical;

Landscaping treatments complement the scale, appearance and function of the development;

Landscaping contributes to an attractive streetscape;

Landscaping enhances the amenity and character of the local area;

Landscaping enhances natural environmental values of the site and the locality;

Landscaping provides effective screening both on site, if required, and between incompatible land uses;

Landscaping provides shade in appropriate circumstances;

Landscape design enhances personal safety and reduces the potential for crime and vandalism;
and

Intensive land uses incorporate vegetated buffers to provide effective screening of buildings, structures and machinery associated with the use.

9.4.2.3 Criteria for assessment

Table 9.4.2.3A—Landscaping code - For self-assessable and assessable development

For self-assessable and assessable development

<p>PO1</p> <p>Development, other than in the Rural zone, includes landscaping that:</p> <p>contributes to the landscape character of the Shire;</p> <p>compliments the character of the immediate surrounds;</p> <p>provides an appropriate balance between built and natural elements; and</p> <p>provides a source of visual interest.</p>	<p>AO1</p> <p>Development, other than in the Rural zone, provides:</p> <p>a minimum of 10% of the site as landscaping;</p> <p>planting in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species;</p> <p>for the integration of retained significant vegetation into landscaping areas;</p> <p>on-street landscaping works in accordance with the Design Guidelines set out in Section D9 Landscaping, of the Planning Scheme Policy 4 - FNQROC Regional Development Manual.</p> <p>Note—Where development exceeds a site cover of 90%, areas of landscaping may be provided above ground level to achieve a total supply of landscaping equivalent to 10% of the site area.</p>	<p>N / A</p>	<p>Proposed reconfiguration in the Rural zone.</p>
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<p>PO2</p> <p>Development, other than in the Rural zone, includes landscaping along site frontages that:</p> <p>creates an attractive streetscape;</p> <p>compliments the character of the immediate surrounds;</p> <p>assists to break up and soften elements of built form;</p> <p>screen areas of limited visual interest or servicing;</p> <p>provide shade for pedestrians; and</p> <p>includes a range and variety of planting.</p>	<p>AO2</p> <p>Development, other than in the Rural zone, includes a landscape strip along any site frontage:</p> <p>with a minimum width of 2 metres where adjoining a car parking area;</p> <p>with a minimum width of 1.5 metres in all other locations; and</p> <p>in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p> <p>Note—Where development is setback from a frontage less than 1.5 metres, the setback area is provided as a landscape strip</p>	<p>N /A</p>	<p>Proposed reconfiguration in the Rural zone.</p>
	<p>AO3.1</p> <p>Development provides landscape treatments along side and rear boundaries in accordance with Table 9.4.2.3B.</p>	<p>N /A</p>	<p>No Development proposed in this application.</p>

<p>PO3</p> <p>Development includes landscaping and fencing along side and rear boundaries that:</p> <p>screens and buffer land uses;</p> <p>assists to break up and soften elements of built form;</p> <p>screens areas of limited visual interest;</p> <p>preserves the amenity of sensitive land uses; and</p> <p>includes a range and variety of planting.</p>	<p>AO3.2</p> <p>Shrubs and trees provided in landscape strips along side and rear boundaries:</p> <p>are planted at a maximum spacing of 1 metre;</p> <p>will grow to a height of at least 2 metres;</p> <p>will grow to form a screen of no less than 2 metres in height; and</p> <p>are mulched to a minimum depth of 0.1 metres with organic mulch.</p>	<p>N / A</p>	<p>No Development proposed in this application.</p>
	<p>AO3.3</p> <p>Any landscape strip provided along a side or rear boundary is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	<p>N / A</p>	<p>No Development proposed in this application.</p>

<p>PO4</p> <p>Car parking areas are improved with a variety of landscaping that:</p> <p>provides visual interest;</p> <p>provides a source of shade for pedestrians;</p> <p>assists to break up and soften elements; and</p> <p>improves legibility.</p>	<p>AO4.1</p> <p>Landscaping is provided in car parking areas which provides:</p> <p>a minimum of 1 shade tree for every 4 parking spaces, or part thereof, where the car parking area includes 12 or more spaces;</p> <p>a minimum of 1 shade tree for every 6 parking spaces, or part thereof, otherwise; and</p> <p>where involving a car parking area in excess of 500m²:</p> <p>shade structures are provided for 50% of parking spaces; and</p> <p>a minimum of 10% of the parking area as landscaping.</p> <p>Note—Where a shade structure is provided over part of a car parking area, shade tree planting is not required in this area of the car parking area.</p>	<p>N / A</p>	<p>No Development proposed in this application.</p>
	<p>AO4.2</p> <p>Landscaping in car parking areas is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	<p>N / A</p>	<p>No Development proposed in this application.</p>
	<p>AO5.1</p> <p>Plant species are selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	<p>N / A</p>	<p>No Development proposed in this application.</p>

<p>PO5</p> <p>Landscaping areas include a range and variety of planting that:</p> <p>is suitable for the intended purpose and local conditions;</p> <p>contributes to the natural character of the Shire;</p> <p>includes native species;</p> <p>includes locally endemic species, where practical; and</p> <p>does not include invasive plants or weeds.</p>	<p>AO5.2</p> <p>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>N / A</p>	<p>No Development proposed in this application.</p>
<p>PO6</p> <p>Landscaping does not impact on the ongoing provision of infrastructure and services to the Shire.</p>	<p>AO6.1</p> <p>Tree planting is a minimum of 2 metres from any underground water, sewer, gas, electricity or telecommunications infrastructure; and</p> <p>4 metres from any inspection chamber.</p>	<p>N / A</p>	<p>No Development proposed in this application.</p>
	<p>AO6.2</p> <p>Vegetation below or within 4 metres of overhead electricity lines and power poles has a maximum height of 3.5 metres at maturity.</p>	<p>N / A</p>	<p>No Development proposed in this application.</p>

	<p>AO6.3</p> <p>Vegetation adjoining an electricity substation boundary, at maturity, will have:</p> <p>a height of less than 4 metres; and</p> <p>no foliage within 3 metres of the substation boundary, unless the substation has a solid wall along any boundary.</p>	<p>N / A</p>	<p>No Development proposed in this application.</p>
<p>For assessable development</p>			
<p>PO7</p> <p>Landscaping areas are designed to:</p> <p>be easily maintained throughout the ongoing use of the site;</p> <p>allow sufficient area and access to sunlight and water for plant growth;</p> <p>not cause a nuisance to occupants of the site or members of the public; and</p> <p>maintain or enhance the safety of pedestrians through the use of Crime Prevention Through Environmental Design principles.</p>	<p>AO7</p> <p>No acceptable outcome is provided.</p>	<p>N / A</p>	<p>No Development proposed in this application.</p>

9.4.3 Parking and access code

9.4.3.1 Application

This code applies to assessing development where it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

9.4.3.2 Purpose

The purpose of the Parking and access code is to ensure:

parking areas are appropriately designed, constructed and maintained;
the efficient functioning of the development and the local road network; and
all development provides sufficient parking, loading/service and manoeuvring areas to meet the demand generated by the use.

