

Our Ref: M7-21

1 July 2021

Chief Executive Officer
Mareeba Shire Council
65 Rankin Street
Mareeba, QLD, 4880

Attention: Planning Department

Dear Sir/Madam,

COMBINED DEVELOPMENT APPLICATION SEEKING A DEVELOPMENT PERMIT
MATERIAL CHANGE OF USE – SERVICE STATION & CARETAKER’S ACCOMMODATION
LOCATION: CORNER OF MALONE ROAD AND KENNEDY HIGHWAY, MAREEBA
FORMALLY DESCRIBED AS: LOT 15 ON RP846956

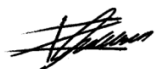
We act on behalf of our client, Sutariya Brothers Pty Ltd in preparing and submitting the following development application which seeks a Development Permit for a Material Change of Use under the *Planning Act 2016*, located on the corner of Malone Road and Kennedy Highway, Mareeba to facilitate the development of a Service Station and Caretaker’s Accommodation.

The subject site is located on the corner of Malone Road and the Kennedy Highway. The site has a total area of 7,448m² with 248m frontage along the Kennedy Highway, and 91m along Malone Road. The property is located on a busy highway between Mareeba and Cairns and provides an opportunity for travellers to safely stop and refuel whilst on their travels.

By way of this development application, the applicant is seeking specific approval to undertake the development as detailed within the attached planning report and associated plans for the development. The report will include a complete assessment of the proposed development against the relevant assessment benchmarks within the Mareeba Shire Planning Scheme 2016. In terms of application fees, the current fees and charges schedule stipulates that the **application fee for the proposed Material Change of Use (Impact Assessment) – Service Station is \$6,460.00 and Caretaker’s Residence is \$1,795.00. Combined that brings the total fee to \$8,255.00.** Please contact our office on 0411 344 110 to process the payment over the phone.

Should there be any questions or queries in relation to the development application presented, we would appreciate if you could contact our office immediately. We also ask if possible that a copy of all correspondence be forwarded to our office via email.

Yours faithfully,



Ramon Samanes

Director, U&I Town Plan

Bachelor of Applied Science, Majoring in Environmental and Urban Planning

PLANNING REPORT

COMBINED DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE – SERVICE STATION & CARETAKER’S ACCOMMODATION

PROJECT LOCATION:

**SITUATED ON THE CORNER OF MALONE ROAD & KENNEDY HIGHWAY,
MAREEBA
FORMALLY DESCRIBED AS LOT 15 ON RP846956**

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ASSESSMENT MANAGER:	MAREEBA SHIRE COUNCIL, PLANNING DEPARTMENT
DEVELOPMENT TYPE:	DEVELOPMENT PERMIT – MATERIAL CHANGE OF USE (IMPACT ASSESSABLE)
PROPOSED WORKS:	SERVICE STATION & CARETAKER’S ACCOMMODATION
REAL PROPERTY DESCRIPTION:	LOT 15 ON RP846956
LOCATION:	SITUATED ON THE CORNER OF MALONE ROAD AND KENNEDY HIGHWAY, MAREEBA
ZONE:	RURAL RESIDENTIAL ZONE
APPLICANT:	SUTARIYA BROTHERS PTY LTD C/- U&I TOWN PLAN
ASSESSMENT CRITERIA:	MATERIAL CHANGE OF USE (IMPACT ASSESSABLE)
REFERRAL AGENCIES:	THE PROPOSAL DOES TRIGGER ASSESSMENT AGAINST THE RELEVANT STATE AGENCIES – STATE TRANSPORT CORRIDOR
STATE PLANNING:	THE PROPOSAL DOES TRIGGER ASSESSMENT AGAINST THE STATE DEVELOPMENT ASSESSMENT PROVISIONS: STATE CODE 1 – DEVELOPMENT IN A STATE-CONTROLLED ROAD ENVIRONMENT

IMPORTANT NOTE

Apart from fair dealing for the purposes of private study, research, criticism, or review as permitted under the Copyright Act, no part of this Report may be reproduced by any process without the written consent of R&A Samanes Pty Ltd ('U&i Town Plan').

This Report has been prepared for Sutariya Brothers Pty Ltd for the sole purpose of making a Development Application seeking a Development Permit for a Material Change of Use located on the corner of Malone Road and Kennedy Highway, Mareeba (over lot 15 on RP846956) for the purpose of establishing a Service Station and Caretaker's Accommodation on the site. This report is strictly limited to the purpose, and facts and circumstances stated within. It is not to be utilised for any other purpose, use, matter or application.

U&i Town Plan has made certain assumptions in the preparation of this report, including:

- a) That all information and documents provided to us by the Client or as a result of a specific search or enquiry were complete, accurate and up to date;*
- b) That information obtained as a result of a search of a government register or database is complete and accurate.*

U&i Town Plan is not aware of any particular fact or circumstance, which would render these assumptions incorrect, as at the date of preparation of the Report.

While every effort has been made to ensure accuracy, U&i Town Plan does not accept any responsibility in relation to any financial or business decisions made by parties' other than those for whom the original report was prepared for and/or provided to. If a party other than the Client uses or relies upon facts, circumstances and/or content of this Report without consent of U&i Town Plan, U&i Town Plan disclaims all risk and the other party assumes such risk and releases and indemnifies and agrees to keep indemnified U&i Town Plan from any loss, damage, claim or liability arising directly or indirectly from the use of or reliance on this report.

1.0 EXECUTIVE SUMMARY

This development application is seeking a development permit for a Material Change of Use under the Planning Act 2016, over 15 on RP846956, located on the corner of Malone Road and the Kennedy Highway in Mareeba to facilitate the development of a Service Station and Caretaker's Accommodation.

The subject site is located on the corner of Malone Road and the Kennedy Highway. The site has a total area of 7,448m² with 248m frontage along the Kennedy Highway, and 91m along Malone Road. The property is located on a busy highway between Mareeba and Cairns and provides an opportunity for travellers to safely stop and refuel whilst on their travels.

The conclusion of this report is that all the requirements set by the assessment criteria can be met and that the strategic level policy outcomes sought by the planning scheme and any applicable State planning instruments can be achieved. It is the opinion of the applicant that once all the policy requirements have been taken into account by assessing authorities and equitably balanced with the site constraints and benefits of the proposal; the assessment process established under the Planning Act will result in the approval of this development application and the issuing of a development permit subject to conditions. This opinion is based on the level of strategic and analytical justification provided in support of the proposal and the decision-making requirements imposed on regulatory authorities under the Planning Act.

By way of this development application, the applicant is seeking specific approval to undertake the development as detailed in this planning report and approval of the plans.

2.0 BACKGROUND

As part of the initial process to determine the level of support for this proposal, a formal pre-lodgement enquiry was submitted with both the Mareeba Shire Council (MSC) and the State Assessment Referral Agency (SARA).

The feedback received from Council was positively received and outlined that further investigations into water, wastewater disposal and traffic impact assessment would need to be address as part of the development application. However, more importantly the development would need to provide suitable landscaping buffers and treatments along the south-eastern boundary of the site to minimise potential impacts on any future residential use of these allotments. A copy of MSC formal pre-lodgement response can be found in Appendix 4.

SARA's advice was very similar in terms of needing further investigations into the potential traffic impacts associated with the development, and the need from a traffic impact assessment report to be prepared in accordance with the DTMR Guide to Traffic impact assessment by a qualified professional and certified

by a Registered Professional Engineer of Queensland. It was also outlined that a road lighting assessment and stormwater drainage plan must also be provided.

3.0 SITE DESCRIPTION

The subject land is described as Lot 15 on RP846956 and is located approximately 4km east of the Mareeba township. The site of the proposed Service Station is 7,448m² of vacant land adjacent to the Kennedy Highway. The site has a frontage of 248m along the Kennedy Highway, and 91m along Malone Road, in which access is currently provided from Malone Road. The property is located on a busy highway between Mareeba and Cairns and provides an opportunity for travellers to safely stop and refuel whilst on their travels.

The site is currently vacant with good grass cover, bounded by heavy vegetation on the south-eastern boundary and falls gently towards the Kennedy Highway. The surrounding parcels of land to the East and south are unimproved rural residential lots with agricultural rural lots to the north on the opposite side of the Highway.

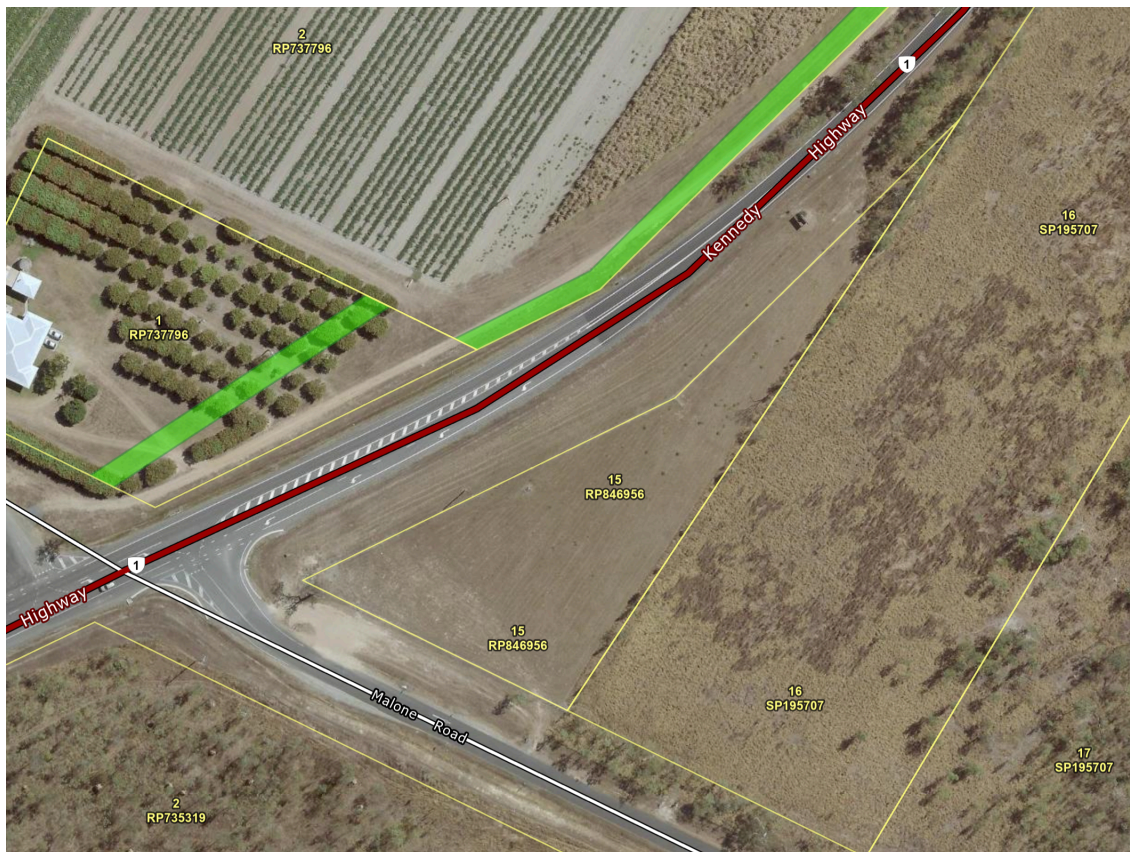


Figure 1: Aerial View of the Subject Land

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In terms of the zoning of the property, the subject site is designated within the 'Rural Residential Zone' under the Mareeba Shire Planning Scheme 2016. An insert of the subject property and the relevant zoning from the Mareeba Shire Planning Scheme is provided in figure 2 below.

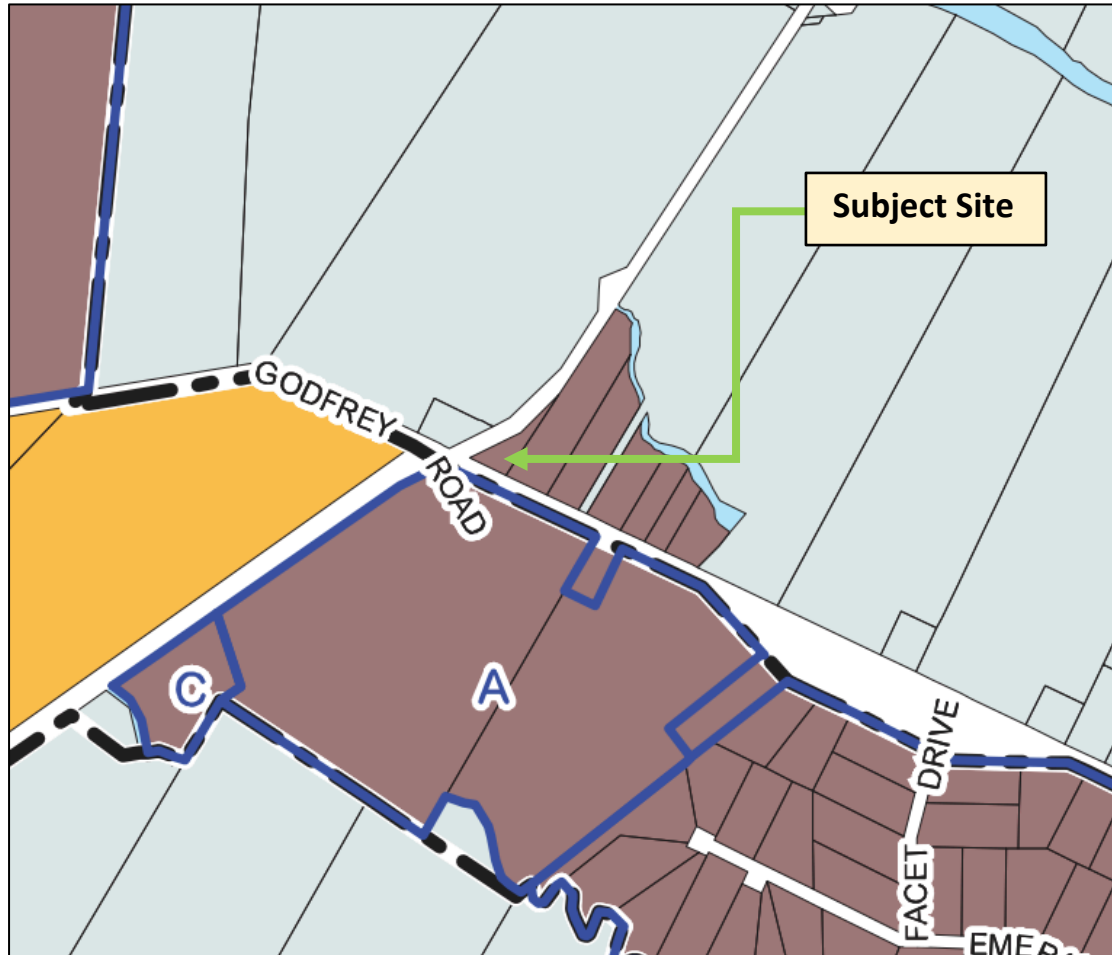


Figure 2: Rural Residential Zone Mapping, Mareeba Shire Planning Scheme 2016

A site summary is provided below:

Table 2.0: Site summary

Street address:	Corner of Malone Road and Kennedy Highway, Mareeba
Real property description:	Lot 15 on RP846956
Local government area	Mareeba Shire Council
Site area:	7,448m ²
Zone:	Rural Residential Zone
Precinct:	N/A
Overlays:	Agricultural Land Overlay Airport Environs Overlay Transport Infrastructure Overlay
Current use:	Vacant Land
Road frontage:	Kennedy Highway and Malone Road

Surrounding uses:	The surrounding parcels of land to the East and south are unimproved rural residential lots with agricultural rural lots to the north on the opposite side of the Highway.
Topography / Vegetation:	The site is currently vacant with good grass cover, bounded by heavy vegetation on the south-eastern boundary and falls gently towards the Kennedy Highway. The Malone Road pavement and northern table drain falls gently towards Kennedy Highway where it grades around the corner to the north-east and continues to flow north-east on the eastern side of the Kennedy Highway.
Easements:	There appeared to be no easements across the relevant part of the property that forms part of this development
Existing infrastructure:	No infrastructure on the subject land.

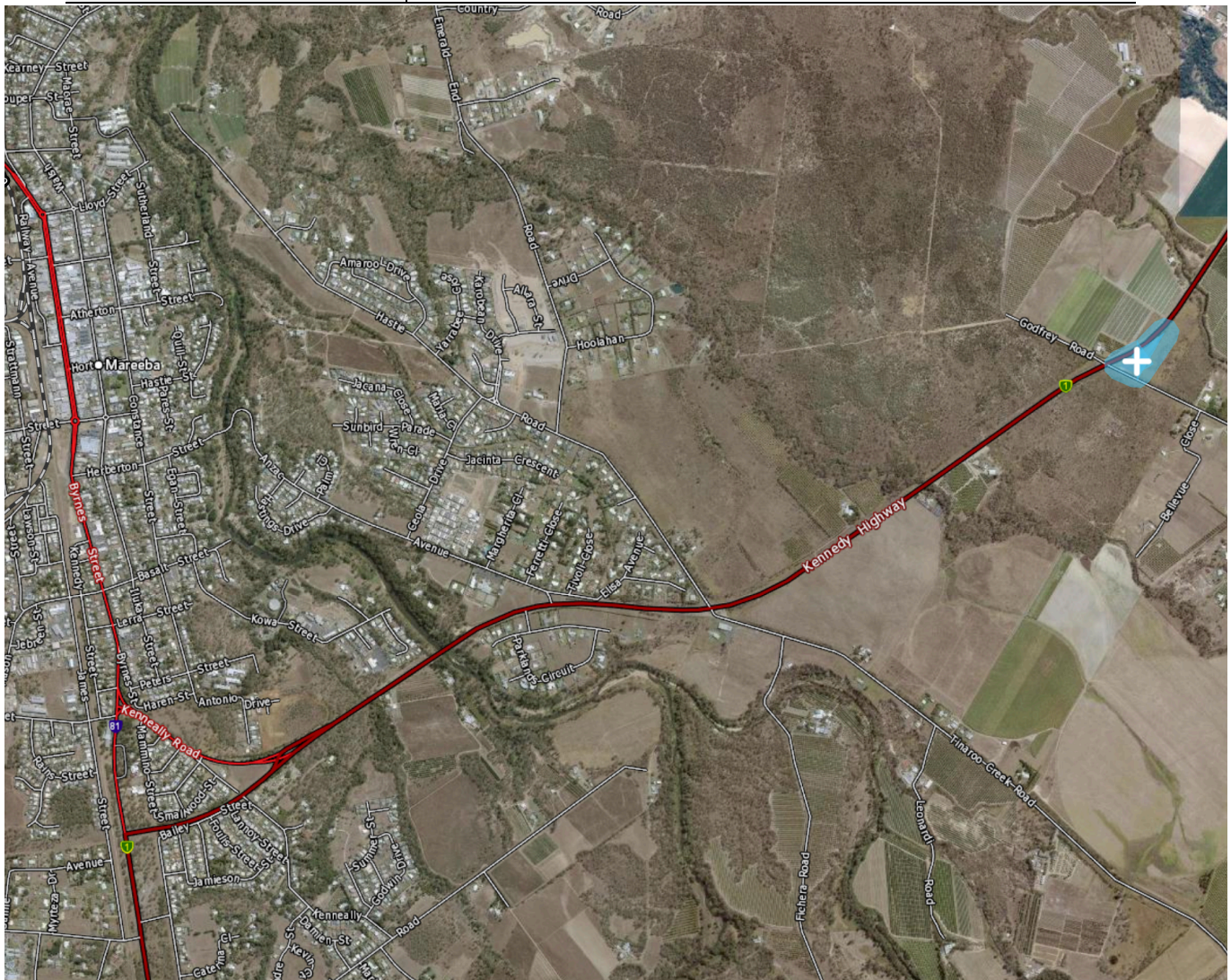


Figure 3: Site Locality

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4.0 DEVELOPMENT PROPOSAL

This development application is seeking a development permit for a Material Change of Use under the Planning Act 2016, located on the corner of Malone Road and Kennedy Highway, Mareeba to facilitate the development of a Service Station and Caretaker's Accommodation. The subject site is formally described as Lot 15 on RP846956 and covers an area of 7,448m² of vacant land adjacent to the Kennedy Highway.