The purpose of the code will be achieved through the following overall outcomes:

Land uses have a sufficient number of parking and bicycle spaces designed in a manner to meet the requirements of the user;

Parking spaces and associated manoeuvring areas are safe, functional and provide equitable access;

Suitable access for all types of vehicles likely to utilise a parking area is provided in a way that does not compromise the safety and efficiency of the surrounding road network;

Premises are adequately serviced to meet the reasonable requirements of the development; and

End of trip facilities are provided by new major developments to facilitate alternative travel modes.

9.4.3.3 Criteria for assessment

Table 9.4.3.3A—Parking and access code – For self-assessable and assessable development

For self-assessable and assessable development

Car parking spaces

<p>PO1</p> <p>Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the:</p> <p>nature of the use;</p> <p>location of the site;</p> <p>proximity of the use to public transport services;</p> <p>availability of active transport infrastructure; and</p> <p>accessibility of the use to all members of the community.</p>	<p>AO1</p> <p>The number of car parking spaces provided for the use is in accordance with Table 9.4.3.3B.</p> <p>Note—Car parking spaces provided for persons with a disability are to be considered in determining compliance with AO1.</p>	<p>N /A</p>	<p>No Development proposed in this application (However, the site is of size which will allow future development to comply with the any necessary car parking requirements).</p>
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Vehicle crossovers

	<p>AO2.1</p> <p>Vehicular access to/from Council roads is designed and constructed in accordance with the Standard drawings in Planning Scheme Policy 4 - FNQROC Regional Development Manual.</p>	<p>✓</p>	<p>The additional proposed Lot will have the able to connect to road network via the front boundary with driveway/crossover in accordance with FNQROC Regional Development Manual (note: the existing house already connected)</p>
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<p>PO2</p> <p>Vehicle crossovers are provided to::</p> <p>ensure safe and efficient access between the road and premises;</p> <p>minimize interference with the function and operation of roads; and</p> <p>minimise pedestrian to vehicle conflict.</p>	<p>AO2.2</p> <p>Development on a site with two or more road frontages provides vehicular access from:</p> <p>the primary frontage where involving Community activities or Sport and recreation activities, unless the primary road frontage is a State-controlled road; or</p> <p>from the lowest order road in all other instances.</p>	N/A	The proposed reconfiguration is on a site with a single road frontage.
	<p>AO2.3</p> <p>Vehicular access for particular uses is provided in accordance with Table 9.4.3.3E.</p>	N /A	No Development proposed in this application.
<p>PO3</p> <p>Access, manoeuvring and car parking areas include appropriate pavement treatments having regard to:</p> <p>the intensity of anticipated vehicle movements;</p> <p>the nature of the use that they service; and</p> <p>the character of the surrounding locality.</p>	<p>AO3</p> <p>Access, manoeuvring and car parking areas include pavements that are constructed in accordance with Table 9.4.3.3C.</p>	N /A	No Development proposed in this application.
For assessable development			
Parking area location and design			

<p>PO4</p> <p>Car parking areas are located and designed to:</p> <p>ensure safety and efficiency in operation; and</p> <p>be consistent with the character of the surrounding locality.</p>	<p>AO4.1</p> <p>Car parking spaces, access and circulation areas have dimensions in accordance with AS/NZS 2890.1 Off-street car parking.</p>	<p>N / A</p>	<p>No Development proposed in this application.</p>
	<p>AO4.2</p> <p>Disabled access and car parking spaces are located and designed in accordance with AS/NZS 2890.6 Parking facilities - Off-street parking for people with disabilities.</p>	<p>N / A</p>	<p>No Development proposed in this application.</p>
	<p>AO4.3</p> <p>The car parking area includes designated pedestrian routes that provide connections to building entrances.</p>	<p>N / A</p>	<p>No Development proposed in this application.</p>

	<p>AO4.4</p> <p>Parking and any set down areas are:</p> <p>wholly contained within the site;</p> <p>visible from the street where involving Commercial activities, Community activities, Industrial activities or a use in the Recreation and open space zone;</p> <p>are set back behind the main building line where involving a Dual occupancy, Multiple dwelling, Residential care facility or Retirement facility; and</p> <p>provided at the side or rear of a building in all other instances.</p>	<p>N / A</p>	<p>No Development proposed in this application.</p>
<p>Site access and manoeuvring</p>			

<p>PO5</p> <p>Access to, and manoeuvring within, the site is designed and located to:</p> <p>ensure the safety and efficiency of the external road network;</p> <p>ensure the safety of pedestrians;</p> <p>provide a functional and convenient layout; and</p> <p>accommodate all vehicles intended to use the site.</p>	<p>AO5.1</p> <p>Access and manoeuvrability is in accordance with :</p> <p>AS28901 – Car Parking Facilities (Off Street Parking); and</p> <p>AS2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities.</p> <p>Note—Proposal plans should include turning circles designed in accordance with AP34/95 (Austroads 1995) Design Vehicles and Turning Path Templates.</p>	<p>N /A</p>	<p>No Development proposed in this application.</p>
	<p>AO5.2</p> <p>Vehicular access has a minimum sight distance in accordance with Part 5 of AUSTRoads.</p>	<p>✓</p>	<p>The additional proposed Lot will have the able to connect to road network via the front boundary with access which has a minimum sight distance in accordance with Part 5 of AUSTRoads.</p>
	<p>AO5.3</p> <p>Vehicular access is located and designed so that all vehicles enter and exit the site in a forward gear.</p>	<p>✓</p>	<p>The additional proposed Lot will have the able to connect to road network via the front boundary with vehicular access designed so that all vehicles enter and exit the site in a forward gear.</p>

	<p>AO5.4</p> <p>Pedestrian and cyclist access to the site:</p> <p>is clearly defined;</p> <p>easily identifiable; and</p> <p>provides a connection between the site frontage and the entrance to buildings and end of trip facilities (where provided).</p>	N / A	No Development proposed in this application.
	<p>AO6.1</p> <p>Internal roads for a Tourist park have a minimum width of:</p> <p>4 metres if one way; or</p> <p>6 metres if two way.</p>	N / A	No Development proposed in this application.
	<p>AO6.2</p> <p>For a Tourist park, internal road design avoids the use of cul-de-sacs in favour of circulating roads, where unavoidable, cul-de-sacs provide a full turning circle for vehicles towing caravans having:</p> <p>a minimum approach and departure curve radius of 12 metres; and</p> <p>a minimum turning circle radius of 8 metres.</p>	N / A	No Development proposed in this application.

<p>PO6</p> <p>Development that involves an internal road network ensures that it's design:</p> <p>ensure safety and efficiency in operation;</p> <p>does not impact on the amenity of residential uses on the site and on adjoining sites, having regard to matters of:</p> <p>hours of operation;</p> <p>noise</p> <p>light; and</p> <p>odour;</p> <p>accommodates the nature and volume of vehicle movements anticipated to be generated by the use;</p> <p>allows for convenient access to key on-site features by pedestrians, cyclists and motor vehicles; and</p> <p>in the Rural zone, avoids environmental degradation.</p>	<p>AO6.3</p> <p>Internal roads are imperviously sealed and drained, apart from those for an Energy and infrastructure activity or Rural activity.</p>	<p>N /A</p>	<p>No Development proposed in this application.</p>
	<p>AO6.4</p> <p>Speed control devices are installed along all internal roads, apart from those for an Energy and infrastructure activity or Rural activity, in accordance with Complete Streets.</p>	<p>N /A</p>	<p>No Development proposed in this application.</p>
	<p>AO6.5</p> <p>Internal roads, apart from those for an Energy and infrastructure activity or Rural activity, are illuminated in accordance with AS 4282 (as amended) - Control of Obtrusive effects of outdoor lighting.</p>	<p>N /A</p>	<p>No Development proposed in this application.</p>
	<p>AO6.6</p> <p>Where involving an accommodation activity, internal roads facilitate unobstructed access to every dwelling, accommodation unit, accommodation site and building by emergency services vehicles.</p>	<p>N /A</p>	<p>No Development proposed in this application.</p>

	<p>AO6.7</p> <p>For an Energy and infrastructure activity or Rural activity, internal road gradients:</p> <p>are no steeper than 1:5; or</p> <p>are steeper than 1:5 and are sealed.</p>	N / A	No Development proposed in this application.
Servicing			
<p>PO7</p> <p>Development provides access, maneuvering and servicing areas on site that:</p> <p>accommodate a service vehicle commensurate with the likely demand generated by the use;</p> <p>do not impact on the safety or efficiency of internal car parking or maneuvering areas;</p> <p>do not adversely impact on the safety or efficiency of the road network;</p> <p>provide for all servicing functions associated with the use; and</p> <p>are located and designed to minimise their impacts on</p>	<p>AO7.1</p> <p>All unloading, loading, service and waste disposal areas are located:</p> <p>on the site;</p> <p>to the side or rear of the building, behind the main building line;</p> <p>not adjacent to a site boundary where the adjoining property is used for a sensitive use.</p>	N / A	No Development proposed in this application.
	<p>AO7.2</p> <p>Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.</p>	N / A	No Development proposed in this application.

<p>adjoining sensitive land uses and streetscape quality.</p>	<p>AO7.3 Development provides a servicing area, site access and maneuvering areas to accommodate the applicable minimum servicing vehicle specified in Table 9.4.3.3B.</p>	<p>N /A</p>	<p>No Development proposed in this application.</p>
<p>Maintenance</p>			
<p>PO8 Parking areas are used and maintained for their intended purpose.</p>	<p>AO8.1 Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking and circulation of vehicles.</p>	<p>N /A</p>	<p>No Development proposed in this application.</p>
	<p>AO8.2 All parking areas will be compacted, sealed, drained, line marked and maintained until such time as the development ceases.</p>	<p>N /A</p>	<p>No Development proposed in this application.</p>
<p>End of trip facilities</p>			
	<p>AO9.1 The number of bicycle parking spaces provided for the use is in accordance with Table 9.4.3.3D.</p>	<p>N /A</p>	<p>No Development proposed in this application.</p>

<p>PO9</p> <p>Development within the Centre zone; Industry zone or Emerging community zone provides facilities for active transport users that:</p> <p>meet the anticipated demand generated from the use;</p> <p>comprise secure and convenient bicycle parking and storage; and</p> <p>provide end of trip facilities for all active transport users.</p>	<p>AO9.2</p> <p>End of trip facilities are provided in accordance with Table 9.4.3.3D.</p>	<p>N / A</p>	<p>No Development proposed in this application.</p>
<p>If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park</p>			
<p>PO10</p> <p>The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.</p>	<p>AO10</p> <p>A traffic impact report is prepared by a suitably qualified person that identifies:</p> <p>the expected traffic movements to be generated by the facility;</p> <p>any associated impacts on the road network; and</p> <p>any works that will be required to address the identified impacts.</p>	<p>N / A</p>	<p>No Development proposed in this application.</p>
<p>If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park</p>			

PO11 The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.	AO11 A traffic impact report is prepared by a suitably qualified person that identifies: the expected traffic movements to be generated by the facility; any associated impacts on the road network; and any works that will be required to address the identified impacts.	N / A	No Development proposed in this application.
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Table 9.4.3.3C—Pavement Standards for Access, Manoeuvring and Car Parking areas

Dwelling house		
All zones	75mm	Reinforced concrete with a minimum thickness of: 100mm for parking areas; and 150mm for access ways.
	150mm	Asphalt with a minimum thickness of 25mm
	150mm	Two coat sprayed bitumen seal
	150mm	Concrete pavers
	Not applicable	Minimum 150mm thickness compacted gravel suitable for all weather and dust free

Note—Where more than one surfacing option is listed, any one of the treatments listed may be provided.