Design & Layout:

The site configuration dictates the building works in the widest proportion of the site towards the corner of the Kennedy Highway and Malone Road. The building structures are located furthest away from the adjacent rural residential land use and closest to the Kennedy Highway for greatest retail exposure.

The scale of the buildings are consistent with other service station type developments with a single level retail building connected to a higher fueling canopy via covered link. The retail building will be rendered blockwork with a painted compressed fibre cement sheeting fascia. This building will have a glazed frontage to the fueling area, outdoor dining/play area and the Highway. The fueling canopy and link will be open steel framed structures with matching fascia's. At this stage there is no corporate branding or colour pallet to overlay. An outdoor dining and children's play area is located on the street corner to activate the retail building frontage. The proposed hours of operation are from 5am to 8:30pm, 7 days a week.

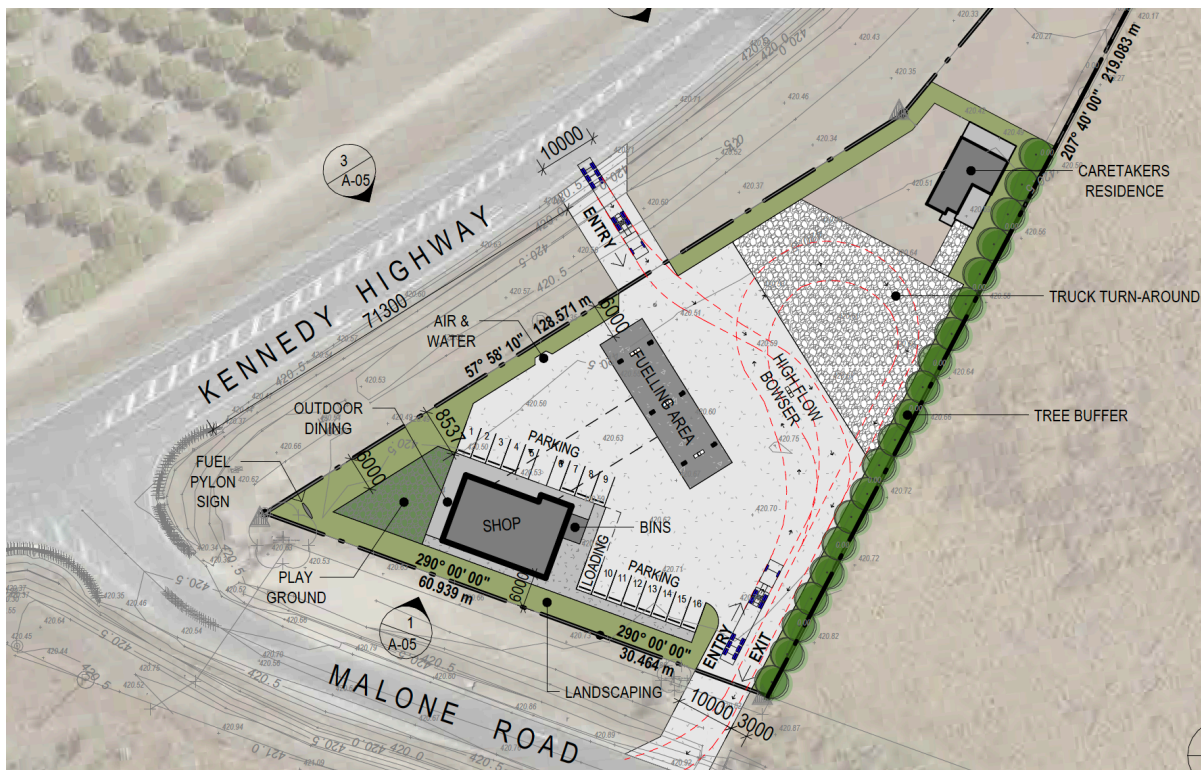


Figure 4: Extract from Development Plans, prepared by Clarke & Prince Architects

Service Station Building:

The service station store is well appointed to cater for travelers and locals alike, with a commercial kitchen and cafe facilities to provide meals and coffees for patrons to consume on-site if they like with indoor and outdoor dining areas provided. Adjacent to the dining areas there is a kid's playground area to cater for travelling families, strategically positioned on the street corner to activate the retail building frontage.

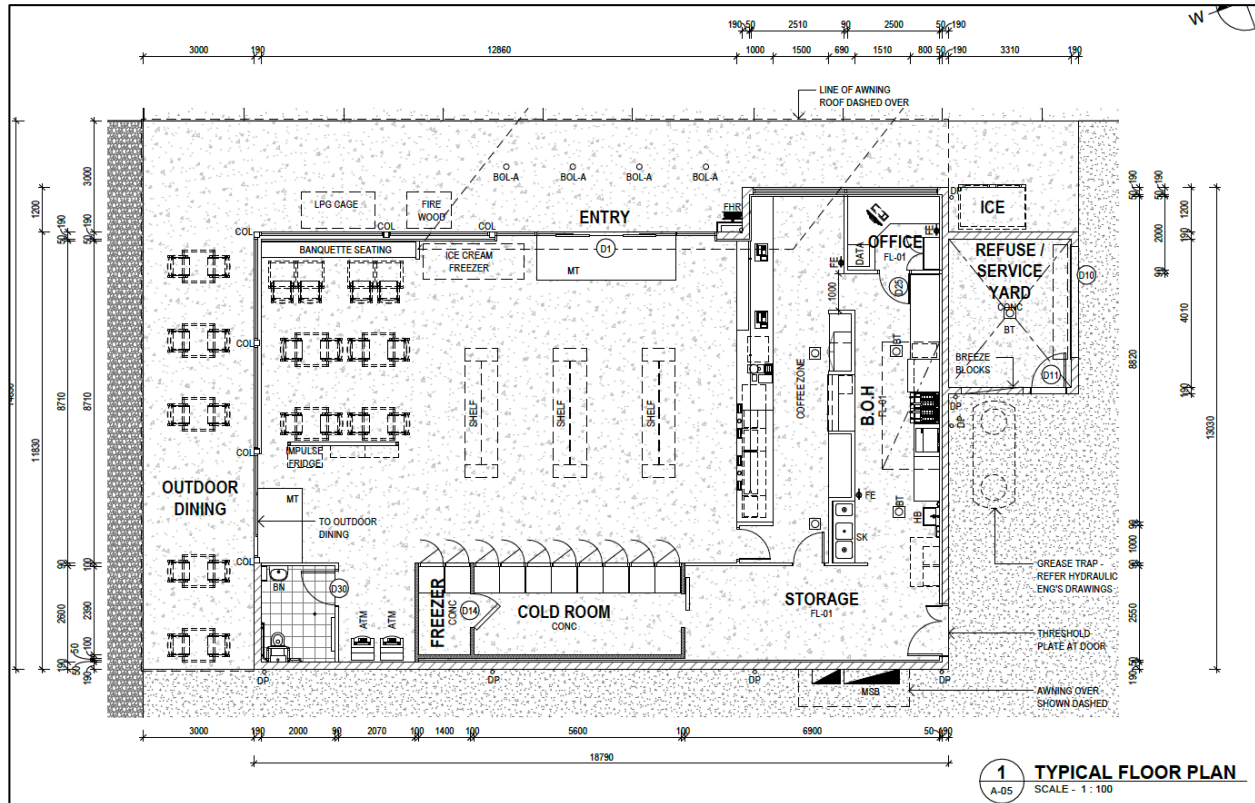


Figure 5: Extract from Floor Plans, prepared by Clarke & Prince Architects

Caretaker's Accommodation:

The proposed caretaker's accommodation is proposed to be located away from the Service Station towards the corner portion of the allotment in the northern corner. The dwelling will accommodate is provided to accommodate the manager of service station, to ensure someone is always on the property acting as security.

Signage:

The proposed facility will include one pylon sign (8m in height) and a number of small entry / exit signs. The proposed new signs are appropriately located within the property boundaries and will not comprise the character of the local area nor will they impede with any pedestrian or motoring safety. Proposed signage will not be used for third party purposes. In terms of signage on the building, at this stage there

is no corporate branding or colour pallet to overlay. The details of the signage, including their location over the site and relevant elevations, are included in Appendix 3.

Access and Maneuverability:

Site accesses have been positioned as far away as practicable from the street corner to facilitate safe entry/exit in and out of the property. As part of the application material, a detailed Traffic Impact Assessment Report has been prepared by ARO industries (see appendix 6). It was concluded in that report that the proposed development has been assessed as having a minor impact on the surrounding transport network. In accordance with the Guide to Traffic Impact Assessment, no upgrades are required to mitigate the impact of the development on the Malone Road / Kennedy Highway Intersection. The Auxiliary left turn lane (AUL) on the Kennedy Highway into Malone Road will need to be extended to allow sufficient length for deceleration of the vehicles entering the site directly from the highway. The minimum length of the short auxiliary left lane associated with the site access is 70m.

The existing road network and site dimensions (site frontage and depth) of the proposed facility within the site, is considered to be sufficient for the scale and nature of the intended use without compromising the safety and function of the surrounding road network.

The proposed development will incorporate appropriate erosion and sediment control measures during construction as conditioned.

Stormwater Drainage:

In terms of stormwater drainage, a stormwater management plan has been prepared by Rodgers Consulting Engineers (see appendix 7). Increases in stormwater flow will be detained in a basin located at the northern corner of the site as shown on Rodgers Consulting drawing F01. For the Q100 (1% AEP) event, the maximum storage requirement is 180m³ with a basin of 250m² and 720mm deep.

The proposed stormwater drainage detention basin is proposed to be constructed on the northern corner of this site to and will discharge to the Kennedy Highway table drain at the lowest level possible to avoid excessive site filling. All post development stormwater runoff from the site will be collected and discharged to the basin with a system of underground pipes and overland flow paths.

Water Supply:

As per the Mareeba Shire Council Pre-lodgment Advice – Council Reference: PreEnq/21/0002 ‘Council Officer Advice’ the site is not connected to Council’s reticulated water supply network, therefore an alternate means of potable water supply must be investigated. A detailed report prepared by Gilboy Hydraulic Solutions can be found in Appendix 8.

Based on this advice it is the recommendation of Gilboy Hydraulic Solutions to use rainwater collection where possible, and where not possible due to lack of rainfall or architectural restraints to use bore water.

In this case, bore water would be the anticipated primary source of water supply. A submersible bore pump in the bore hole would provide water to an above ground water storage tank with water treatment plant and separate water pressure pump to the nominated fixtures.

Potable water would be treated using a reliable packaged water treatment system on an 'as needed basis' to maintain the integrity of the potable water supply before being plumbed to sinks, basins, showers, baths or drinking taps.

Non-potable water would be plumbed to external wash down hose taps, laundry tubs, washing machines and water closets to reduce the size and cost of the treatment plant and the amount of treatment chemicals required to be supplied and kept on site at any time.

Wastewater treatment:

As per the Mareeba Shire Council Pre-lodgment Advice – Council Reference: PreEnq/21/0002 'Council Officer Advice' the site is not connected to Council's reticulated sewerage network, therefore wastewater disposal will have to be accommodated on site giving due consideration to the practicality and feasibility of this. A detailed report prepared by Gilboy Hydraulic Solutions can be found in Appendix 8.

Based on this advice Gilboy Hydraulic Solutions has considered the caretakers residence and service station wastewater collection and disposal system in line with current Australian Standards, Local Authority Regulations, good engineering practice and to minimise the impact on the environment where this site is located.

Greasy water produced by the service station food service area is treated by a 2,000 litre grease interceptor trap before being discharged into a pump station. Likewise, the black and grey wastewater produced by the service station fixtures is discharged to the pump station.

A 2,000 litre pump station pumps this service station wastewater to the caretaker's accommodation sanitary drainage before being processed through a 3,000 litre all-purpose septic tank located adjacent to the residence serving both buildings.

To effectively use the limited available land area for onsite effluent disposal, and in compliance with minimum separation distances from the proposed water supply bore, an advanced secondary wastewater treatment system should be considered, depending on the final bore hole position.

Due to possible inconsistencies in the effluent system loading (from varying customer numbers), we are of the opinion that the most suitable system to do this will be the Advanced Enviroseptic System (AES).

It is proposed that the advanced secondary effluent output will be disposed of using underground trenches positioned in the triangled vacant area in the northern corner of the site, with consideration given to horizontal separation distances from boundaries, avoiding excessive excavation, vegetation damage and surface water ponding.

4.1 Development Definition

The proposal is described as a “Material Change of Use” under the Planning Act and planning scheme. The proposal is defined under the Planning Act as follows:

material change of use, of premises, means any of the following that a regulation made under [section 284](#)(2)(a) does not prescribe to be minor change of use—

- (a) the start of a new use of the premises;*
- (b) the re-establishment on the premises of a use that has been abandoned;*
- (c) a material increase in the intensity or scale of the use of the premises.*

4.2 Service Station and Caretaker’s Accommodation

The proposed use that you are seeking to establish for the site is either defined under the Mareeba Shire Planning Scheme 2016 as the following:

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Service station	Premises used for the sale of fuel including petrol, liquid petroleum gas, automotive distillate and alternative fuels. The use may include, where ancillary, a shop, food and drink outlet, maintenance, repair servicing and washing of vehicles, the hire of trailers, and supply of compressed air.		Car wash
Caretaker’s accommodation	A dwelling provided for a caretaker of a non-residential use on the same premises.		Dwelling house

5.0 DEVELOPMENT APPLICATION DETAILS

This development application is seeking a development permit for a Material Change of Use under the Planning Act 2016, located on the corner of Malone Road and Kennedy Highway, Mareeba to facilitate the development of a Service Station and Caretaker’s Accommodation. The subject site is formally described as Lot 15 on RP846956 and covers an area of 7448m2 of vacant land adjacent to the Kennedy

Highway. By way of this development application, the applicant is seeking specific approval to undertake the development as detailed in this planning report and approval of the plans.

6.0 PLANNING JUSTIFICATION

This development application is made in accordance with the requirements of the *Planning Act 2016* and is for the Material Change of Use over Lot 15 on RP846956, located on the corner of Malone Road and Kennedy Highway, Mareeba. The proposal is considered to satisfy the requirements set by the applicable assessment benchmarks from the planning scheme, specifically the Rural Residential Zone Code and Commerical Activities Code.

6.1 Mareeba Shire Planning Scheme 2016

Given that the application is impact assessable, the application is required to be assessed against the entire planning scheme where applicable to the development. In particular, the following sections of the planning scheme are considered relevant to this development:

- Strategic Framework
- Rural Residential Zone Code
- Commercial Activities Code
- Accommodation Activities
- Advertising Devices Code
- Landscape Code
- Parking and Access Code
- Works, Services and Infrastructure Code
- Airport Environs Overlay Code
- Agricultural Land Overlay Code
- Transport Infrastructure Overlay

Accordingly, an assessment of the proposed development against the above listed codes has been completed. Where the requirements of an Acceptable Outcome were impractical or inappropriate to address, the Performance Outcome was addressed and satisfied. By satisfying the requirements of the Performance Outcomes, the overall “Purpose” of the code was inherently satisfied, as was the Strategic Framework for the planning scheme. In terms of the assessment documented in this report, should any part of the development not comply with any sections of the codes, the relevant sections will be adequately referenced and addressed in further detail to ensure compliance has been achieved.

6.1.1 Strategic Framework

The Strategic Intent, and the Strategic Framework (SF) as a whole is a set of high order strategic outcomes and land use strategies which set the overarching policy intent for the lower order, more detailed components of the planning scheme i.e. zones, codes and policies. The Framework is split into various

themes which cover the main aspects of land use planning and development governance. Given the level the Framework operates at, it is difficult to provide a direct, site specific assessment of the proposal against its many components. However, a proposal that satisfies the lower order components of the planning scheme, i.e. zone codes, development codes, overlay codes, planning scheme policies, etc; inherently satisfies the intent of the Framework.

3.2.2 The way forward: Mareeba Shire in 2031

Mareeba Shire in 2031 Mareeba Shire thrives as a vibrant and diverse community comprising a range of urban, semi-urban, natural and rural settings, which together provide a unique local and regional character. Urban settlements have a distinct small town feel through features including prominent, wide main streets, character streetscapes and buildings that capture the evolution of Mareeba Shire. This existing character is maintained, promoted and enhanced by development in the shire, including sensitive redevelopment of activity centres.

Mareeba continues to form the prominent regional centre for the shire, being designated as a major regional activity centre, and thrives through intensified land uses and services which promote and support ongoing economic activity throughout the shire. The Shire's proximity to the regional City of Cairns facilitates residential growth of those that work outside the Shire, either in Cairns, fly-in fly-out or internationally.