9.4.4 Reconfiguring a lot code

9.4.4.1 Application

**This code applies to assessing development where:
for Reconfiguring a lot; and
it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.**

9.4.4.2 Purpose

**The purpose of the Reconfiguring a lot code is to ensure that land is:
arranged in a manner which is consistent with the intended scale and intensity of development within the area;
provided with access to appropriate movement and open space networks; and
contributes to housing diversity and accommodates a range of land uses.**

**The purpose of the code will be achieved through the following overall outcomes:
Subdivision of land achieves the efficient use of land and the efficient provision of infrastructure and transport services;
Lots are of a suitable size and shape for the intended or potential use having regard to the purpose and overall outcomes of the relevant zone or precinct.
Subdivision of land creates lots with sufficient area and dimensions to accommodate the ultimate use, meet user requirements, protect environmental features and account for site constraints;
A range and mix of lot sizes is provided to facilitate a variety of industry and housing types;
Subdivision design incorporates a road network that provides connectivity and circulation for vehicles and provide safe and efficient access for pedestrians, cyclists and public transport;
Subdivision design provides opportunities for walking and cycling for recreation and as alternative methods of travel;
Subdivision of land provides and integrates a range of functional parkland, including local and district parks and open space links for the use and enjoyment of the residents of the locality and the shire;
Subdivision of land contributes to an open space network that achieves connectivity along riparian corridors and between areas with conservation values;
Subdivision within the Rural zone maintains rural landholdings in viable parcels; and
Land in historical townships is not reconfigured to be used for urban purposes.**

9.4.4.3 Criteria for assessment

Table 9.4.4.3A—Reconfiguring a lot code – For assessable developments

Area and frontage of lots			
<p>PO1</p> <p>Lots include an area and frontage that:</p> <p>is consistent with the design of lots in the surrounding area;</p> <p>allows the desired amenity of the zone to be achieved;</p> <p>is able to accommodate all buildings, structures and works associated with the intended land use;</p> <p>allow the site to be provided with sufficient access;</p> <p>considers the proximity of the land to:</p> <p>centres;</p> <p>public transport services; and</p> <p>open space; and</p> <p>allows for the protection of environmental features; and</p> <p>accommodates site constraints.</p>	<p>AO1.1</p> <p>Lots provide a minimum area and frontage in accordance with Table 9.4.4.3B.</p>	<p>x</p>	<p>Non-compliant</p> <p>Both proposed Lots will not comply with Table 9.4.4.3B as the size of each proposed lot will be less than 60 hectares in size and the frontage will be less than 400 metres long. However, the proposed lots will be consistent in size and frontage with the Rural Residential lots on the western side of Malone Road.</p>
Existing buildings and easements			
	<p>AO2.1</p> <p>Each land use and associated infrastructure is contained within its individual lot.</p>	<p>✓</p>	<p>The existing infrastructure for the existing dwelling will be contained within the proposed rear lot.</p>

<p>PO2</p> <p>Reconfiguring a lot which contains existing land uses or existing buildings and structures ensures:</p> <p>new lots are of sufficient area and dimensions to accommodate existing land uses, buildings and structures; and</p> <p>any continuing use is not compromised by the reconfiguration.</p>	<p>AO2.2</p> <p>All lots containing existing buildings and structures achieve the setback requirements of the relevant zone.</p>	<p>✓</p>	<p>The new side and rear setback for the existing dwelling on the rear proposed Lot will have a compliant 1.5 setback to the OMP (as per QDC MP1.2 setback requirements). Additionally, the new side and rear setback for the existing farm shed will have a compliant 10m setback required under the Rural zone code.</p>
<p>PO3</p> <p>Reconfiguring a lot which contains an existing easement ensures:</p> <p>future buildings, structures and accessways are able to be sited to avoid the easement; and</p> <p>the reconfiguration does not compromise the purpose of the easement or the continued operation of any infrastructure contained within the easement.</p>	<p>AO3</p> <p>No acceptable outcome is provided.</p>	<p>N/A</p>	<p>No existing easements</p>
<p>Boundary realignment</p>			
<p>PO4</p> <p>The boundary realignment retains all attendant and existing infrastructure connections and potential connections.</p>	<p>AO4</p> <p>No acceptable outcome is provided.</p>	<p>N/A</p>	<p>N/A</p>
<p>Access and road network</p>			

<p>PO5</p> <p>Access to a reconfigured lot (including driveways and paths) must not have an adverse impact on:</p> <p>safety;</p> <p>drainage;</p> <p>visual amenity;</p> <p>privacy of adjoining premises; and</p> <p>service provision.</p>	<p>AO5</p> <p>No acceptable outcome is provided.</p>	<p>✓</p>	<p>The additional proposed Lot will have the ability to connect to existing road network via the direct road frontage in accordance with FNQROC Regional Development Manual (Note: the existing dwelling is already connected to the road network)</p>
<p>PO6</p> <p>Reconfiguring a lot ensures that access to a lot can be provided that:</p> <p>is consistent with that provided in the surrounding area;</p> <p>maximises efficiency and safety; and</p> <p>is consistent with the nature of the intended use of the lot.</p> <p>Note—The Parking and access code should be considered in demonstrating compliance with PO6.</p>	<p>AO6</p> <p>Vehicle crossover and access is provided in accordance with the design guidelines and specifications set out in Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	<p>✓</p>	<p>The additional proposed Lot will have the ability to connect to existing road network via the direct road frontage in accordance with FNQROC Regional Development Manual (Note: the existing dwelling is already connected to the road network)</p>

<p>PO7</p> <p>Roads in the Industry zone are designed having regard to:</p> <p>the intended use of the lots;</p> <p>the existing use of surrounding land;</p> <p>the vehicular servicing requirements of the intended use;</p> <p>the movement and turning requirements of B-Double vehicles.</p> <p>Note—The Parking and access code should be considered in demonstrating compliance with PO7.</p>	<p>AO7</p> <p>No acceptable outcome is provided.</p>	<p>N/A</p>	<p>N/A</p>
<p>Rear lots</p>			
	<p>AO8.1</p> <p>Rear lots are designed to facilitate development that adjoins or overlooks a park or open space.</p>	<p>✓</p>	<p>The proposed rear lot will overlook Levison Creek (open space).</p>
	<p>AO8.2</p> <p>No more than two rear lots are created behind any lot with a road frontage.</p>	<p>✓</p>	<p>Only one rear lot is proposed to be created behind any lot with a road frontage.</p>

<p>PO8</p> <p>Rear lots are designed to:</p> <p>provide a high standard of amenity for residents and other users of the site;</p> <p>provide a high standard of amenity for adjoining properties; and</p> <p>not adversely affect the safety and efficiency of the road from which access is gained.</p>	<p>AO8.3</p> <p>Access to lots is via an access strip with a minimum width of:</p> <p>4 metres where in the Low density residential zone or Medium density residential zone; or</p> <p>8 metres otherwise.</p>	<p>✓</p>	<p>The access to rear lot is via an access strip with a minimum width of 8 metres.</p>
	<p>AO8.4</p> <p>A single access strip is provided to a rear lot along one side of the lot with direct frontage to the street.</p> <p>Note—Figure A provides further guidance in relation to the desired outcome.</p>	<p>✓</p>	<p>The access to rear lot is via a single access strip along one side of the lot with direct frontage to the street.</p>
	<p>AO8.5</p> <p>No more than 1 in 10 lots created in a new subdivision are rear lots.</p>	<p>N/A</p>	<p>N/A</p>
	<p>AO8.6</p> <p>Rear lots are not created in the Centre zone or the Industry zone.</p>	<p>N/A</p>	<p>N/A</p>
<p>Crime prevention and community safety</p>			

<p>PO9</p> <p>Development includes design features which enhance public safety and seek to prevent opportunities for crime, having regard to:</p> <p>sightlines;</p> <p>the existing and intended pedestrian movement network;</p> <p>the existing and intended land use pattern; and</p> <p>potential entrapment locations.</p>	<p>AO9</p> <p>No acceptable outcome is provided.</p>	<p>✓</p>	<p>The proposed reconfiguration will not change any existing pedestrian movement networks.</p>
<p>Pedestrian and cycle movement network</p>			
<p>PO10</p> <p>Reconfiguring a lot must assist in the implementation of a Pedestrian and cycle movement network to achieve safe, attractive and efficient pedestrian and cycle networks.</p>	<p>AO10</p> <p>No acceptable outcome is provided.</p>	<p>N/A</p>	<p>N/A</p>
<p>Public transport network</p>			

<p>PO11</p> <p>Where a site includes or adjoins a future public transport corridor or future public transport site identified through a structure planning process, development:</p> <p>does not prejudice the future provision of the identified infrastructure;</p> <p>appropriately treats the common boundary with the future corridor; and</p> <p>provides opportunities to integrate with the adjoining corridor where a it will include an element which will attract pedestrian movement.</p>	<p>AO11</p> <p>No acceptable outcome is provided.</p>	<p>N/A</p>	<p>N/A</p>
<p>Residential subdivision</p>			
<p>PO12</p> <p>Residential lots are:</p> <p>provided in a variety of sizes to accommodate housing choice and diversity; and</p> <p>located to increase variety and avoid large areas of similar lot sizes.</p>	<p>AO12</p> <p>No acceptable outcome is provided.</p>	<p>N/A</p>	<p>N/A.</p>
<p>Rural residential zone</p>			
<p>PO13</p> <p>New lots are only created in the Rural residential zone where land is located within the 4,000m² precinct, the 1 hectare precinct or the 2 hectare precinct.</p>	<p>AO13</p> <p>No acceptable outcome is provided.</p>	<p>N/A</p>	<p>N/A</p>
<p>Additional provisions for greenfield development only</p>			

<p>PO14</p> <p>The subdivision design provides the new community with a local identity by responding to:</p> <p>site context</p> <p>site characteristics</p> <p>setting</p> <p>landmarks</p> <p>natural features; and</p> <p>views.</p>	<p>AO14</p> <p>No acceptable outcome provided.</p>	<p>N/A</p>	<p>N/A</p>
<p>PO15</p> <p>The road network is designed to provide a high level of connectivity, permeability and circulation for local vehicles, public transport, pedestrians and cyclists.</p>	<p>AO15</p> <p>No acceptable outcome provided.</p>	<p>N/A</p>	<p>N/A</p>
<p>PO16</p> <p>The road network is designed to:</p> <p>minimise the number of cul-de-sacs;</p> <p>provide walkable catchments for all residents in cul-de-sacs; and</p> <p>include open cul-de-sacs heads.</p> <p>Note—Figure B provides further guidance in relation to the desired outcome.</p>	<p>AO16</p> <p>No acceptable outcome provided.</p>	<p>N/A</p>	<p>N/A</p>

<p>PO17</p> <p>Reconfiguring a lot provides safe and convenient access to the existing or future public transport network.</p>	<p>AO17</p> <p>The subdivision locates 90% of lots within 400 metres walking distance of a future public transport route.</p>	<p>N/A</p>	<p>N/A</p>
<p>PO18</p> <p>The staging of the lot reconfiguration prioritises delivery of link roads to facilitate efficient bus routes.</p>	<p>AO18</p> <p>No acceptable outcome provided.</p>	<p>N/A</p>	<p>N/A</p>
<p>PO19</p> <p>Provision is made for sufficient open space to:</p> <p>meet the needs of the occupiers of the lots and to ensure that the environmental and scenic values of the area are protected;</p> <p>retain riparian corridors, significant vegetation and habitat areas and provides linkages between those areas; and</p> <p>meet regional, district and neighbourhood open space requirements.</p>	<p>AO19.1</p> <p>A minimum of 10% of the site area is dedicated as open space.</p>	<p>N/A</p>	<p>N/A</p>
	<p>AO19.2</p> <p>A maximum of 30% of the proposed open space can consist of land identified as significant vegetation or riparian corridor buffer.</p>	<p>N/A</p>	<p>N/A</p>

<p>PO20</p> <p>A network of parks and community land is provided:</p> <p>to support a full range of recreational and sporting activities;</p> <p>to ensure adequate pedestrian, cycle and vehicle access;</p> <p>which is supported by appropriate infrastructure and embellishments;</p> <p>to facilitate links between public open spaces;</p> <p>which is co-located with other existing or proposed community infrastructure;</p> <p>which is consistent with the preferred open space network; and</p> <p>which includes a diversity of settings;</p>	<p>AO20</p> <p>No acceptable outcome is provided.</p>	<p>N/A</p>	<p>N/A</p>
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Table 9.4.4.3B—Minimum area and dimensions for Reconfiguring a lot

Rural	All lots	60 hectares	400 metres
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9.4.5 Works, services and infrastructure code

9.4.5.1 Application

This code applies to assessing development where it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

9.4.5.2 Purpose

The purpose of the Works, services and infrastructure code is to ensure that all development is appropriately serviced by physical infrastructure, public utilities and services and that work associated with development is carried out in a manner that does not adversely impact on the surrounding area.