Kuranda, Mareeba Shire's 'Village in the Rainforest' capitalises on its proximity to Cairns and continues to attract visitors in its own right as the gateway to Mareeba and the Tablelands. Tourism continues to strengthen for the savannah areas of the Shire, especially at Chillagoe and the Wheelbarrow Way, further solidifying Mareeba Shire's place on the tourism trail of Far North Queensland by capitalising on its unique hinterland tourism culture and array of small and large scale tourist experiences.

The shire is a living museum that is rich in historic and culturally significant places that signify the evolution of the Shire. Culturally significant places are protected and enhanced in contribution to the lifestyle offering of the shire and the tourist experience.

Mareeba Shire continues to foster the development of a range of economic activity including primary industries, tourism, renewable energy, mining and resource activity, regionally significant industry, education and research, cultural and arts activities. New and expanding industries contribute to the ongoing prosperity of Mareeba Shire, through economic diversification and increases in activity of regional, national and international significance. Mareeba airport continues to expand as a regional hub for aviation services, and its broader contribution to economic activity and employment is recognised and maintained.

Mareeba Shire provides a diverse collection of landscape settings within the rural areas, from productive agricultural land to internationally significant rainforests, open grazing country to dry savannah. These rural areas continue to contribute to the shire's unique character through their preservation and enhancement.

Agriculture strengthens the character and identity of the area and is recognised for its contribution to the local economy, food security and stewardship of the land for future generations. The sustainable use of the

region's vast natural resources, including but not limited to agricultural land and extractive resources, is acknowledged as providing one of the pillars for the economic prosperity of the Mareeba Shire. Value add rural activities capitalise on synergies with the tourism industry and further strengthen high quality paddock to plate enterprise within the shire and extending to Cairns and boutique markets in other Australian and international cities.

Conservation areas and areas of ecological significance are maintained to support the ecological sustainability of the shire. Greater appreciation for both rural areas and conservation areas is recognised through sensitive increases in activity that respect the significance of the natural environment. Activities may include rural activities, environmental education and research and nature and rural based tourism. Environmental and active transport linkages further promote the appreciation of the diversity and significance of the rural areas of Mareeba Shire.

Mareeba Shire's residents and visitors are supported by a range of services and infrastructure, providing for improved liveability, and community health and increased levels of social interaction. The community and settlement pattern is resilient in the face of bushfires, cyclones, flooding, landslides and other related weather events. New development incorporates appropriate mitigation measures to reduce the associated increased risks and severity forecast from climate change.

Physical infrastructure networks are provided commensurate with the needs of activity centres and key destinations, as part of a coordinated effort to unite the people of Mareeba shire. Centre areas provide a source of eclectic activity which enhances the appeal and character of Mareeba Shire as a living community and quality tourist destination.

Ultimately, Mareeba Shire balances a range of competing interests in a manner that ensures the shire's ongoing economic prosperity, self-sufficiency, environmental health, sustainability and community well-being. Development is also respectful of the shire's past, its unique character and its diverse people that truly define it as a place like no other, a place where quality of life and lifestyle is paramount.

Moving forward, the SF sets the policy direction for the Shire for the life of the Planning Scheme. Regarding this development the relevant provisions of the SF are:

- Settlement Pattern and built environment;
- Economic Development; and
- Transport and Infrastructure.

3.3 Settlement pattern and built environment

3.3.1 Strategic outcomes

- (1) Mareeba Shire is intended to support a widely dispersed population in a variety of settings, including rural towns, small rural settlements, villages, rural residential areas, cropping lands, grazing lands and broad-hectare grazing properties. Future development maintains this settlement pattern and the distinct character that it provides to the shire. The settlement pattern also ensures the continuing viability of the shire's rural economy, particularly through the provision of high quality services.
- (2) Mareeba Shire is supported by a network of compact, *activity centres* of varying scales. These *activity centres* form the primary focus for population growth. Each *activity centre* will maintain its individual character while growing to support and service the local economies of its catchments. The level of service provision within each *activity centre* is consistent with its role and function within the defined activity centre hierarchy. Growth is managed to ensure a high level of centre amenity and streetscape character is maintained, thus fostering vibrant, lively hubs of social interaction, trade and exchange.
- (3) *Residential areas* and *urban expansion areas* support strategically located and logically sequenced residential development, maximising the efficient utilisation of new and existing infrastructure, particularly active and public transport. Residential development, including infill housing in designated areas, is focussed in Mareeba and the Kuranda district. A diversity of housing choices is developed within proximity to services and *activity centres* while protecting the character of the shire.

Housing for aged persons, both for independent and assisted living, is provided to support the aging population of the shire. Aged care development is provided in suitable locations in the *residential areas* and *urban expansion areas* of the shire.

- (4) *Rural residential areas* are intended to support rural residential development of varying densities, to prevent further fragmentation and alienation of *rural areas*, *conservation areas* and *biodiversity areas* within the regional landscape. *Rural residential areas* predominantly maintain the current density of development, with infill subdivision of *rural residential areas* generally limited to identified areas where consistent with the desired character and where adequate services and infrastructure are available or can be adequately and cost-effectively provided.

3.3.10 Element—Rural residential areas

3.3.10.1 Specific outcomes

- (1) Rural residential development is consolidated within *rural residential areas* where it will not result in the fragmentation or loss of *agricultural areas* or *biodiversity areas*.
- (2) Infill development within *rural residential areas* occurs only where appropriate levels of infrastructure are available and provided, the existing rural living character can be maintained and an *activity centre* is proximate.
- (3) No further subdivision of greater than anticipated density occurs within *rural residential areas* that are not proximate to an *activity centre* and its attending physical and social infrastructure.
- (4) *Rural residential areas* across Mareeba Shire are characterised by a range of lot sizes, consistent with the form of historical subdivision in the vicinity of proposed development.
- (5) Limited agricultural and animal husbandry activities may occur in *rural residential areas* where the offsite impacts of the activity are mitigated in protection of the amenity expectation of the *rural residential areas*.
- (6) Small scale non-residential and tourism uses which do not impact on character and amenity are facilitated in *rural residential areas*.

3.7 Economic development

3.7.1 Strategic outcomes

- (9) Flexibility and responsiveness allow for economic diversity and innovation, leading to a greater variety of employment opportunities that meet the changing needs of the community and economy. Small scale and emerging industries are supported in appropriate locations across the shire.

3.7.2 Element—Rural and Agricultural land

3.7.2.1 Specific outcomes

- (1) *Agricultural areas* are preserved for the purpose of primary production and are protected from fragmentation, alienation and incompatible development.
- (2) *Other rural areas* are maintained in economically viable holdings and continue to develop and expand their rural infrastructure and operations.
- (3) Urban and rural residential development provides a buffer to adjacent *rural areas* in accordance with best practice.

3.7.12 Element—Small scale and emerging industries

3.7.12.1 Specific outcomes

- (1) New and emerging industries and services are encouraged in appropriate locations.

3.6 Transport and infrastructure

3.6.1 Strategic outcomes

- (1) *Local collector road and state controlled road networks support the identified hierarchy of activity centres and the rural economy of Mareeba Shire. The location, density and scale of development supports the efficient and convenient movement of goods, services and people. Roads are progressively upgraded (including construction of future state roads and future local connections) and maintained to a high standard to support higher urban densities, rural production, tourism, commerce, industry and major trip generators.*

3.6.2 Element—Road network

3.6.2.1 Specific outcomes

- (1) The shire's road network is upgraded and extended to provide for the safe, efficient movement of vehicles and to cater for new development.
- (2) The design and layout of new roads compliments the function and hierarchy of the existing road network and results in high levels of connectivity, accessibility and legibility to motorists and residents.
- (3) Planned *future state roads and future local connections* are integrated into new development and protected from development that would compromise their construction and future operation.
- (4) Development provides off-street parking, loading and manoeuvring areas where possible and practicable.
- (5) Development of new roads and upgrades to existing roads are designed and constructed in accordance with the FNQROC Regional Development Manual as amended.

Statement of Compliance:

The proposed development would support the ongoing operation of Mareeba as the regional activity centre. The proposed Service station and Caretaker's Accommodation would contribute towards the diversification of the region's range of quality services in the region, within a suitable location adjacent to the Kennedy Highway on a major intersection into Malone Road. The site is appropriately serviced by existing road network infrastructure, with suitable turning lanes and clear site lines for commuting traffic to safely access the facility.

The property has not been utilised and has been for sale for many years, which suggests that the market does not believe it is suitable location to accommodate a dwelling house as directed under the rural residential zone purpose outcomes. Concerns with amenity in terms of road noise, privacy, and safety are relevant considerations in this prominent location would suggest why this property is vacant and has been for many years. The Service Station in this location therefore provides an appropriate buffer/transition from any impacts associated with the Highway traffic, which then leads into rural residential development on the properties adjacent as you move away from the intersection.

Additionally, the service station which will include a convenience shop which will service the immediate rural residential catchment established within Emerald Heights and Bellevue Estate. It is acknowledged that there is an existing service station only 1.2km the road – Puma – however it is considered that this service station will replace the congested and outdated service station which currently presents as a traffic hazard to road users.

6.1.2 Rural Residential Zone Code

6.2.10.2 Purpose

- (1) The purpose of the Rural residential zone code is to provide for residential development on large lots where local government infrastructure and services may not be provided on the basis that the intensity of development is generally dispersed.
- (2) Mareeba Shire Council's purpose of the Rural residential zone code is to provide for residential development on a range of larger lots which take account of the history of rural residential development throughout the region. Limited agricultural and animal husbandry activities which contribute to a semi-rural setting may be appropriate on lots with areas in the upper range of lot sizes.
- (3) The Rural residential zone has been broken into three precincts to cater for the distinct lot sizes and levels of servicing that historically occurred in this zone:
 - (a) The 2 hectare precinct is characterised by significant clusters of larger rural residential lifestyle lots that have limited infrastructure and proximity to services. Lots within this precinct will not be reconfigured below 2 hectares in size;
 - (b) The 1 hectare precinct is characterised by significant clusters of rural residential lifestyle lots that have limited access to infrastructure and proximity to services. Lots within this precinct will not be reconfigured below 1 hectare in size; and
 - (c) The 4,000m² precinct is characterised by clusters of smaller rural residential lots in proximity to activity centres, where reticulated water supply and an urban standard of infrastructure (apart from sewerage) can be provided. Lots within this precinct will not be reconfigured below 4,000m².

- (4) The purpose of the code will be achieved through the following overall outcomes:
- (a) The development of large rural residential lots with attendant provision of onsite infrastructure is facilitated;
 - (b) Development within the zone preserves the environmental and topographical features of the land by integrating an appropriate scale of rural residential activities;
 - (c) Development avoids areas of ecological significance;
 - (d) Low-impact activities such as small-scale eco-tourism and outdoor recreation uses are permitted within the zone where the impacts of such uses are acceptable;
 - (e) Natural features such as creeks, gullies, waterways, wetlands and vegetation and bushland are retained, enhanced and buffered from the impacts of development, with unavoidable impacts minimised through location, design, operation and management requirements;
 - (f) Other uses may be appropriate where meeting the day to day needs of the rural residential catchment or having a direct relationship to the land in which the particular use is proposed. Any such uses should not have any adverse effects on the residential amenity of the area through factors such as noise generation, traffic generation or other factors associated with the use;
 - (g) Reconfiguring a lot will maintain the predominant lot size of the precinct or intended for the precinct; and
 - (h) Reconfiguring a lot involving the creation of new lots is not undertaken external to a precinct in the Rural residential zone in consideration of the inherent environmental, and/or physical infrastructure and/or social infrastructure constraints of Rural residential zoned land outside of identified precincts.

Statement of Compliance:

The proposed Service station and Caretaker's Accommodation would contribute towards the diversification of the region's range of quality services in the region, within a suitable location adjacent to the Kennedy Highway on a major intersection into Malone Road. The site is appropriately serviced by existing road network infrastructure, with suitable turning lanes and clear site lines for commuting traffic to safely access the facility.

The property has not been utilised and has been for sale for many years, which suggests that the market does not believe it is suitable location to accommodate a dwelling house as directed under the rural residential zone purpose outcomes. Concerns with amenity in terms of road noise, privacy, and safety are relevant considerations in this prominent location would suggest why this property is vacant and has been for many years. The Service Station in this location therefore provides an appropriate buffer/transition from any impacts associated with the Highway traffic, which then leads into rural residential development on the properties adjacent as you move away from the intersection.

Additionally, the service station which will include a convenience shop which will service the immediate rural residential catchment established within Emerald Heights and Bellevue Estate. It is acknowledged that there is an existing service station only 1.2km the road – Puma – however it is considered that this

service station will replace the congested and outdated service station which currently presents as a traffic hazard to road users.

ASSESSMENT BENCHMARKS

Performance Outcomes	Acceptable Outcomes	Proposal Justification
For accepted development subject to requirements and assessable development		
Height		
PO1	AO1	<p>The proposed Service Station and Caretaker's Accommodation buildings comply with the building heights specified in not exceeding 8.5m.</p> <p>Satisfied.</p>
Outbuildings and residential scale		
PO2	AO2.1 & AO2.2	<p>The scale of the buildings are consistent with other service station type developments with a single level retail building connected to a higher fueling canopy via covered link.</p> <p>The Service Station in this location therefore provides an appropriate buffer/transition from any impacts associated with the Highway traffic, which then leads into rural residential development on the properties adjacent as you move away from the intersection.</p> <p>Satisfied.</p>
Siting		
PO3	AO3	<p>The site configuration dictates the Service Station building siting in the widest proportion of the site towards the corner of the Kennedy Highway and Malone Road. The building structures are located furthest away from the adjacent rural residential land use and closest to the Kennedy Highway for greatest retail exposure.</p> <p>The scale of the buildings are consistent with other service station type developments with a single level retail building connected to a higher fueling canopy via covered link. The retail building will be rendered blockwork with a painted compressed fibre cement sheeting fascia. This building will have a glazed frontage to the fueling area, outdoor dining/play area and the Highway. The fueling canopy and link will be open steel framed structures with matching fascia's. At this stage there is no corporate branding or colour pallet to overlay. An outdoor dining and</p>

		<p>children's play area is located on the street corner to activate the retail building frontage.</p> <p>The service station store is well appointed to cater for travelers and locals alike, with a commercial kitchen and cafe facilities to provide meals and coffees for patrons to consume on-site if they like with indoor and outdoor dining areas provided. Adjacent to the dining areas there is a kid's playground area to cater for travelling families, strategically positioned on the street corner to activate the retail building frontage.</p> <p>Satisfied.</p>
Accommodation density		
PO4	AO4	<p>The proposed caretaker's accommodation is proposed to be located away from the Service Station towards the corner portion of the allotment in the northern corner. The density of the accommodation activity complies with the one (1) dwelling unit per lot.</p> <p>Satisfied.</p>
For assessable development		
Site Cover		
PO5	AO5	<p>The proposed buildings and structures occupy the site in a manner that makes efficient use of the land. The site configuration dictates the Service Station building siting in the widest proportion of the site towards the corner of the Kennedy Highway and Malone Road. The building structures are located furthest away from the adjacent rural residential land use and closest to the Kennedy Highway for greatest retail exposure.</p> <p>The scale of the buildings are consistent with other service station type developments with a single level retail building connected to a higher fueling canopy via covered link. The outdoor dining and children's play area is located on the street corner to activate the retail building frontage.</p> <p>The three (3) metre wide tree buffer along the eastern boundary provides balances the transition from the highway through the service station and onto the adjoining vacant rural residential land.</p> <p>Satisfied.</p>
Building Design		
PO6, PO7	AO6 & AO7	<p>The scale of the buildings are consistent with other service station type developments with a single level retail building connected to a higher</p>

		<p><i>fueling canopy via covered link. The retail building will be rendered blockwork with a painted compressed fibre cement sheeting fascia. This building will have a glazed frontage to the fueling area, outdoor dining/play area and the Highway. The fueling canopy and link will be open steel framed structures with matching fascia's. At this stage there is no corporate branding or colour pallet to overlay. An outdoor dining and children's play area is located on the street corner to activate the retail building frontage.</i></p> <p><i>The service station store is well appointed to cater for travelers and locals alike, with a commercial kitchen and cafe facilities to provide meals and coffees for patrons to consume on-site if they like with indoor and outdoor dining areas provided. Adjacent to the dining areas there is a kid's playground area to cater for travelling families, strategically positioned on the street corner to activate the retail building frontage.</i></p> <p><i>The proposed caretaker's accommodation has been designed to complement the service station.</i></p> <p>Satisfied.</p>
Amenity		
PO9 & PO10	AO9 & AO10	<p><i>The proposed buildings and structures occupy the site in a manner that makes efficient use of the land. The site configuration and adjoining rural residential land has informed the Service Station building siting in the widest proportion of the site towards the corner of the Kennedy Highway and Malone Road. The building structures are located furthest away from the adjacent rural residential land use and closest to the Kennedy Highway for greatest retail exposure.</i></p> <p><i>The Service Station in this location therefore provides an appropriate buffer/transition from any impacts associated with the Highway traffic, which then leads into rural residential development on the properties adjacent as you move away from the intersection.</i></p> <p><i>Locating the buildings as far away as possible – 43m from the eastern boundary - on the site ensure any impacts associated with light spillage and odours from fuel vents are minimised from future residential uses on the adjoining allotment.</i></p>

		<p><i>The proposed hours of operation from 5am to 8:30pm, seven (7) days a week will ensure the amenity of the adjoining future residence is protected.</i></p> <p><i>The three (3) metre wide tree buffer along the eastern boundary also provides a suitable buffer with some height that delivers a suitable transition from the highway through the service station and onto the adjoining vacant rural residential land. Additionally, the 1.8m high solid timber fence along the boundary provides additional treatments and a physical barrier to improve amenity and security to future residential uses.</i></p> <p>Satisfied.</p>
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6.1.3 Commercial Activities Code

9.3.2.2 Purpose

- (1) The purpose of the Commercial activities code is to ensure Commercial activities are appropriately located, designed and operated to service the Shire while not impacting on the character and amenity of the area.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Commercial activities meet the needs of the local community, visitors and tourists through safe, accessible and convenient points of service;
 - (b) Commercial activities have minimal impacts on the natural environment or the environmental values of the area;
 - (c) Commercial activities reinforce and do not prejudice the role and function of established or designated centres;
 - (d) Commercial activities minimise impacts on the character and amenity of the surrounding area and surrounding land uses, particularly residential uses; and
 - (e) Commercial activities do not compromise the viability of the hierarchy and network of centres, namely:
 - (i) Mareeba as a major regional activity centre, which accommodates 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;
 - (ii) Kuranda as a village activity centre, which accommodates services, arts and cultural facilities, sports and recreation facilities, business and employment uses to support the village and its constituent surrounding rural and rural residential communities;
 - (iii) Chillagoe and Dimbulah as Rural activity centres, which provide commercial and community services to their rural catchments; and
 - (iv) Bibohhra, Irvinebank, Julatten, Koah, Mutchilba, Mt Molloy, Myola and Speewah as rural villages, that have limited centre activities and other non-residential activities.