The purpose of the code will be achieved through the following overall outcomes:

Development provides an adequate, safe and reliable supply of potable, fire-fighting and general use water in accordance with relevant standards;

Development provides for the treatment and disposal of wastewater and ensures there are no adverse impacts on water quality, public health, local amenity or ecological processes;

Development provides for the disposal of stormwater and ensures that there are no adverse impacts on water quality or ecological processes;

Development connects to the road network and any adjoining public transport, pedestrian and cycle networks while ensuring no adverse impacts on the safe, convenient and efficient operation of these networks;

Development provides electricity and telecommunications services that meet its desired requirements;

Development is connected to a nearby electricity network with adequate capacity without significant environment, social or amenity impact;

Development does not affect the efficient functioning of public utility mains, services or installations;

Infrastructure dedicated to Council is cost effective over its life cycle;

Work associated with development does not cause adverse impacts on the surrounding area; and

Development prevents the spread of weeds, seeds or other pests.

9.4.5.3 Criteria for assessment

Table 9.4.5.3 - Works, services and infrastructure code – For self-assessable and assessable development

For self-assessable and assessable development

Water supply

<p>PO1</p> <p>Each lot has an adequate volume and supply of water that:</p> <p>meets the needs of users;</p> <p>is adequate for fire-fighting purposes;</p> <p>ensures the health, safety and convenience of the community; and</p> <p>minimises adverse impacts on the receiving environment.</p>	<p>AO1.1</p> <p>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:</p> <p>in the Conservation zone, Rural zone or Rural residential zone; and</p> <p>outside a reticulated water supply service area.</p>	<p>N/A</p>	<p>N/A</p> <p>(Outside a reticulated water supply service area)</p>
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	<p>AO1.2</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> <p>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</p> <p>on-site water storage tank/s:</p> <p>with a minimum capacity of 90,000L;</p> <p>fitted with a 50mm ball valve with a camlock fitting; and</p> <p>which are installed and connected prior to the occupation or use of the development.</p>	✓	<p>The existing dwelling is already connected to water supply from Levison Creek with 12MI water supply.</p> <p>The additional proposed lot will be provided with an access and 2MI water supply from Levison Creek.</p>
Wastewater disposal			
	<p>AO2.1</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> <p>in the Conservation zone, Rural zone or Rural residential zone; and</p> <p>outside a reticulated sewerage service area.</p>	N/A	<p>N/A</p> <p>(Outside a reticulated sewerage service area)</p>

<p>PO2</p> <p>Each lot provides for the treatment and disposal of effluent and other waste water that:</p> <p>meets the needs of users;</p> <p>is adequate for fire-fighting purposes;</p> <p>ensures the health, safety and convenience of the community; and</p> <p>minimises adverse impacts on the receiving environment.</p>	<p>AO2.2</p> <p>An effluent disposal system is provided in accordance with ASNZ 1547 On-Site Domestic Wastewater Management (as amended) where development is located:</p> <p>in the Conservation zone, Rural zone or Rural residential zone; and</p> <p>outside a reticulated sewerage service area.</p>	<p>✓</p>	<p>The existing dwelling on proposed rear Lot is already connected to an effluent disposal system.</p> <p>The additional proposed lot has the ability to be provide An effluent disposal system is provided in accordance with ASNZ 1547 On-Site Domestic Wastewater Management.</p> <p>Note: the proposed lot is in the Rural zone and outside a reticulated sewerage service area.</p>
<p>Stormwater infrastructure</p>			
<p>PO3</p> <p>Stormwater infrastructure is designed and constructed to collect and convey the design storm event to a lawful point of discharge in a manner that mitigates impacts on life and property.</p>	<p>AO3.1</p> <p>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>N/A</p>	<p>N/A</p> <p>(located outside Priority infrastructure area)</p>

	<p>AO3.2</p> <p>On-site drainage systems are constructed:</p> <p>to convey stormwater from the premises to a lawful point of discharge; and</p> <p>in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	✓	Can be conditioned to comply
Electricity supply			
<p>PO4</p> <p>Each lot is provided with an adequate supply of electricity</p>	<p>AO4</p> <p>The premises:</p> <p>is connected to the electricity supply network; or</p> <p>has arranged a connection to the transmission grid; or</p> <p>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> <p>it is approved by the relevant regulatory authority; and</p> <p>it can be demonstrated that no air or noise emissions; and</p> <p>it can be demonstrated that no adverse impact on visual amenity will occur.</p>	✓	The existing dwelling on proposed rear Lot is already connected to electricity supply network. The additional proposed lot has the ability to be connected to the electricity supply network.
Telecommunications infrastructure			

<p>PO5</p> <p>Each lot is provided with an adequate supply of telecommunication infrastructure</p>	<p>AO5</p> <p>Development is provided with a connection to the national broadband network or telecommunication services.</p>	<p>✓</p>	<p>The existing dwelling on proposed rear Lot is already connected to telecommunication network. The additional proposed lot has the ability to be connected to the telecommunication network.</p>
<p>Existing public utility services</p>			
<p>PO6</p> <p>Development and associated works do not affect the efficient functioning of public utility mains, services or installations.</p>	<p>AO6</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>N/A</p>	<p>N/A</p> <p>(Outside a public utility service area)</p>
<p>Excavation or filling</p>			
	<p>AO7.1</p> <p>Excavation or filling does not occur within 1.5 metres of any site boundary.</p>	<p>N/A</p>	<p>No Development proposed in this application.</p>
	<p>AO7.2</p> <p>Excavation or filling at any point on a lot is to be no greater than 1.5 metres above or below natural ground level.</p>	<p>N/A</p>	<p>No Development proposed in this application.</p>

<p>PO7</p> <p>Excavation or filling must not have an adverse impact on the:</p> <p>streetscape;</p> <p>scenic amenity;</p> <p>environmental values;</p> <p>slope stability;</p> <p>accessibility; or</p> <p>privacy of adjoining premises.</p>	<p>AO7.3</p> <p>Earthworks batters:</p> <p>are no greater than 1.5 metres in height;</p> <p>are stepped with a minimum width 2 metre berm;</p> <p>do not exceed a maximum of two batters and two berms (not greater than 3.6 metres in total height) on any one lot;</p> <p>have a slope no greater than 1 in 4; and</p> <p>are retained.</p>	N/A	No Development proposed in this application.
	<p>AO7.4</p> <p>Soil used for filling or spoil from excavation is not stockpiled in locations that can be viewed from:</p> <p>adjoining premises; or</p> <p>a road frontage, for a period exceeding 1 month from the commencement of the filling or excavation.</p>	N/A	No Development proposed in this application.
	<p>AO7.5</p> <p>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.</p>	N/A	No Development proposed in this application.

	<p>AO7.6</p> <p>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.</p>	N/A	No Development proposed in this application.
	<p>AO7.7</p> <p>Excavation or filling at any point on a lot is to include measures that protect trees at the foot or top of cut or fill batters by the use of appropriate retaining methods and sensitive earth removal or placement and in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p>	N/A	No Development proposed in this application.
For assessable development			
Transport network			
<p>PO8</p> <p>The development has access to a transport network of adequate standard to provide for the safe and efficient movement of vehicles, pedestrians and cyclists.</p>	<p>AO8.1</p> <p>Vehicle access, crossovers, road geometry, pavement, utilities and landscaping to the frontage/s of the site are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p>	✓	The additional Lot has the ability to connect to the road network via the front boundary with a driveway/crossover in accordance with FNQROC Regional Development Manual.

	<p>AO8.2</p> <p>Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.</p>	N/A	N/A
Public infrastructure			
<p>PO9</p> <p>The design, construction and provision of any infrastructure that is to be dedicated to Council is cost effective over its life cycle and incorporates provisions to minimise adverse impacts.</p>	<p>AO9</p> <p>Development is in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	N/A	<p>No new infrastructure is required as part of the proposed reconfiguration.</p>
Stormwater quality			

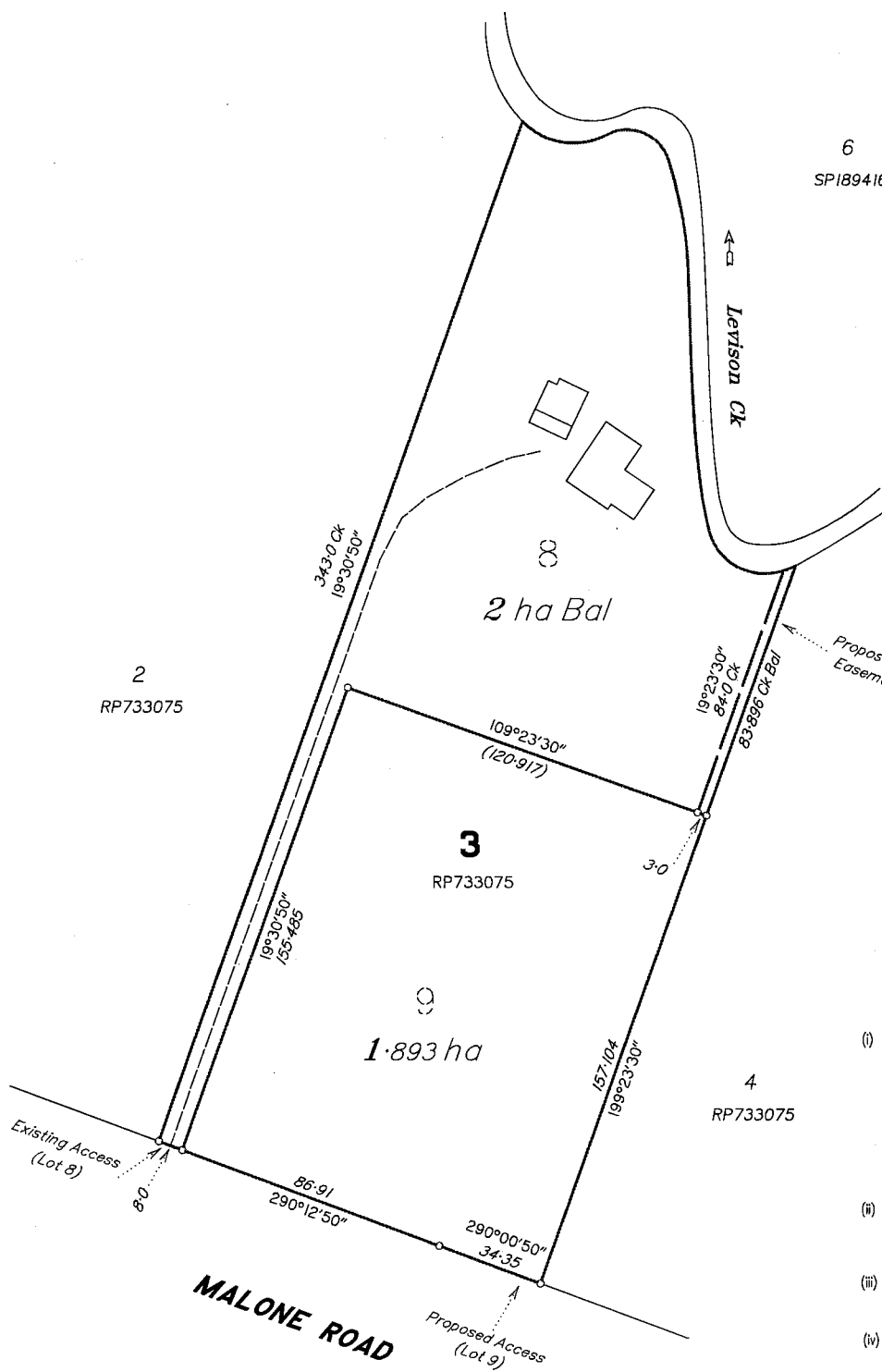
<p>PO10</p> <p>Development has a non-worsening effect on the site and surrounding land and is designed to:</p> <p>optimise the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters;</p> <p>protect the environmental values of waterbodies affected by the development, including upstream, on-site and downstream waterbodies;</p> <p>achieve specified water quality objectives;</p> <p>minimise flooding;</p> <p>maximise the use of natural channel design principles;</p> <p>maximise community benefit; and</p> <p>minimise risk to public safety.</p>	<p>AO10.1</p> <p>The following reporting is prepared for all Material change of use or Reconfiguring a lot proposals:</p> <p>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</p> <p>an Erosion and Sediment Control Plan that meets or exceeds the Soil Erosion and Sedimentation Control Guidelines (Institute of Engineers Australia), including:</p> <p>drainage control;</p> <p>erosion control;</p> <p>sediment control; and</p> <p>water quality outcomes.</p>	<p>N/A</p>	<p>Can be conditioned as part of the approval for any future development to the proposed new Lot.</p>