Statement of Compliance:

As outlined in the statements above, the proposed Commercial Activity – in this case the Service Station - is appropriately located adjacent to the Kennedy Highway on a major intersection into Malone Road. The site is appropriately serviced by existing road network infrastructure, with suitable turning lanes and clear site lines for commuting traffic to safely access the facility.

The property has not been utilised and has been for sale for many years, which suggests that the market does not believe it is suitable location to accommodate a dwelling house as directed under the rural residential zone purpose outcomes. Concerns with amenity in terms of road noise, privacy, and safety are relevant considerations in this prominent location would suggest why this property is vacant and has been for many years. The Service Station in this location therefore provides an appropriate buffer/transition from any impacts associated with the Highway traffic, which then leads into rural residential development on the properties adjacent as you move away from the intersection.

Additionally, the service station which will include a convenience shop which will service the immediate rural residential catchment established within Emerald Heights and Bellevue Estate. It is acknowledged that there is an existing service station only 1.2km the road – Puma – however it is considered that this service station will replace the congested and outdated service station which currently presents as a traffic hazard to road users.

ASSESSMENT BENCHMARKS

<i>Performance Outcomes</i>	<i>Acceptable Outcomes</i>	<i>Proposal Justification</i>
<i>For accepted development subject to requirements and assessable development</i>		
<i>PO1</i>	<i>AO1</i>	<p><i>The scale of the buildings are consistent with other service station type developments with a single level retail building connected to a higher fueling canopy via covered link. The retail building will be rendered blockwork with a painted compressed fibre cement sheeting fascia. This building will have a glazed frontage to the fueling area, outdoor dining/play area and the Highway. The fueling canopy and link will be open steel framed structures with matching fascia's. At this stage there is no corporate branding or colour pallet to overlay. An outdoor dining and children's play area is located on the street corner to activate the retail building frontage.</i></p> <p><i>The service station store is well appointed to cater for travelers and locals alike, with a commercial kitchen and cafe facilities to provide meals and coffees for patrons to consume on-site if they like with indoor and outdoor dining areas provided. Adjacent to the dining areas</i></p>

		<p>there is a kid's playground area to cater for travelling families, strategically positioned.</p> <p>Satisfied.</p>
If for Sales Office		
PO2, PO3	AO2.1, AO2.2, AO2.3, AO2.4, & AO3	<p>Not applicable to the proposed development.</p> <p>Satisfied.</p>
For assessable development		
Visual amenity and character		
PO4	AO4	<p>The proposed buildings and structures occupy the site in a manner that makes efficient use of the land. The site configuration and adjoining rural residential land has informed the Service Station building siting in the widest proportion of the site towards the corner of the Kennedy Highway and Malone Road. The building structures are located furthest away from the adjacent rural residential land use and closest to the Kennedy Highway for greatest retail exposure.</p> <p>The Service Station in this location therefore provides an appropriate buffer/transition from any impacts associated with the Highway traffic, which then leads into rural residential development on the properties adjacent as you move away from the intersection. Locating the buildings as far away as possible – 43m from the eastern boundary - on the site ensure any impacts associated with light spillage and odours from fuel vents are minimised from future residential uses on the adjoining allotment.</p> <p>The proposed hours of operation from 5am to 8:30pm, seven (7) days a week will ensure the amenity of the adjoining future residence is protected. The three (3) metre wide tree buffer along the eastern boundary also provides a suitable buffer with some height that delivers a suitable transition from the highway through the service station and onto the adjoining vacant rural residential land. Additionally, the 1.8m high solid timber fence along the boundary provides additional treatments and a physical barrier to improve amenity and security to future residential uses.</p> <p>Satisfied.</p>

Location and size		
PO5	AO5	<p><i>The proposed buildings and structures occupy the site in a manner that makes efficient use of the land. The site configuration and adjoining rural residential land has informed the Service Station building siting in the widest proportion of the site towards the corner of the Kennedy Highway and Malone Road. The building structures are located furthest away from the adjacent rural residential land use and closest to the Kennedy Highway for greatest retail exposure.</i></p> <p><i>The Service Station in this location therefore provides an appropriate buffer/transition from any impacts associated with the Highway traffic, which then leads into rural residential development on the properties adjacent as you move away from the intersection.</i></p> <p><i>Locating the buildings as far away as possible – 43m from the eastern boundary - on the site ensure any impacts associated with light spillage and odours from fuel vents are minimised from future residential uses on the adjoining allotment.</i></p> <p><i>The three (3) metre wide tree buffer along the eastern boundary also provides a suitable buffer with some height that delivers a suitable transition from the highway through the service station and onto the adjoining vacant rural residential land. Additionally, the 1.8m high solid timber fence along the boundary provides additional treatments and a physical barrier to improve amenity and security to future residential uses.</i></p> <p>Satisfied.</p>
If for Service Station or Car Wash		
PO6 & PO7	AO6 & AO7	<p><i>The site complies with the minimum area and frontage for a service station of 1500m² and 30m respectively.</i></p> <p><i>The large lot size allows for the fuel storage tanks to be setback from the boundaries, whilst providing sufficient area on site to allow for vehicle movements to occur without being impeded when fuel deliveries occur. The development will provide facilities for the collection, treatment and disposal of all solid and liquid wastes as specified in PO7. This will form part of subsequent detailed designs drawings required as part of the Building Works and Plumbing and Drainage applications.</i></p> <p>Satisfied.</p>

6.1.4 Accommodation Activities Code

9.3.1.2 Purpose

- (1) The purpose of the Accommodation activities code is to facilitate the provision of Accommodation activities in appropriate locations throughout the shire.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (n) Accommodation activities are designed, located and operated to minimise any adverse impacts on the natural environment and amenity of surrounding uses;
 - (o) Accommodation activities in the Centre zone are facilitated where they can integrate and enhance the fabric of the centre and are located behind or above commercial development;
 - (p) Accommodation activities provide a high level of amenity and are reflective of the surrounding character of the area;
 - (q) Accommodation activities are generally established in accessible, well-connected locations with access or future access to public transport, cycling and pedestrian networks;
 - (r) Accommodation activities do not compromise the viability of the hierarchy and network of centres, namely:
 - (i) Mareeba as a major regional activity centre, which accommodates 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;
 - (ii) Kuranda as a village activity centre, which accommodates services, arts and cultural facilities, sports and recreation facilities, business and employment uses to support the village and its constituent surrounding rural and rural residential communities;
 - (iii) Chillagoe and Dimbulah as Rural activity centres, which provide commercial and community services to their rural catchments; and
 - (iv) Bibbohra, Irvinebank, Julatten, Koah, Mutchilba, Mt Molloy, Myola and Speewah as rural villages, that have limited centre activities and other non-residential activities; and
 - (s) Accommodation activities are responsive to site characteristics and employ best practice industry standards.

ASSESSMENT BENCHMARKS

Performance Outcomes	Acceptable Outcomes	Proposal Justification
For accepted development subject to requirements and assessable development		
All Accommodation activities, apart from Dwelling House		
PO1	AO1	No specific minimum site area or frontage prescribed for Caretaker's Accommodation. Satisfied.
All Accommodation activities, apart from Tourist Park and Dwelling House		
PO2	AO2.1	Will be complied with. The refuse area is suitably located and screened from view, with one (1) bin provided which is more than adequate to cater for the facility. Satisfied.

All Accommodation activities, apart from Dwelling House		
PO3	AO3	<p>The caretaker's accommodation is setback some 10 metres from the eastern boundary and is only a single storey building. Combined these factors ensure no overlooking can occur for future adjoining uses.</p> <p>Satisfied.</p>
PO4	AO4.1, AO4.2, AO4.3 & AO4.4	<p>There is more than enough space around the Caretaker's accommodation to provide all the necessary private open space and clothes drying facilities to cater for the dwelling.</p> <p>Satisfied.</p>
If for Caretaker's Accommodation		
PO5	AO5.1 & AO5.2	<p>Complies as only one (1) caretaker's accommodation facility is established on the one (1) title, and the floor area complies with the maximum of 200m² at only 122m² in area. Regardless the size of the facility shouldn't be restricted given the size and location of the subject site.</p> <p>Satisfied.</p>
If for a Dwelling House		
PO6	AO6	<p>Not applicable as the use does not involve dwelling house.</p> <p>Satisfied.</p>
If for a Dual Occupancy		
PO7	N/A	<p>Not applicable as the use does not involve dual occupancy.</p> <p>Satisfied.</p>
If for Multiple Dwelling, Residential care facility or Retirement Facility		
PO8	AO8	<p>Not applicable to the proposed development.</p> <p>Satisfied.</p>
PO9	AO9.1	<p>Not applicable to the proposed development.</p> <p>Satisfied.</p>
	AO9.2	<p>Not applicable to the proposed development.</p> <p>Satisfied.</p>
	AO9.3	<p>Not applicable to the proposed development.</p> <p>Satisfied.</p>
	AO9.4	<p>Not applicable to the proposed development.</p> <p>Satisfied.</p>
If for Residential Care Facility or Retirement Facility		
PO10	N/A	<p>Not applicable to the proposed development.</p> <p>Satisfied.</p>

If for Home Based Business		
PO11 & PO12	All listed outcomes.	Not applicable to the proposed development. Satisfied.
If for Rural Worker's Accommodation		
PO13 & PO14	All listed outcomes.	Not applicable to the proposed development. Satisfied.
For Assessable development		
If for Caretaker's Accommodation		
PO15	N/A	The proposed caretaker's accommodation is proposed to be located away from the Service Station towards the corner portion of the allotment in the northern corner. The dwelling will accommodate is provided to accommodate the manager of service station, to ensure someone is always on the property acting as security. Satisfied.
If for Residential Care Facility or Retirement Facility		
PO16	N/A	Not applicable as the use does not involve a residential care facility of retirement facility. Satisfied.
If for Tourist Park		
PO17, PO18, PO19 & PO20	N/A	Not applicable as the use does not involve a tourist park. Satisfied.

6.1.5 Advertising Devices Code

9.4.1 Advertising devices code

9.4.1.1 Application

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

9.4.1.2 Purpose

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

Statement of Compliance:

The proposed facility will include one pylon sign (8m in height) and a number of small entry / exit signs. The proposed new signs are appropriately located within the property boundaries and will not comprise the character of the local area nor will they impede with any pedestrian or motoring safety. Proposed signage will not be used for third party purposes. In terms of signage on the building, at this stage there is no corporate branding or colour pallet to overlay. The details of the signage, including their location over the site and relevant elevations, are included in Appendix 3.

The Proposed advertising devices satisfy the performance outcomes of the Advertising devices code as they are to advertise the business/premises and are located on the property to which the advertising relates. The proposed signage will be of a location and size that would not significantly contribute to visual clutter from advertising devices. Illumination of advertising devices will be of an appropriate LUX, as per Australian Standards ensuring that the safety of motorists is not compromised as a result of the illumination levels.

Further to this, the advertising devices will not:

- Resemble traffic control devices
- Give instructions to traffic
- Resemble a hazard or warning light

- Cause interference with the visibility and effectiveness of hazard or warning lights
- Encroach on to any part of a road, road reserve, pedestrian or cycle path
- Incorporate highly reflective lighting
- Move, revolve, strobe or flash
- Be painted or erected on a roof or structure (other than an awning)
- Incorporate foul language or visual content
- Protrude above a roofline/parapet.

Therefore, it is considered that the proposed height, style and illumination of proposed signage is appropriate in context of the proposed development type and location.

6.1.6 Landscaping Code

9.4.2.2 Purpose

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

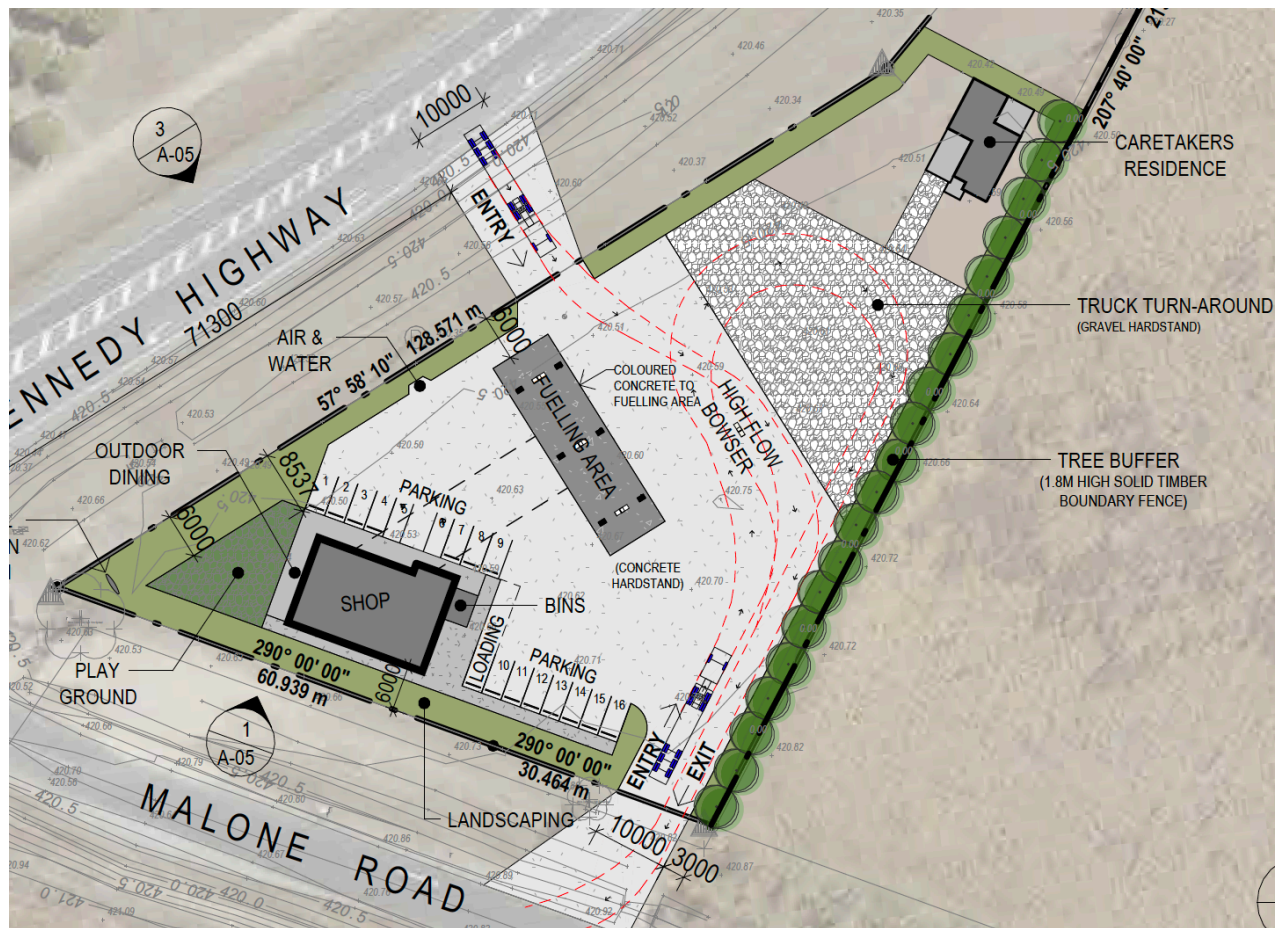


Figure 5: Extract from Development Plans

Statement of Compliance:

In terms of landscaping, the subject site in which the facility is proposed is sufficiently landscaped to provide an attractive development outcome. The three (3) metre wide tree buffer along the eastern boundary also provides a suitable buffer with some height that delivers a suitable transition from the highway through the service station and onto the adjoining vacant rural residential land. Additionally, the 1.8m high solid timber fence along the boundary provides additional treatments and a physical barrier to improve amenity and security to future residential uses. The rest of the site also includes significant landscaped areas to illustrate in the plans as the light green shaded area. This area warps around the entire perimeter of the development excluding the entry and exit points. Overall the landscaping areas through the development will ensure the development appearance is enhanced in providing an attractive streetscape and landscape character.

ASSESSMENT BENCHMARKS

Performance Outcomes	Acceptable Outcomes	Proposal Justification
For accepted development subject to requirements and assessable development		
PO1	AO1	<p>At approximately 1,327m², the total landscaped areas provided as part of this development sits around 18%. This achieves compliance with the code requirements.</p> <p>Satisfied.</p>
PO2	AO2.1	<p>The proposed development complies with the 3m wide landscape strip around the perimeter of the facility. The code only specifies up to 2m adjoining car parking areas.</p> <p>Satisfied.</p>
PO3	AO3.1 & AO3.2	<p>The development includes suitable landscaping and fencing treatments along the side and rear boundaries that provides suitable screens to adjoining properties and preserves the amenity of the area.</p> <p>Satisfied.</p>
PO4	AO4.1 & AO4.2,	<p>Landscaped areas proposed as part of this development will visual interest and softens the aspect when viewed from Malone Road and the Kennedy Highway.</p> <p>Satisfied.</p>
PO5	AO5.1 & AO5.2	<p>The development complies and will be provided in accordance with the relevant landscaping policy.</p> <p>Satisfied.</p>
PO6	AO6.1, AO6.2 & AO6.3	<p>The landscaping will not impact on the ongoing provision of infrastructure and services to the shire.</p> <p>Satisfied.</p>
PO7	AO7	<p>The landscaped areas will be easily maintained moving forward and will thrive with generous access to sunlight and water for health plant grown. As such, these landscaped areas will look attractive and healthy into the future.</p> <p>Satisfied.</p>

6.1.7 Parking and Access Code

9.4.3.2 Purpose

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

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Caretaker's accommodation	One space per dwelling unit.	Nil.
Service station	Minimum of four spaces plus car parking at rates applicable to ancillary use/s.	One AV space.