	<p>AO10.2</p> <p>For development on land greater than 2,500m² or that result in more than 5 lots or more than 5 dwellings or accommodation units, a Stormwater Quality Management Plan and Report prepared and certified by a suitably qualified design engineer (RPEQ) is prepared that demonstrates that the development:</p> <p>meets or exceeds the standards of design and construction set out in the Urban Stormwater Quality Planning Guideline and the Queensland Water Quality Guideline;</p> <p>is consistent with any local area stormwater water management planning;</p> <p>accounts for development type, construction phase, local climatic conditions and design objectives; and</p> <p>provides for stormwater quality treatment measures reflecting land use constraints, such as soil type, landscape features (including landform), nutrient hazardous areas, acid sulfate soil and rainfall erosivity.</p>	<p>N/A</p>	<p>N/A</p>

<p>PO11</p> <p>Storage areas for stormwater detention and retention:</p> <p>protect or enhance the environmental values of receiving waters;</p> <p>achieve specified water quality objectives;</p> <p>where possible, provide for recreational use;</p> <p>maximise community benefit; and</p> <p>minimise risk to public safety.</p>	<p>AO11</p> <p>No acceptable outcome is provided.</p>	<p>N/A</p>	<p>N/A</p>
<p>Excavation or filling</p>			
<p>PO12</p> <p>Traffic generated by filling or excavation does not impact on the amenity of the surrounding area.</p>	<p>AO12.1</p> <p>Haul routes used for transportation of fill to or from the site only use major roads and avoid residential areas.</p>	<p>N/A</p>	<p>N/A – No filling or excavation is required as part of the proposed reconfiguration.</p>
	<p>AO12.2</p> <p>Transportation of fill to or from the site does not occur:</p> <p>within peak traffic times; and</p> <p>before 7am or after 6pm Monday to Friday;</p> <p>before 7am or after 1pm Saturdays; and</p> <p>on Sundays or Public Holidays.</p>	<p>N/A</p>	<p>N/A</p>

PO13 Air pollutants, dust and sediment particles from excavation or filling, do not cause significant environmental harm or nuisance impacts.	AO13.1 Dust emissions do not extend beyond the boundary of the site.	N/A	N/A
	AO13.2 No other air pollutants, including odours, are detectable at the boundary of the site.	N/A	N/A
	AO13.3 A management plan for control of dust and air pollutants is prepared and implemented.	N/A	N/A
PO14 Access to the premises (including driveways and paths) does not have an adverse impact on: safety; drainage; visual amenity; and privacy of adjoining premises.	AO14 Access to the premises (including all works associated with the access): must follow as close as possible to the existing contours; be contained within the premises and not the road reserve, 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	N/A
Weed and pest management			

PO15 Development prevents the spread of weeds, seeds or other pests into clean areas or away from infested areas.	AO15 No acceptable outcome is provided.	N/A	N/A
Contaminated land			
PO16 Development is located and designed to ensure that users and nearby sensitive land uses are not exposed to unacceptable levels of contaminants	AO16 Development is located where: soils are not contaminated by pollutants which represent a health or safety risk to users; or contaminated soils are remediated prior to plan sealing, operational works permit, or issuing of building works permit.	N/A	N/A
Fire services in developments accessed by common private title			
PO17 Fire hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.	AO17.1 Fire hydrants are located in accessways or private roads held in common private title at a maximum spacing of: 120 metres for residential development; and 90 metres for any other development.	N/A	N/A
	AO17.2 Fire hydrants are located at all intersections of accessways or private roads held in common private title.	N/A	N/A



6
SP189416

2
RP733075

3
RP733075

4
RP733075

1.893 ha

2 ha Bal

Proposed Water Supply Easement (3.0 wide)

Existing Access (Lot 8)

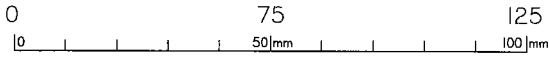
Proposed Access (Lot 9)

MALONE ROAD


IMPORTANT NOTE

- (i) This plan was prepared for the purpose and exclusive use of N & N MORRIS to accompany an application to the MAREEBA SHIRE COUNCIL for approval for a reconfiguration of a lot described in this plan and is not to be used for any other purpose or by any other person or corporation. Robin Douglas TROTTER Licensed Surveyor accepts no responsibility for any loss or damage suffered however arising to any person or corporation who may use or rely on this plan in contravention of the terms of this clause or clauses 2 to 4 hereof.
- (ii) The dimensions, area, size and location of improvements, flood information (if shown) and number of lots shown on this plan are approximate only and may vary.
- (iii) Scale shown is correct for the original plan and any copies of this plan should be verified by checking against the bar scale.
- (iv) This plan may not be photocopied unless this note is included.

Scale 1:1500 - Lengths are in Metres.



Dimensions and areas subject to final survey

<p>ROBIN TROTTER Cadastral Surveyor  PO Box 481 Mareeba Qld 4880 email robint@ledanet.com.au mobile 0409 080017</p>	<p align="center">N & N MORRIS</p> <p align="center">PROPOSED RECONFIGURATION LOT 3 on RP733075 215 MALONE ROAD MAREEBA</p>	<p align="right">Scale : 1:1500</p>
<p>Surveyed by : Date : Designed by : RDT Date : 12/7/17 Checked by : RDT Date : 12/7/17</p>		<p>Sheet Size : A3 FB Ref : Meridian : RP733075 Level Datum :</p> <p>Origin of Co-ords : Digital Data Ref : Sheet Number :</p>
<p>Notes : Amendments :</p>	<p>Drawing No : 421_01 Issue :</p>	