Statement of Compliance:

The proposal provides for sufficient car parking to accommodate the demand likely to be generated by the uses. The proposal complies with the planning scheme requirements for on-site parking as the proposed 16 car parks for the service station and one (1) covered car park for the accommodation far exceed the requirements under the code. The requirement for fuel delivery vehicles (AV) is 1 space in which turning paths have been illustrated on the site plan, demonstrating that access in and out of the site can be achieved in a forward gear. The main assessment consideration for a service station is the provision of suitable access and parking is provided for all types of vehicles, ensuring that parking is provided in a way that does not compromise the safety and efficiency of the surrounding road network.

Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear. Parking areas will be kept and used exclusively for parking and are maintained in a suitable condition for parking and circulation of vehicles.

Access and Maneuverability:

Proposal complies with Service station use requirements in Table 9.4.3.3E.

Table 9.4.3.3E—Vehicular Access for Specific Uses

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

The proposal demonstrates that:

- a) spaces designed in a manner to meet the requirements of the user
- b) ensure safe and efficient access between the road and premises
- c) minimize interference with the function and operation of roads
- d) spaces and associated maneuvering areas are safe, functional and provide equitable access
- e) Premises are adequately serviced to meet the reasonable requirements of the development.

Site accesses have been positioned as far away as practicable from the street corner to facilitate safe entry/exit in and out of the property. As part of the application material, a detailed Traffic Impact Assessment Report has been prepared by ARO industries (see appendix 6). It was concluded in that report that the proposed development has been assessed as having a minor impact on the surrounding transport network. In accordance with the Guide to Traffic Impact Assessment, no upgrades are required to mitigate the impact of the development on the Malone Road / Kennedy Highway Intersection. The Auxiliary left turn lane (AUL) on the Kennedy Highway into Malone Road will need to be extended to allow sufficient length for deceleration of the vehicles entering the site directly from the highway. The minimum length of the short auxiliary left lane associated with the site access is 70m.

The existing road network and site dimensions (site frontage and depth) of the proposed facility within the site, is considered to be sufficient for the scale and nature of the intended use without compromising the safety and function of the surrounding road network.

6.1.8 Works, Service and Infrastructure Code

9.4.5.2 Purpose

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

Statement of Compliance:

Access and Maneuverability:

Site accesses have been positioned as far away as practicable from the street corner to facilitate safe entry/exit in and out of the property. As part of the application material, a detailed Traffic Impact Assessment Report has been prepared by ARO industries (see appendix 6). It was concluded in that report that the proposed development has been assessed as having a minor impact on the surrounding transport network. In accordance with the Guide to Traffic Impact Assessment, no upgrades are required to mitigate the impact of the development on the Malone Road / Kennedy Highway Intersection. The Auxiliary left turn lane (AUL) on the Kennedy Highway into Malone Road will need to be extended to allow sufficient length for deceleration of the vehicles entering the site directly from the highway. The minimum length of the short auxiliary left lane associated with the site access is 70m.

The existing road network and site dimensions (site frontage and depth) of the proposed facility within the site, is considered to be sufficient for the scale and nature of the intended use without compromising the safety and function of the surrounding road network.

The proposed development will incorporate appropriate erosion and sediment control measures during construction as conditioned.

Stormwater Drainage:

In terms of stormwater drainage, a stormwater management plan has been prepared by Rodgers Consulting Engineers (see appendix 7). Increases in stormwater flow will be detained in a basin located at the northern corner of the site as shown on Rodgers Consulting drawing F01. For the Q100 (1% AEP) event, the maximum storage requirement is 180m³ with a basin of 250m² and 720mm deep.

The proposed stormwater drainage detention basin is proposed to be constructed on the northern corner of this site to and will discharge to the Kennedy Highway table drain at the lowest level possible to avoid excessive site filling. All post development stormwater runoff from the site will be collected and discharged to the basin with a system of underground pipes and overland flow paths.

Water Supply:

As per the Mareeba Shire Council Pre-lodgment Advice – Council Reference: PreEnq/21/0002 ‘Council Officer Advice’ the site is not connected to Council’s reticulated water supply network, therefore an alternate means of potable water supply must be investigated. A detailed report prepared by Gilboy Hydraulic Solutions can be found in Appendix 8.

Based on this advice it is the recommendation of Gilboy Hydraulic Solutions to use rainwater collection where possible, and where not possible due to lack of rainfall or architectural restraints to use bore water.

In this case, bore water would be the anticipated primary source of water supply. A submersible bore pump in the bore hole would provide water to an above ground water storage tank with water treatment plant and separate water pressure pump to the nominated fixtures.

Potable water would be treated using a reliable packaged water treatment system on an ‘as needed basis’ to maintain the integrity of the potable water supply before being plumbed to sinks, basins, showers, baths or drinking taps.

Non-potable water would be plumbed to external wash down hose taps, laundry tubs, washing machines and water closets to reduce the size and cost of the treatment plant and the amount of treatment chemicals required to be supplied and kept on site at any time.

Wastewater treatment:

As per the Mareeba Shire Council Pre-lodgment Advice – Council Reference: PreEnq/21/0002 ‘Council Officer Advice’ the site is not connected to Council’s reticulated sewerage network, therefore wastewater disposal will have to be accommodated on site giving due consideration to the practicality and feasibility of this. A detailed report prepared by Gilboy Hydraulic Solutions can be found in Appendix 8.

Based on this advice Gilboy Hydraulic Solutions has considered the caretakers residence and service station wastewater collection and disposal system in line with current Australian Standards, Local Authority Regulations, good engineering practice and to minimise the impact on the environment where this site is located.

Greasy water produced by the service station food service area is treated by a 2,000 litre grease interceptor trap before being discharged into a pump station. Likewise, the black and grey wastewater produced by the service station fixtures is discharged to the pump station.

A 2,000 litre pump station pumps this service station wastewater to the caretaker’s accommodation sanitary drainage before being processed through a 3,000 litre all-purpose septic tank located adjacent to the residence serving both buildings.

To effectively use the limited available land area for onsite effluent disposal, and in compliance with minimum separation distances from the proposed water supply bore, an advanced secondary wastewater treatment system should be considered, depending on the final bore hole position.

Due to possible inconsistencies in the effluent system loading (from varying customer numbers), we are of the opinion that the most suitable system to do this will be the Advanced Enviroseptic System (AES).

It is proposed that the advanced secondary effluent output will be disposed of using underground trenches positioned in the triangled vacant area in the northern corner of the site, with consideration given to horizontal separation distances from boundaries, avoiding excessive excavation, vegetation damage and surface water ponding.

6.1.9 Airport Environs Overlay Code

8.2.2.2 Purpose

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

Statement of Compliance:

The site is within the 13kms buffer of the Mareeba Airport, on the Bird and Bat Strike Zones overlay mapping. The height of the proposed buildings and structures on-site will not impact or interfere with the safe movement of aircraft. It is considered that the proposed development achieves the outcomes sought under Airports Environs Overlay Code and will in no way impact on the current and ongoing operations of the established airport infrastructure in Mareeba.

6.1.10 Agricultural Land Overlay Code

8.2.1.2 Purpose

- (1) The purpose of the Agricultural land overlay code is to protect or manage important agricultural areas, resources, and processes which contribute to the shire's capacity for primary production.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) The alienation, fragmentation or reduction in primary production potential of land within the 'Class A' area or 'Class B' area is avoided, except where:
 - (i) an overriding need exists for the development in terms of public benefit,
 - (ii) no suitable alternative site exists; and
 - (iii) the fragmentation or reduced production potential of agricultural land is minimised;
 - (b) 'Class A' areas and 'Class B' areas continue to be used primarily for more intensive agricultural activities which utilise the land quality provided in these areas;
 - (c) Grazing on very large land holdings is maintained as the dominant rural activity in the 'Broadhectare rural' area; and
 - (d) Land with the 'Broadhectare rural' area is maintained in its current configuration.

Statement of Compliance:

The proposed development is located on land designated within the Rural Residential Zone, therefore making it unsuitable given the zoning for agricultural activities. Across the road on the Kennedy Highway is rural zoned land which is unaffected by the proposed activities on this subject site given the physical barrier that exists in the state-controlled road.

As noted previously in this report, the proposed buildings and structures occupy the site in a manner that makes efficient use of the land. The site configuration and adjoining rural residential land has informed the Service Station building siting in the widest proportion of the site towards the corner of the Kennedy Highway and Malone Road. The building structures are located furthest away from the adjacent rural residential land use and closest to the Kennedy Highway for greatest retail exposure.

The Service Station in this location therefore provides an appropriate buffer/transition from any impacts associated with the Rural Activities across the highway and the Highway traffic, which then leads into rural residential development on the properties adjacent as you move away from the intersection.

Locating the buildings as far away as possible – 43m from the eastern boundary - on the site ensure any impacts associated with light spillage and odours from fuel vents are minimised from future residential uses on the adjoining allotment.

The three (3) metre wide tree buffer along the eastern boundary also provides a suitable buffer with some height that delivers a suitable transition from the highway through the service station and onto the adjoining vacant rural residential land. Additionally, the 1.8m high solid timber fence along the boundary provides additional treatments and a physical barrier to improve amenity and security to future residential use.

6.1.11 Transport Infrastructure Overlay Code

8.2.12.2 Purpose

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

ASSESSMENT BENCHMARKS

<i>Performance Outcomes</i>	<i>Acceptable Outcomes</i>	<i>Proposal Justification</i>
<i>For accepted development subject to requirements and assessable development</i>		
<i>PO1</i>	<i>AO1</i>	<p><i>Not applicable to this development as the proposed development is no adjacent to an active or inactive 'Rail Corridor'.</i></p> <p><i>Satisfied.</i></p>
<i>For assessable development</i>		
<i>PO2, PO3</i>	<i>AO2, AO3</i>	<p><i>Not applicable to this development as the proposed development is no adjacent to an active or inactive 'Rail Corridor'.</i></p> <p><i>Satisfied.</i></p>

6.2 State Development Assessment Provisions

The State Development Assessment Provisions (SDAP) set out the matters of interest to the state for development assessment. The SDAP identifies the matters of interest – where relevant they have been addressed by heading in this section. Where the State is a referral agency for a development application under the provisions, the state code applies.

In this instance, the proposed development does triggers referral to the State Assessment Referral Agency (SARA) given the site is located adjacent to a state-controlled road – Kennedy Highway - in which the existing intersection from Malone Road is established. Formal pre-lodgement advice received from State Assessment and Referral Agency (SARA) on 25 March 2021, clarified the relevant referral triggers that applied and the need for further investigations to be completed to investigate the potential traffic impacts associated with the development.

See Appendix 5: SARA written pre-lodgement response.

6.3 Far North Regional Plan 2009-2031

The Minister has identified that the planning scheme, specifically the Strategic Framework, appropriately advances the FNQRP 2009- 2031. Hence, compliance with the FNQRP is demonstrated through the compliance with the Planning Scheme (refer to this report and attachments for demonstration of this compliance).

7.0 CONCLUSION


This application has been prepared by U&i Town Plan on behalf Sutariya Brothers Pty Ltd in relation to the use of Lot 15 on RP846956, located on the corner of Malone Road and Kennedy Highway, Mareeba to facilitate the development of a Service Station and Caretaker's Accommodation. Accordingly, this application seeks the following approval:

- **Development Permit for a Material Change of Use – Service Station and Caretaker's Accommodation**

The applicant strongly believes that an assessment of the common material forming part of this development application in accordance with the decision-making rules established under the Planning Act will result in the approval of the development application and the issuing of a development permit subject to conditions.

The proposal is consistent with the "Purpose" of the Rural Residential Zone and the applicable State level policy. The proposal constitutes works and a use of the site in a manner that meets the strategic outcomes sought by the planning instruments and the expectations of the community. The conclusion of this report is that all the requirements set by the assessment benchmarks can be met and that the strategic level policy outcomes sought by the planning scheme for the site and locality can be achieved. The common material provided as part of this development application contains sufficient justification to establish compliance with the assessment benchmarks. It is the applicant's opinion that the development application contains sufficient justification to warrant approval subject to reasonable and relevant conditions.

We request that Council provide a copy of the Draft Conditions with sufficient time for review prior to issuing a Decision Notice for the development. If you have any queries please do not hesitate to contact our office on 0411 344 110.



Ramon Samanes, MPIA

Director, U&i Town Plan

Bachelor of Applied Science, Majoring in Environmental and Urban Planning

APPENDIX 1: DEVELOPMENT APPLICATION FORMS 1

DA Form 1 – Development application details

Approved form (version 1.3 effective 28 September 2020) made under section 282 of the Planning Act 2016.

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

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

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

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

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

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

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

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	Sutariya Brothers Pty Ltd c/- U&i Town Plan
Contact name (only applicable for companies)	Ramon Samanes
Postal address (P.O. Box or street address)	PO Box 426
Suburb	COOKTOWN
State	QLD
Postcode	4895
Country	Australia
Contact number	0411344110
Email address (non-mandatory)	ramon@uitownplan.com.au
Mobile number (non-mandatory)	0411344110
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	M7-21

2) Owner's consent

2.1) Is written consent of the owner required for this development application?

- ☒ Yes – the written consent of the owner(s) is attached to this development application
☐ No – proceed to 3)

PART 2 – LOCATION DETAILS

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

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

3.1) Street address and lot on plan

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

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

a)	Unit No.	Street No.	Street Name and Type	Suburb
		Lot 15	Malone Road	Mareeba
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4880	Lot 15	RP846956	Mareeba Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)

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

Note: Place each set of coordinates in a separate row.

☐ Coordinates of premises by longitude and latitude

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

☐ Coordinates of premises by easting and northing

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

3.3) Additional premises

- ☐ Additional premises are relevant to this development application and the details of these premises have been attached in a schedule to this development application
- ☒ Not required

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

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

Name of water body, watercourse or aquifer:

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

☐ In a tidal area

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

Name of port authority for tidal area (if applicable):

☐ On airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*

Name of airport:

<input type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>
EMR site identification: <input type="text"/>
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>
CLR site identification: <input type="text"/>

5) Are there any existing easements over the premises?

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

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

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

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

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

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

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

c) What is the level of assessment?

- ☐ Code assessment ☒ Impact assessment *(requires public notification)*

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

Service Station & Caretaker's Accommodation

e) Relevant plans

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

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

6.2) Provide details about the second development aspect

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

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

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

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

c) What is the level of assessment?

- ☐ Code assessment ☐ Impact assessment *(requires public notification)*

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

e) Relevant plans

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

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

6.3) Additional aspects of development

- ☐ Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application
- ☒ Not required

Section 2 – Further development details

7) Does the proposed development application involve any of the following?	
Material change of use	<input checked="" type="checkbox"/> Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	<input type="checkbox"/> Yes – complete division 2
Operational work	<input type="checkbox"/> Yes – complete division 3
Building work	<input type="checkbox"/> Yes – complete <i>DA Form 2 – Building work details</i>

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition <i>(include each definition in a new row)</i>	Number of dwelling units <i>(if applicable)</i>	Gross floor area (m ²) <i>(if applicable)</i>
Service Station & Caretaker's Accommodation	Service Station & Caretaker's Accommodation	Service Station (under roof): Caretaker's Accommodation:	1,006m ² 1 bedroom
8.2) Does the proposed use involve the use of existing buildings on the premises?			
<input type="checkbox"/> Yes			
<input checked="" type="checkbox"/> No			

Division 2 – Reconfiguring a lot

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

9.1) What is the total number of existing lots making up the premises?	
9.2) What is the nature of the lot reconfiguration? <i>(tick all applicable boxes)</i>	
<input type="checkbox"/> Subdivision <i>(complete 10))</i>	<input type="checkbox"/> Dividing land into parts by agreement <i>(complete 11))</i>
<input type="checkbox"/> Boundary realignment <i>(complete 12))</i>	<input type="checkbox"/> Creating or changing an easement giving access to a lot from a constructed road <i>(complete 13))</i>

10) Subdivision				
10.1) For this development, how many lots are being created and what is the intended use of those lots:				
Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created				
10.2) Will the subdivision be staged?				
<input type="checkbox"/> Yes – provide additional details below				
<input type="checkbox"/> No				
How many stages will the works include?				
What stage(s) will this development application apply to?				

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

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

Division 3 – Operational work

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

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

PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application
Mareeba Shire Council
16) Has the local government agreed to apply a superseded planning scheme for this development application?
<input type="checkbox"/> Yes – a copy of the decision notice is attached to this development application <input type="checkbox"/> The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached <input checked="" type="checkbox"/> No

PART 5 – REFERRAL DETAILS

17) Does this development application include any aspects that have any referral requirements?
Note: A development application will require referral if prescribed by the Planning Regulation 2017.
<input type="checkbox"/> No, there are no referral requirements relevant to any development aspects identified in this development application – proceed to Part 6
Matters requiring referral to the Chief Executive of the Planning Act 2016: <input type="checkbox"/> Clearing native vegetation

- ☐ Contaminated land (*unexploded ordnance*)
- ☐ Environmentally relevant activities (ERA) (*only if the ERA has not been devolved to a local government*)
- ☐ Fisheries – aquaculture
- ☐ Fisheries – declared fish habitat area
- ☐ Fisheries – marine plants
- ☐ Fisheries – waterway barrier works
- ☐ Hazardous chemical facilities
- ☐ Heritage places – Queensland heritage place (*on or near a Queensland heritage place*)
- ☐ Infrastructure-related referrals – designated premises
- ☐ Infrastructure-related referrals – state transport infrastructure
- ☒ Infrastructure-related referrals – State transport corridor and future State transport corridor
- ☐ Infrastructure-related referrals – State-controlled transport tunnels and future state-controlled transport tunnels
- ☒ Infrastructure-related referrals – near a state-controlled road intersection
- ☐ Koala habitat in SEQ region – interfering with koala habitat in koala habitat areas outside koala priority areas
- ☐ Koala habitat in SEQ region – key resource areas
- ☐ Ports – Brisbane core port land – near a State transport corridor or future State transport corridor
- ☐ Ports – Brisbane core port land – environmentally relevant activity (ERA)
- ☐ Ports – Brisbane core port land – tidal works or work in a coastal management district
- ☐ Ports – Brisbane core port land – hazardous chemical facility
- ☐ Ports – Brisbane core port land – taking or interfering with water
- ☐ Ports – Brisbane core port land – referable dams
- ☐ Ports – Brisbane core port land – fisheries
- ☐ Ports – Land within Port of Brisbane's port limits (*below high-water mark*)
- ☐ SEQ development area
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – tourist activity or sport and recreation activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – community activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – indoor recreation
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – urban activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – combined use
- ☐ Tidal works or works in a coastal management district
- ☐ Reconfiguring a lot in a coastal management district or for a canal
- ☐ Erosion prone area in a coastal management district
- ☐ Urban design
- ☐ Water-related development – taking or interfering with water
- ☐ Water-related development – removing quarry material (*from a watercourse or lake*)
- ☐ Water-related development – referable dams
- ☐ Water-related development – levees (*category 3 levees only*)
- ☐ Wetland protection area

Matters requiring referral to the local government:

- ☐ Airport land
- ☐ Environmentally relevant activities (ERA) (*only if the ERA has been devolved to local government*)
- ☐ Heritage places – Local heritage places

Matters requiring referral to the Chief Executive of the distribution entity or transmission entity:

- ☐ Infrastructure-related referrals – Electricity infrastructure

Matters requiring referral to:

- The **Chief Executive of the holder of the licence**, if not an individual
 - The **holder of the licence**, if the holder of the licence is an individual
- ☐ Infrastructure-related referrals – Oil and gas infrastructure

Matters requiring referral to the Brisbane City Council:

<input type="checkbox"/> Ports – Brisbane core port land
Matters requiring referral to the Minister responsible for administering the <i>Transport Infrastructure Act 1994</i> : <input type="checkbox"/> Ports – Brisbane core port land <i>(where inconsistent with the Brisbane port LUP for transport reasons)</i> <input type="checkbox"/> Ports – Strategic port land
Matters requiring referral to the relevant port operator , if applicant is not port operator: <input type="checkbox"/> Ports – Land within Port of Brisbane's port limits <i>(below high-water mark)</i>
Matters requiring referral to the Chief Executive of the relevant port authority : <input type="checkbox"/> Ports – Land within limits of another port <i>(below high-water mark)</i>
Matters requiring referral to the Gold Coast Waterways Authority : <input type="checkbox"/> Tidal works or work in a coastal management district <i>(in Gold Coast waters)</i>
Matters requiring referral to the Queensland Fire and Emergency Service : <input type="checkbox"/> Tidal works or work in a coastal management district <i>(involving a marina (more than six vessel berths))</i>

18) Has any referral agency provided a referral response for this development application?		
<input type="checkbox"/> Yes – referral response(s) received and listed below are attached to this development application <input checked="" type="checkbox"/> No		
Referral requirement	Referral agency	Date of referral response
Identify and describe any changes made to the proposed development application that was the subject of the referral response and this development application, or include details in a schedule to this development application <i>(if applicable)</i> .		

PART 6 – INFORMATION REQUEST

19) Information request under Part 3 of the DA Rules
<input checked="" type="checkbox"/> I agree to receive an information request if determined necessary for this development application <input type="checkbox"/> I do not agree to accept an information request for this development application Note: By not agreeing to accept an information request I, the applicant, acknowledge: <ul style="list-style-type: none"> that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules. Further advice about information requests is contained in the DA Forms Guide .

PART 7 – FURTHER DETAILS

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

21) Has the portable long service leave levy been paid? (only applicable to development applications involving building work or operational work)

- ☐ Yes – a copy of the receipted QLeave form is attached to this development application
- ☒ No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid
- ☐ Not applicable (e.g. building and construction work is less than \$150,000 excluding GST)

Amount paid	Date paid (dd/mm/yy)	QLeave levy number (A, B or E)
\$		

22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?

- ☐ Yes – show cause or enforcement notice is attached
- ☒ No

23) Further legislative requirements

Environmentally relevant activities

23.1) Is this development application also taken to be an application for an environmental authority for an **Environmentally Relevant Activity (ERA)** under section 115 of the *Environmental Protection Act 1994*?

- ☐ Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below
- ☒ No

Note: Application for an environmental authority can be found by searching “ESR/2015/1791” as a search term at www.qld.gov.au. An ERA requires an environmental authority to operate. See www.business.qld.gov.au for further information.

Proposed ERA number:		Proposed ERA threshold:	
Proposed ERA name:			

- ☐ Multiple ERAs are applicable to this development application and the details have been attached in a schedule to this development application.

Hazardous chemical facilities

23.2) Is this development application for a **hazardous chemical facility**?

- ☐ Yes – Form 69: Notification of a facility exceeding 10% of schedule 15 threshold is attached to this development application
- ☒ No

Note: See www.business.qld.gov.au for further information about hazardous chemical notifications.

Clearing native vegetation

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

- ☐ Yes – this development application includes written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)
- ☒ No

Note: 1. Where a development application for operational work or material change of use requires a s22A determination and this is not included, the development application is prohibited development.
2. See <https://www.qld.gov.au/environment/land/vegetation/applying> for further information on how to obtain a s22A determination.

Environmental offsets

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

- ☐ Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as having a significant residual impact on a prescribed environmental matter
- ☒ No

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

Koala habitat in SEQ Region

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

- ☐ Yes – the development application involves premises in the koala habitat area in the koala priority area
- ☐ Yes – the development application involves premises in the koala habitat area outside the koala priority area
- ☒ No

Note: If a koala habitat area determination has been obtained for this premises and is current over the land, it should be provided as part of this development application. See koala habitat area guidance materials at www.des.qld.gov.au for further information.

Water resources

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

- ☐ Yes – the relevant template is completed and attached to this development application and I acknowledge that a relevant authorisation or licence under the *Water Act 2000* may be required prior to commencing development
- ☒ No

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

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

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

Waterway barrier works

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

- ☐ Yes – the relevant template is completed and attached to this development application
- ☒ No

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

Marine activities

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

- ☐ Yes – an associated *resource* allocation authority is attached to this development application, if required under the *Fisheries Act 1994*
- ☒ No

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

Quarry materials from a watercourse or lake

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

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

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

Quarry materials from land under tidal waters

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

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

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

Referable dams

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

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

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

Tidal work or development within a coastal management district

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

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

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

Queensland and local heritage places

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

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

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

Name of the heritage place:		Place ID:	
-----------------------------	--	-----------	--

Brothels

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

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

Decision under section 62 of the Transport Infrastructure Act 1994

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

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

Walkable neighbourhoods assessment benchmarks under Schedule 12A of the Planning Regulation

23.16) Does this development application involve reconfiguring a lot into 2 or more lots in certain residential zones (except rural residential zones), where at least one road is created or extended?

- ☐ Yes – Schedule 12A is applicable to the development application and the assessment benchmarks contained in schedule 12A have been considered
☒ No

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

PART 8 – CHECKLIST AND APPLICANT DECLARATION

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

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

PART 9 – FOR COMPLETION OF THE ASSESSMENT MANAGER – FOR OFFICE USE ONLY

Date received:

Reference number(s):

Notification of engagement of alternative assessment manager

Prescribed assessment manager	
Name of chosen assessment manager	
Date chosen assessment manager engaged	
Contact number of chosen assessment manager	
Relevant licence number(s) of chosen assessment manager	

QLeave notification and payment

Note: For completion by assessment manager if applicable

Description of the work			
QLeave project number			
Amount paid (\$)		Date paid (dd/mm/yy)	
Date receipted form sighted by assessment manager			
Name of officer who sighted the form			

APPENDIX 2: OWNER'S CONSENT

**Company owner's consent to the making of a development application
under the *Planning Act 2016***I, **SUTARIYA SHANTILAL DHIRAJLAL** [Insert name in full.]

Sole Director/Secretary of the company mentioned below.

*[Delete the above where company owner's consent must come from both director and director/secretary]*I, **SUTARIYA BHAVIN DHIRUBHAI** [Insert name in full.]

Director of the company mentioned below.

and I,



[Insert name in full.]

[Insert position in full—i.e. another director, or a company secretary.]

*Delete the above two boxes where there is a sole director/secretary for the company giving the owner's consent.*Of **SUTARIYA BROTHERS PVT LTD**
ACN - 627 562 985 [Insert name of company and ACN.]

the company being the owner of the premises identified as follows:

**LOT 15 MALONE ROAD, MAREEBA
FORMALLY DESCRIBED AS LOT 15 ON RP846956**consent to the making of a development application under the *Planning Act 2016* by:**U&i Town Plan**

on the premises described above for:

The *Planning Act 2016* is administered by the Department of Local Government, Infrastructure and Planning, Queensland Government.

MATERIAL CHANGE OF USE - SERVICE STATION & CARETAKER'S ACCOMMODATION

Company seal *[if used]*

Company Name and ACN:

.....
Signature of Sole Director/Secretary

.....
Date

[Delete the above where company owner's consent must come from both director and director/secretary.]

Company Name and ACN:

S. D. Interg
.....
Signature of Director

29/06/21
.....
Date

[Signature]
.....
Signature of Director/Secretary

29/06/21
.....
Date

[Delete the above where there is a sole director/secretary for the company giving the owner's consent.]

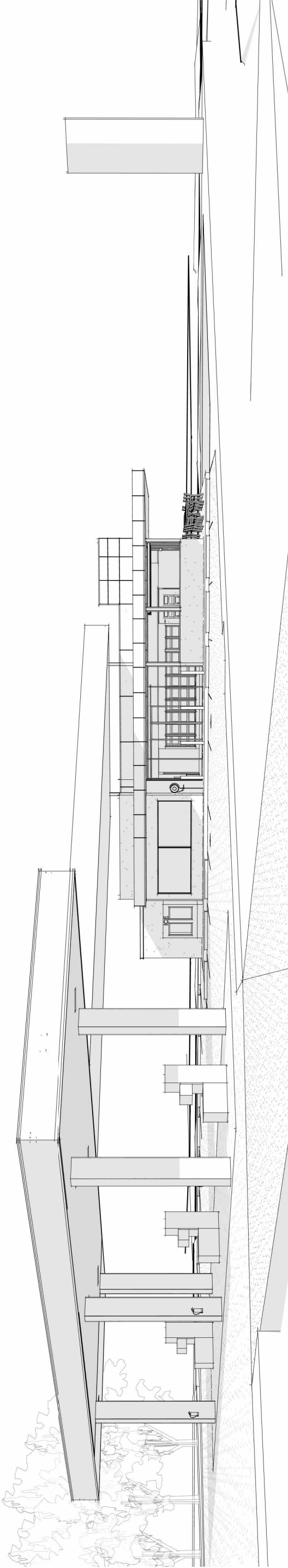
APPENDIX 3: DEVELOPMENT PLANS

PROPOSED SERVICE STATION

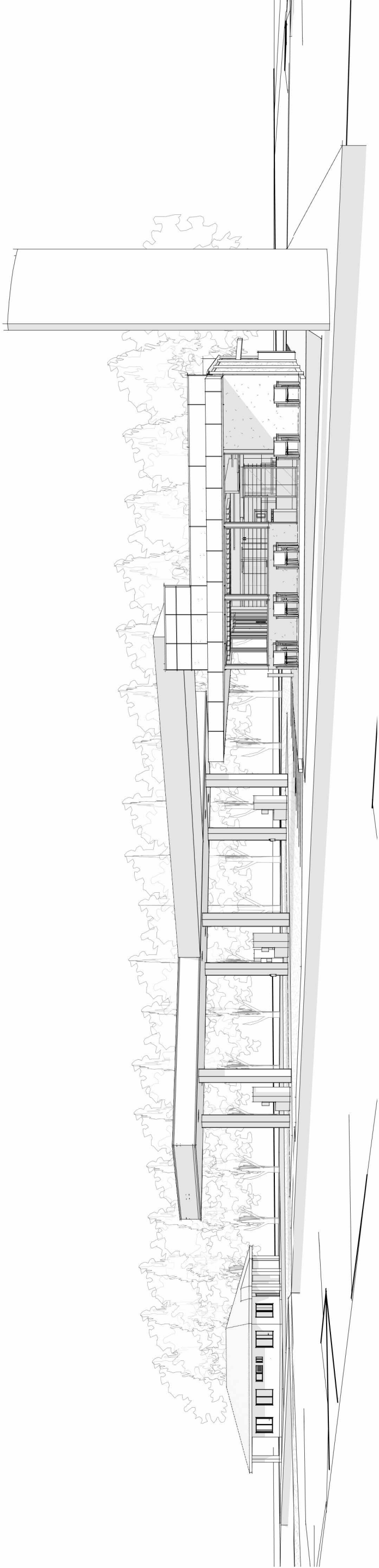
KENNEDY HIGHWAY, MAREEBA, QLD

DRAWING LIST

- 1532-PD-A-00 COVER SHEET
- 1532-PD-A-01 SITE PLAN
- 1532-PD-A-02 SERVICE STATION FLOOR PLAN
- 1532-PD-A-03 FUELLING AREA FLOOR PLAN
- 1532-PD-A-04 PERSPECTIVE IMAGES
- 1532-PD-A-05 STREET ELEVATIONS

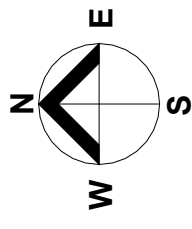


VIEW FROM KENNEDY HWY SITE ENTRY



VIEW FROM KENNEDY HWY / MALONE RD INTERSECTION

AMENDMENTS		DATE	DO NOT SCALE DRAWINGS. USE FIGURED DIMENSIONS ONLY. DIMENSIONS SHOWN ARE NOMINAL. ALLOWANCE TO BE MADE FOR FINISHED SIZES. VERIFY ALL DIMENSIONS AND SITE CONDITIONS PRIOR TO COMMENCING WORK. THIS DOCUMENT IS AND SHALL REMAIN THE PROPERTY OF CLARKE AND PRINCE PTY LTD. UNAUTHORISED USE OF THIS DOCUMENT IN ANY WAY IS PROHIBITED.		<div></div> <div>3 Scott Street CAIRNS QLD 4870 p. 07 4051 4088 f. 07 4051 1080 e. cp@clarkeandprince.com.au w. www.clarkeandprince.com.au</div>	DRAWN		JB		SCALE	SIZE	PROJECT		
		P1				PRELIMINARY ISSUE	14/05/21	APPROVED		SC	DATE	MAY 2021	KENNEDY HIGHWAY, MAREEBA	
		P2				PRELIMINARY ISSUE	20/05/21						FOR	
		P3				TOWN PLANNING APPROVAL	27/05/21						SUTARIYA BROTHERS PTY LTD	
							DWG		COVER SHEET					
							DWG No.		1532-PD-A-00		STAMP FOR APPROVAL			
							ISSUE		P3					




PROPERTY INFORMATION	
LOT NUMBER	15
PLAN NUMBER	RP 846956
PARISH	TINAROO
COUNTY	NARES
SITE AREA	7448 m2

TOWN PLANNING SUMMARY

<u>SITE AREAS</u>	

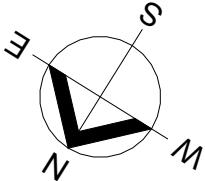


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P2	20/05/21	PRELIMINARY ISSUE		SC	DATE MAY 2021
P3	27/05/21	TOWN PLANNING APPROVAL			
P4	10/06/21	CARETAKERS RESIDENCE			
			3 Scott Street CAIRNS QLD 4870 p. 07 4051 4088 f. 07 4051 1080 e. cp@clarkeandprince.com.au w. www.clarkeandprince.com.au		
					
			clarke and prince ARCHITECTS		
			DWG No. 1532-PD-A-01		
			STAMP FOR APPROVAL		
			ISSUE P4		



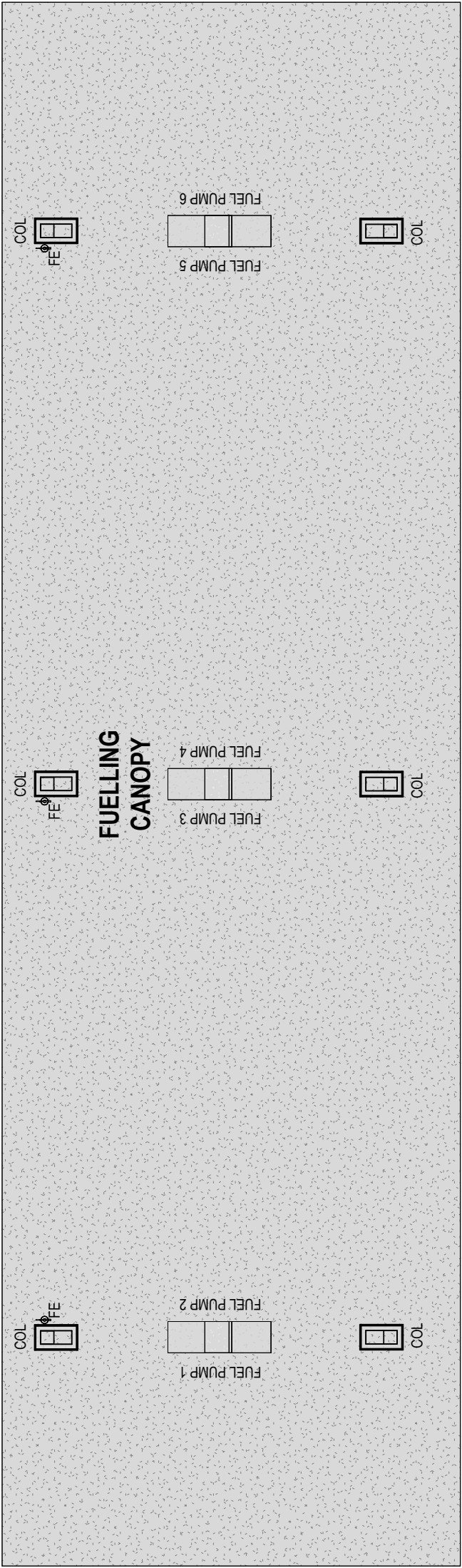
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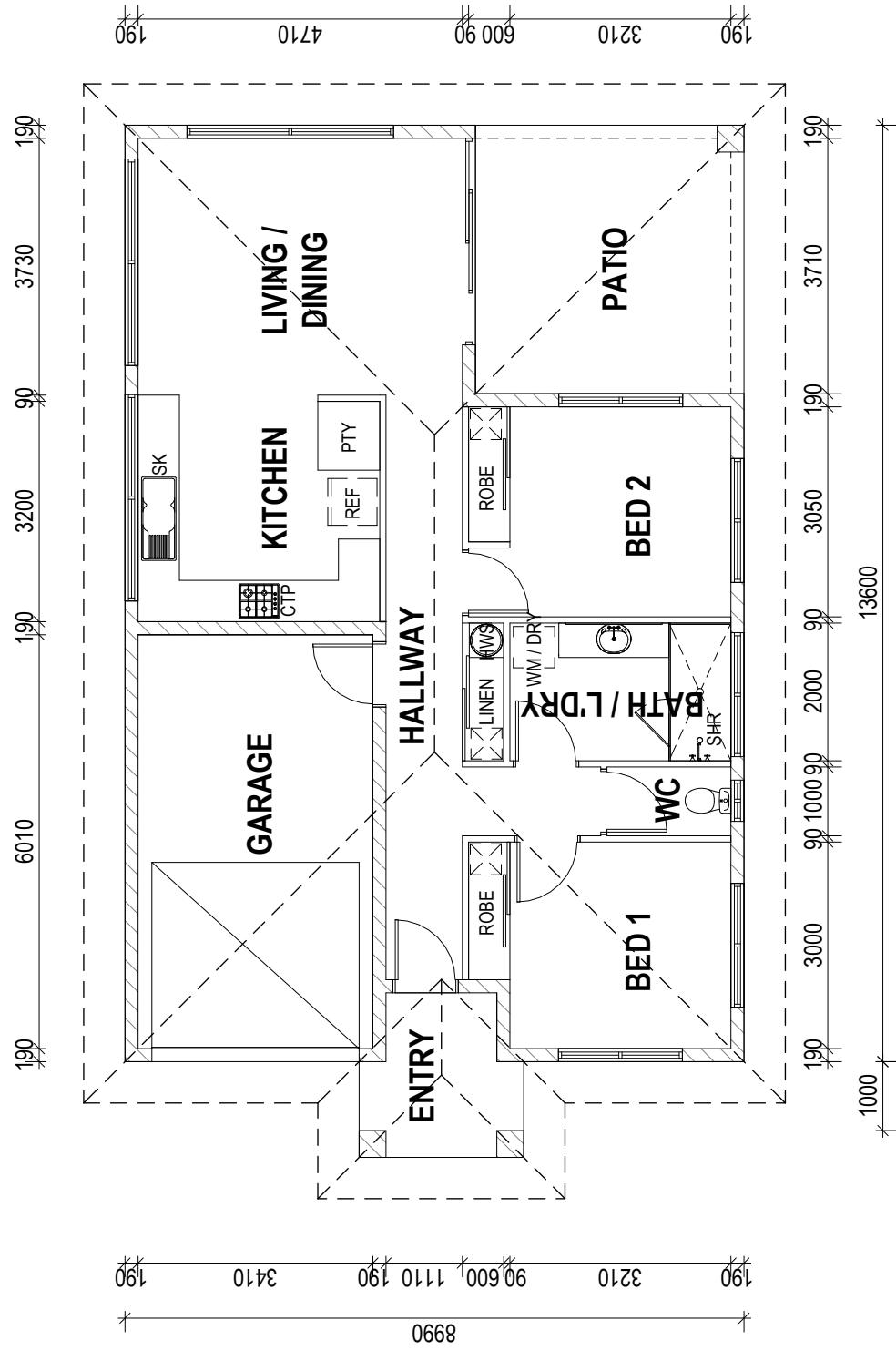
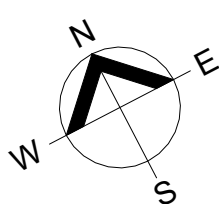
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1 FLOOR PLAN - FUELLING AREA

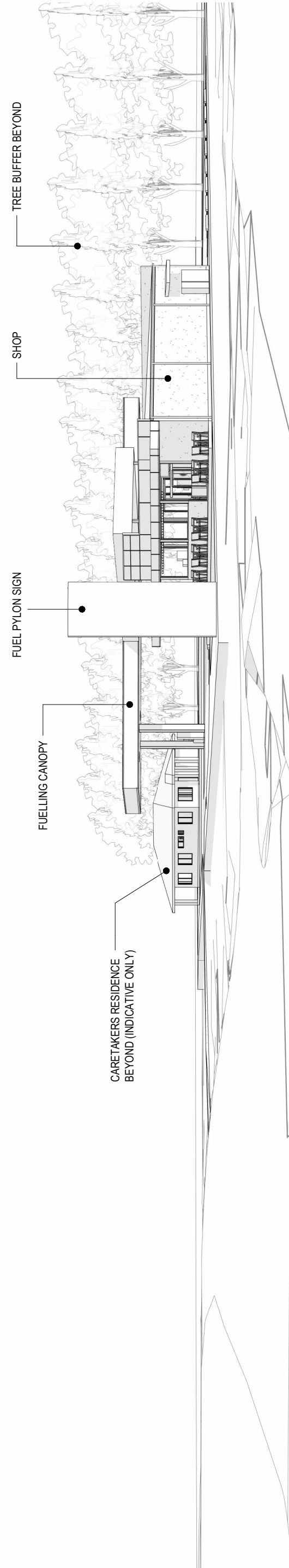
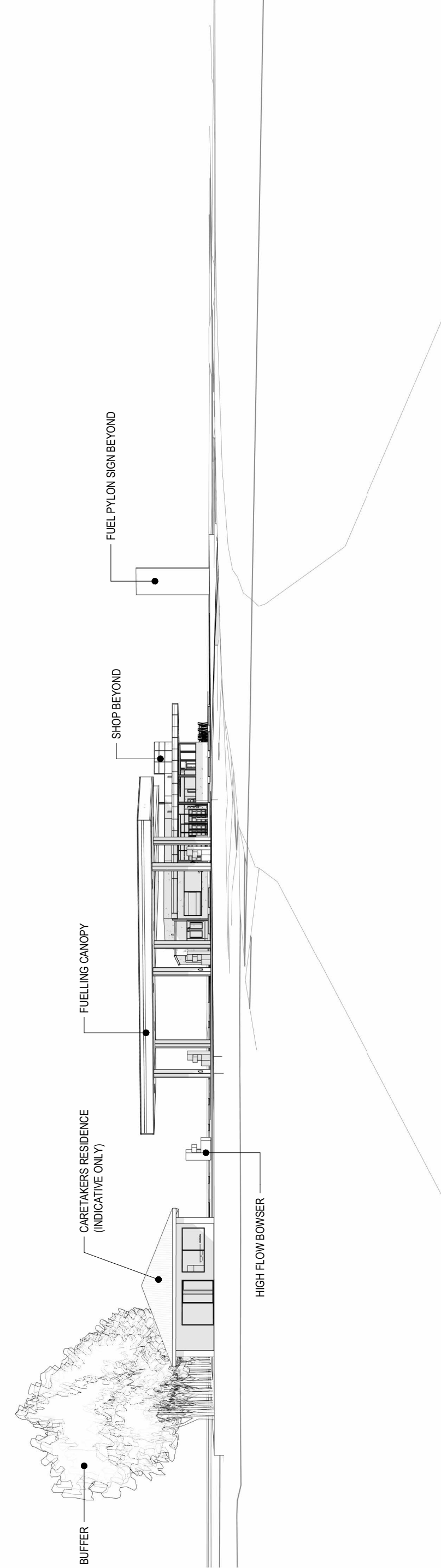
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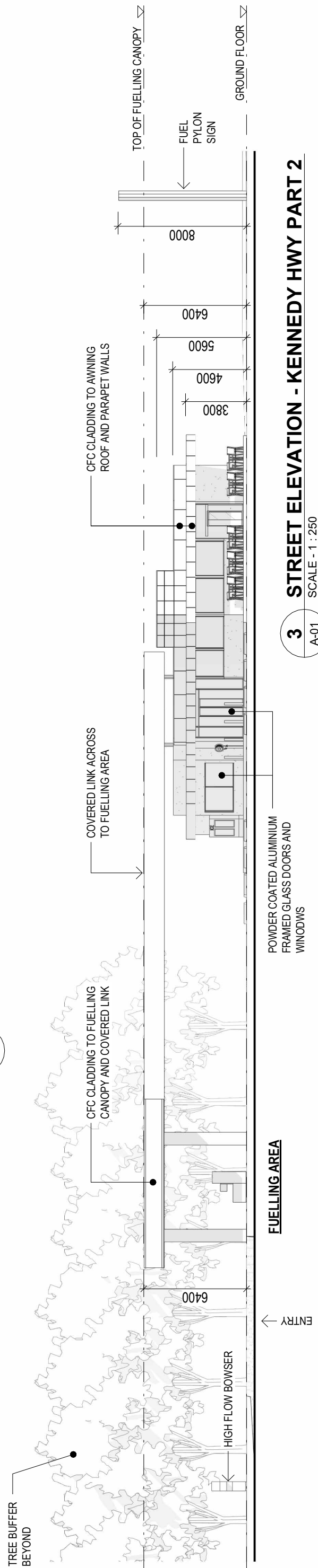
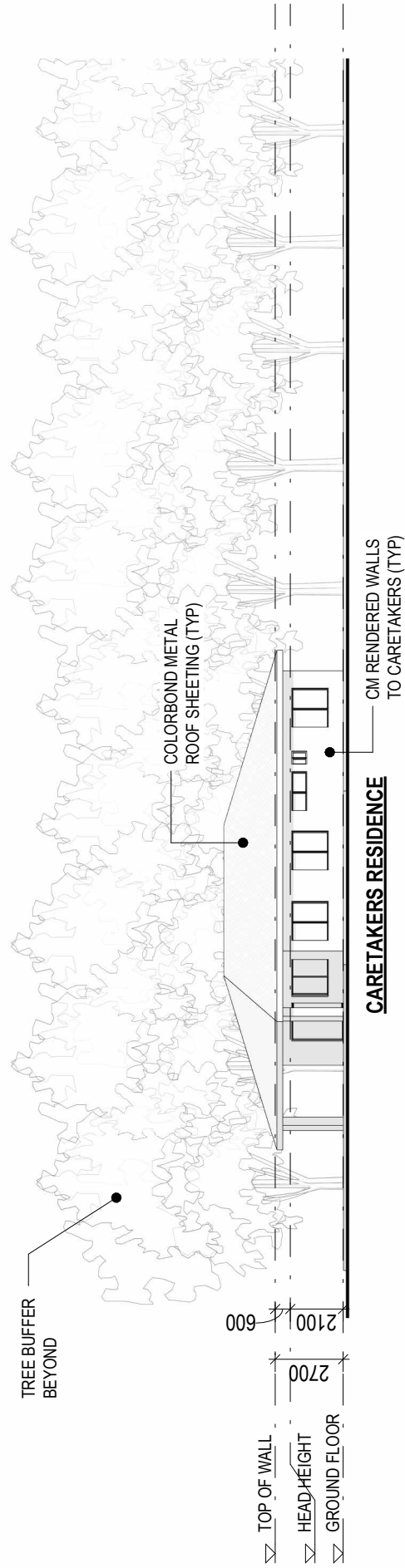
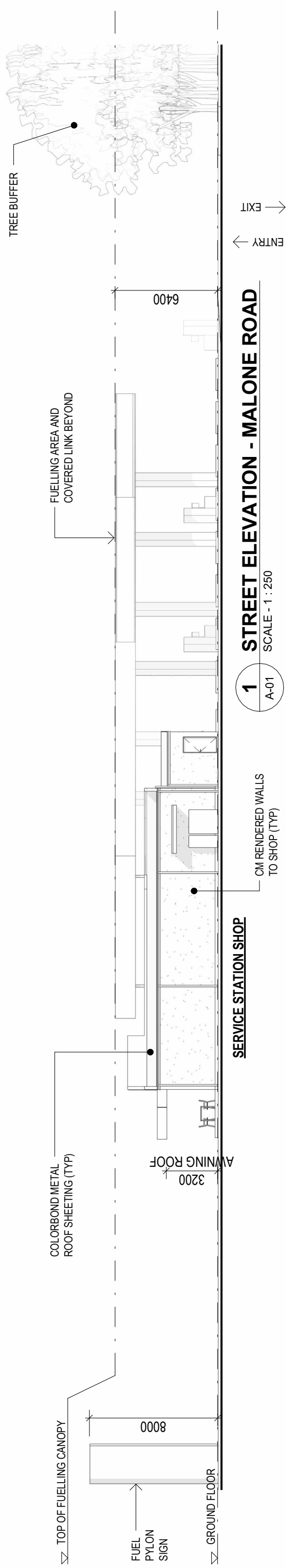
AMENDMENTS	DATE	DO NOT SCALE DRAWINGS. USE FIGURED DIMENSIONS ONLY. DIMENSIONS SHOWN ARE NOMINAL. ALLOWANCE TO BE MADE FOR FINISHED SIZES. VERIFY ALL DIMENSIONS AND SITE CONDITIONS PRIOR TO COMMENCING WORK. THIS DOCUMENT IS AND SHALL REMAIN THE PROPERTY OF CLARKE AND PRINCE PTY LTD. UNAUTHORISED USE OF THIS DOCUMENT IN ANY WAY IS PROHIBITED.	 clarke and prince ARCHITECTS	3 Scott Street CAIRNS QLD 4870 p. 07 4051 4088 f. 07 4051 1080 e. cp@clarkeandprince.com.au w. www.clarkeandprince.com.au	DRAWN APPROVED	JB	SCALE	SIZE	PROJECT PROPOSED SERVICE STATION KENNEDY HIGHWAY, MAREEBA FOR SUTARIYA BROTHERS PTY LTD			
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	P2					TOWN PLANNING APPROVAL	27/05/21					
			DWG No.	1532-PD- A-03		STAMP FOR APPROVAL		ISSUE	P2			



1 FLOOR PLAN - CARETAKERS RESIDENCE

[illegible]

<div>AMENDMENTS</div> <div>P1 PRELIMINARY ISSUE</div> <div>P2 TOWN PLANNING APPROVAL</div>		<div>DATE</div> <div>20/05/21</div> <div>27/05/21</div>	<div>DO NOT SCALE DRAWINGS.</div> <div>USE FIGURED DIMENSIONS ONLY.</div> <div>DIMENSIONS SHOWN ARE NOMINAL. ALLOWANCE TO BE MADE FOR FINISHED SIZES. VERIFY ALL DIMENSIONS AND SITE CONDITIONS PRIOR TO COMMENCING WORK. THIS DOCUMENT IS AND SHALL REMAIN THE PROPERTY OF CLARKE AND PRINCE PTY LTD. UNAUTHORISED USE OF THIS DOCUMENT IN ANY WAY IS PROHIBITED.</div>	<div><div><div></div><div>clarke and prince ARCHITECTS</div></div><div>3 Scott Street CAIRNS QLD 4870 p. 07 4051 4088 f. 07 4051 1080 e. cp@clarkeandprince.com.au w. www.clarkeandprince.com.au</div></div>	<div>DRAWN</div> <div>APPROVED</div> <div>JB</div> <div>SC</div> <div>SCALE</div> <div>DATE</div> <div>SIZE</div> <div>MAY 2021</div> <div>A3</div> <div>PROJECT</div> <div>PROPOSED SERVICE STATION</div> <div>KENNEDY HIGHWAY, MAREEBA</div> <div>FOR</div> <div>SUTARIYA BROTHERS PTY LTD</div> <div>DWG</div> <div>PERSPECTIVE IMAGES</div> <div>DWG No.</div> <div>1532-PD- A-04</div> <div>STAMP</div> <div>FOR APPROVAL</div> <div>ISSUE</div> <div>P2</div>
		<div>VIEW FROM SOUTH WESTERN APPROACH TO SITE</div>			
		<div>VIEW FROM NORTH EASTERN APPROACH TO SITE</div>			



AMENDMENTS		DO NOT SCALE DRAWINGS. USE FIGURED DIMENSIONS ONLY. DIMENSIONS SHOWN ARE NOMINAL. ALLOWANCE TO BE MADE FOR FINISHED SIZES. VERIFY ALL DIMENSIONS AND SITE CONDITIONS PRIOR TO COMMENCING WORK. THIS DOCUMENT IS AND SHALL REMAIN THE PROPERTY OF CLARKE AND PRINCE PTY LTD. UNAUTHORISED USE OF THIS DOCUMENT IN ANY WAY IS PROHIBITED.				3 Scott Street CAIRNS QLD 4870 p. 07 4051 4088 f. 07 4051 1080 e. cp@clarkeandprince.com.au w. www.clarkeandprince.com.au		DRAWN APPROVED		JB SC	SCALE DATE	SIZE MAY 2021	PROJECT PROPOSED SERVICE STATION KENNEDY HIGHWAY, MAREEBA FOR SUTARIYA BROTHERS PTY LTD DWG		DWG No. 1532-PD-A-05 STAMP FOR APPROVAL		ISSUE P1
P1	TOWN PLANNING APPROVAL	DATE	27/05/21														

APPENDIX 4: MAREEBA SHIRE COUNCIL - PRE-LODGE MENT WRITTEN ADVICE

22 March 2021

Council Ref: PreEnq/21/0002

Our Ref: BM:CE:nj

PRE-LODGE MENT ADVICE

TO: Sutariya Brothers Pty Ltd
C/- U&i Town Plan

EMAIL ADDRESS: ramon@uitownplan.com.au

PROPOSED DEVELOPMENT: Material Change of Use - Service Station & Caretaker's Accommodation

SUBJECT SITE: Lot 15 on RP846956
Situated at corner of Malone Road and Kennedy Highway, Mareeba
Area of 7,448m²

MEETING DATE: n/a

MEETING LOCATION: n/a

ATTENDEES: n/a

PLANNING SCHEME: Mareeba Shire Council Planning Scheme 2016

PROPOSAL:

- Application for a Development Permit for Material Change of Use - Service Station & Caretaker's Accommodation

Extract from U&i Town Plan Pre-lodgement Request:

"Description of Proposed Development:

The proposed development will involve a Material Change of Use to establish a Service Station on the subject site to cater for the ever increasing demand for travellers commuting between Mareeba and Cairns. Being that the Service Station is located on the corner of Malone Road and Kennedy Highway, allows commuters to safely exit the highway before entering the service station to refuel, grab a meal and supplies.

Included within the proposal is a Caretaker's / Manager's Residence, to accommodate the manager of the service station. In terms of the hours of operation, at this stage we have not finalised those

details, however given the proximity to future rural residential development we would expect the hours to start from 5am to 10pm, seven (7) days a week (to be confirmed).

To illustrate the initial concept layout and orientation, we wish to direct you to a copy of the site plan which is attached to this email."



TYPE OF APPLICATION REQUIRED:

Application for a development permit for Material Change of Use for Service Station & Caretaker's Accommodation

SUPPORTING INFORMATION PROVIDED BY APPLICANT:

- **Attachment 1** - Request for Pre-lodgement advice prepared by U&i Town Plan dated 18 March 2021.

RELEVANT SITE HISTORY:

Nil

APPLICABLE PLANNING INSTRUMENTS, APPLICATION PROCESS AND FEES:

FNQ2031 Regional Plan:	Appropriately reflected within the Mareeba Shire Council Planning Scheme 2016
Relevant State Planning Policies:	Appropriately reflected within the Mareeba Shire Council Planning Scheme 2016
Planning Scheme:	Mareeba Shire Council Planning Scheme 2016 - Major Amendment No. 1 (2020)

	https://msc.qld.gov.au/council/building-planning/planning/
Strategic Framework:	<p>Land Use Category</p> <ul style="list-style-type: none"> - Rural Residential Area <p>Transport Elements</p> <ul style="list-style-type: none"> - State Controlled Road - Local Collector Road - Principal Cycle Route
Zone:	Rural Residential Zone
Applicable Overlays:	<p>Agricultural Land Overlay</p> <p>Airport Environs Overlay</p> <p>Transport Infrastructure Overlay</p>
Other Relevant Mapping:	<p>State Assessment and Referral Agency mapping</p> <p>https://planning.dsdmip.qld.gov.au/maps</p>
Applicable Planning Scheme Policies:	Policy 4 - FNQROC Regional Development Manual
Level of Assessment:	<p>An aspect of the proposed development will require Impact Assessment.</p> <p>The application will be assessed against all relevant provisions of the Mareeba Shire Council Planning Scheme 2016. Impact assessable development will be assessed against the whole Planning Scheme including the Strategic Framework, the purpose and requirements for the particular zone and all Codes as deemed relevant to the proposal. Where Codes are applicable for impact assessment, the acceptable outcomes provide one means for achieving the Performance Outcome. While there may be other ways of complying with the Performance Outcome and still meeting the Code's purpose, it is up to the applicant to demonstrate that any alternative solution is appropriate. Impact assessable applications will also require public notification in accordance with the provisions of the Planning Act 2016.</p>
Applicable Planning Scheme Codes:	<p>Rural Residential Zone Code</p> <p>Commercial Activities Code</p> <p>Accommodations Activities Code</p> <p>Agricultural Land Overlay Code</p> <p>Airport Environs Overlay</p> <p>Transport Infrastructure Overlay</p> <p>Landscaping Code</p> <p>Parking and Access Code</p>

	Works, Services and Infrastructure Code
Minimum Public Notification Period:	15 business days
Referral Triggers:	<p>1. Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 - Aspect of development stated in schedule 20</p> <p><i>Service Station - Threshold for local government area 2 - 3,000m² total site area (combined total)</i></p> <p>2. Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 - Material change of use of premises near a State transport corridor of that is a future State transport corridor</p> <p>The above is provided as preliminary advice only, it is the Applicant's responsibility to ensure that the correct referral agencies are identified upon lodgement of the development application.</p>
Probable infrastructure (additional payment) condition:	<p>Nil - The proposed development will not be connected to Council's reticulated water and sewer networks, will not burden Council's parks and open space network and will be situated at the intersection of a State controlled road (Kennedy Highway).</p> <p>If Council's water and/or sewer infrastructure is extended to service the site, infrastructure charges may be payable.</p>
Application Forms	<p>DA Form 1</p> <p>Application forms and general information about the planning application system can be downloaded from the Department of State Development, Infrastructure, Local Government and Planning's website:</p> <p>https://planning.dsdmip.qld.gov.au/</p>
Council application fee: (2020/2021 financial year):	<p>Service Station (impact) - \$6,460.00</p> <p>Caretaker's Accommodation (impact) - \$1,795.00</p> <p>Total: \$8,255.00</p> <p>Note: The \$575.00 pre-lodgement fee paid will be credited against the application fee if lodged within 12 months of receiving this advice.</p>

ISSUES IDENTIFIED BY THE APPLICANT FOR DISCUSSION:

"General Comments:

An initial review of the proposed development against the Mareeba Shire Planning Scheme 2016, has identified the following key items to be considered as part of the development application:

- It is acknowledged that the site is zoned within the Rural Residential Zone, where a 'Service Station' is not anticipated under the purpose outcomes within this zone. However, the location in terms of it being adjacent to the Kennedy Highway on a major intersection into Malone Road, with suitable turning lanes and clear site lines, does lend itself to be utilised as a Service Station.
- The property has been for sale for many years, which suggests that the market does not believe it is suitable location to accommodate a dwelling house as directed under the rural residential zone

purpose outcomes. Concerns with amenity in terms of road noise, privacy, and safety are relevant considerations in this prominent location which would suggest why this property is vacant and has been for many years.

- *Providing a Service Station in this location provides an appropriate buffer/transition from any impacts associated with the Highway traffic, which then could lead into residential development on the properties adjacent as you move away from the intersection.*
- *Additionally, the service station which will include a convenience shop will service the immediate rural residential catchment established within Emerald Heights and Bellevue Estate.*
- *It is acknowledged that there is a service station down the road – Puma – however it is considered that this service station will replace that congested and outdated service station which currently is a hazard to all road users."*

We seek to understand the level of support from Council for the proposed development in principle, along with any other additional comments on the proposed development and the likely conditions that we may expect. I am available to meet with you to discuss the project if required. Otherwise we accept your internal assessment and look forward to received the written formal response.

Council Officer Advice

Council's officers main concern with the proposed development is the Rural residential zoning of the site and surrounding properties (to the south and east of the site), and the potential impacts on any future residential use of these allotments.

The application should include details of any proposed landscaping buffering and fencing along the south-east boundary of the site to help minimise land use conflict. Any fuel vents should be positioned well away from common boundaries. Conditions regarding light spillage and significant boundary treatments to minimise land use conflict are likely.

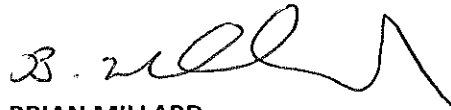
It is also recommended that a traffic impact assessment be carried out by a Registered Professional Engineer of Queensland (RPEQ) to assess the developments impacts on Malone Road and include any recommended upgrades to Malone Road. If this is not included with the application, it will likely be requested through an Information Request.

The site is not connected to Council's reticulated sewerage network, therefore wastewater disposal will have to be accommodated on-site. Investigations should be carried out into the practicality and feasibility of this, and if enough vacant land exists on the site to accommodate a wastewater disposal system and associated land application area. Details of this should be included in any application.

The site is not connected to Council's reticulated water supply network, therefore an alternate means of potable water supply must be investigated. If ground water supply is proposed, it must be sited the required distances from any on-site wastewater disposal system to ensure potability. Details of this should be included in any application.

Should you require any further information, please contact Council's **Planning Officer, Carl Ewin** on the above telephone number.

Yours faithfully



BRIAN MILLARD
SENIOR PLANNER

DISCLAIMER:

This advice and information is provided on a 'without prejudice' basis. The pre-lodgement advice provided during and subsequent to pre-lodgement meetings should NOT be taken as a commitment as to whether an application would be approved with conditions or refused by council. The pre-lodgement process cannot override council's duty of care and legislative responsibilities in the assessment of development applications, including the consideration of matters raised by possible submitters and referral agencies during the detailed assessment process.

The proponent should seek their own independent professional advice on this pre-lodgement advice.

ATTACHMENT 1

Carl Ewin

From: Ramon Samanes <ramon@uitownplan.com.au>
Sent: Thursday, 18 March 2021 7:24 AM
To: Info (Shared)
Cc: Carl Ewin; Natacha Jones; Brian Millard
Subject: FORMAL Pre-lodgement Application - Service Station and Caretaker's Residence @ Lot 15 Malone Rd, Mareeba
Attachments: Malone Rd Service Station[1].pdf

Hello Planners,

We are acting on behalf of Sutariya Brothers Pty Ltd in submitting this formal pre-lodgement application to Council, in relation to the proposed use of the subject site at Lot 15 Malone Road, Mareeba (Lot 15 on RP849956) for the purposes of establishing a 'Service Station and Food & Drink Outlet'.

We understand the application to Council for this request is **\$575.00**. When you are ready to take payment, are you able to please give our office a call to process the payment over the phone (0411344110).

Site / Locality:

The subject site is located on the corner of Malone Road and the Kennedy Highway. The site has a total area of 7,448m² with 248m frontage along the Kennedy Highway, and 91m along Malone Road. The property is located on a busy highway between Mareeba and Cairns, and provides an opportunity for travellers to safely stop and refuel whilst on their travels.

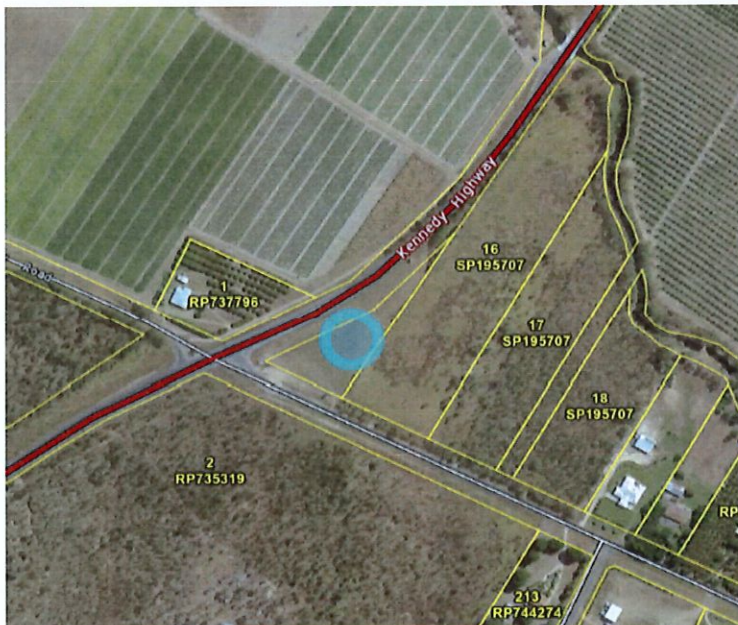


Figure 2: Aerial view of the subject site.

Mareeba Planning Scheme:

The proposed use that we are seeking to establish for the site is defined under the Mareeba Shire Planning Scheme 2016 as the following:

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Service station	<p>Premises used for the sale of fuel including petrol, liquid petroleum gas, automotive distillate and alternative fuels.</p> <p>The use may include, where ancillary, a shop, food and drink outlet, maintenance, repair servicing and washing of vehicles, the hire of trailers, and supply of compressed air.</p>		Car wash

In terms of the zoning of the property, the subject site is designated within the 'Rural Residential Zone' under the Mareeba Shire Planning Scheme 2016. An insert of the subject property and the relevant zoning from the Mareeba Shire Planning Scheme is provided in figure 1 below.



Figure 1: Rural Residential Zone

Level of Assessment:

Under the tables of assessment for the Rural Residential Zone, a 'Service' is not listed in the table of assessment, therefore triggering an **Impact assessable**.

Description of Proposed Development:

The proposed development will involve a Material Change of Use to establish a Service Station on the subject site to cater for the ever increasing demand for travellers commuting between Mareeba and Cairns. Being that the Service Station is located on the corner of Malone Road and Kennedy Highway, allows commuters to safely exit the highway before entering the service station to refuel, grab a meal and supplies.

Included within the proposal is a Caretaker's / Manager's Residence, to accommodate the manager of the service station. In terms of the hours of operation, at this stage we have not finalised those details, however given the proximity to future rural residential development we would expect the hours to start from 5am to 10pm, seven (7) days a week (to be confirmed).

To illustrate the initial concept layout and orientation, we wish to direct you to a copy of the site plan which is attached to this email.

General Comments:

An initial review of the proposed development against the Mareeba Shire Planning Scheme 2016, has identified the following key items to be considered as part of the development application:

- It is acknowledged that the site is zoned within the Rural Residential Zone, where a 'Service Station' is not anticipated under the purpose outcomes within this zone. However, the location in terms of it being adjacent to the Kennedy Highway on a major intersection into Malone Road, with suitable turning lanes and clear site lines, does lend itself to be utilised as a Service Station.
- The property has been for sale for many years, which suggests that the market does not believe it is suitable location to accommodate a dwelling house as directed under the rural residential zone purpose outcomes. Concerns with amenity in terms of road noise, privacy, and safety are relevant considerations in this prominent location which would suggest why this property is vacant and has been for many years.
- Providing a Service Station in this location provides an appropriate buffer/transition from any impacts associated with the Highway traffic, which then could lead into residential development on the properties adjacent as you move away from the intersection.
- Additionally, the service station which will include a convenience shop will service the immediate rural residential catchment established within Emerald Heights and Bellevue Estate.
- It is acknowledged that there is a service station down the road – Puma – however it is considered that this service station will replace that congested and outdated service station which currently is a hazard to all road users.

We seek to understand the level of support from Council for the proposed development in principle, along with any other additional comments on the proposed development and the likely conditions that we may expect. I am available to meet with you to discuss the project if required, otherwise we accept your internal assessment and look forward to receiving the written formal response.

The proposed development is being submitted to SARA at the same time to clarify any requirements from Main Roads in terms of access.

Should you have any questions, please do not hesitate to give me a call.

Kind regards,

Ramon Samanes

Director, U&i Town Plan



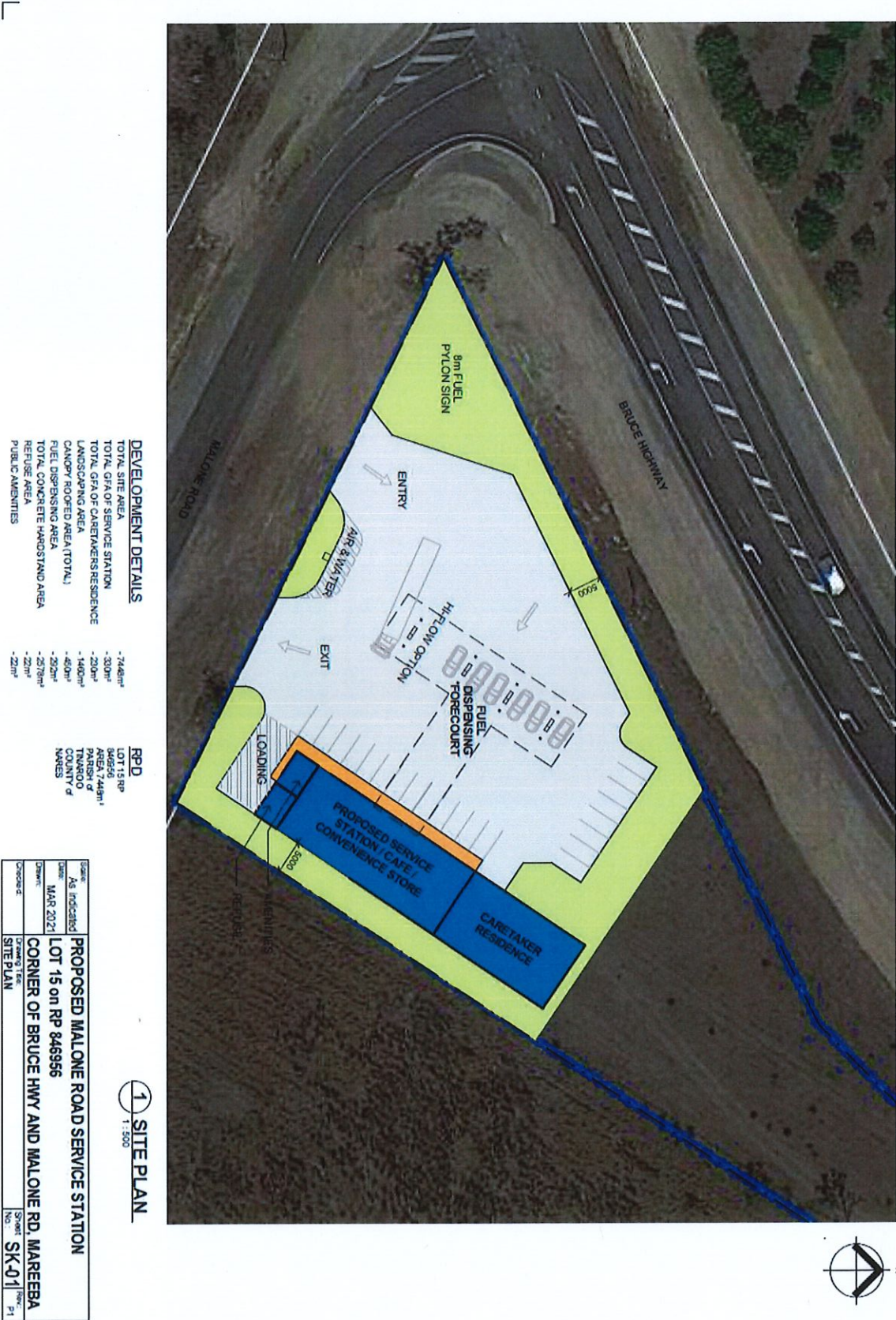
M: 0411 344 110

E: ramon@uitownplan.com.au

W: www.uitownplan.com.au

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APPENDIX 5: SARA - PRE-LODGE MENT WRITTEN ADVICE



SARA reference: 2103-21650 SPL
Applicant reference: INV2-21

25 March 2021

Sutariya Brothers Pty Ltd
c/- U&i Town Plan
PO Box 426
COOKTOWN QLD 4895
ramon@uitownplan.com.au

Attention: Ramon Samanes

Dear Sir / Madam

SARA Pre-lodgement advice - Malone Road, Mareeba

I refer to your pre-lodgement request received on 18 March 2021 in which you sought pre-lodgement advice from the State Assessment and Referral Agency (SARA) regarding the proposed development at the above address. This notice provides advice on aspects of the proposal that are of relevance to SARA.

SARA's understanding of the project

The proposal is for a material change of use to establish a service station, cafe, convenience store and caretaker residence. Access to the proposed development is via Malone Road, a local government-controlled road.

Supporting information

The advice in this letter is based on the following documentation that was submitted with the pre-lodgement request.

Drawing/report title	Prepared by	Date
Proposal overview	U&i Town Plan	18 March 2021
Proposed Malone Road Service Station site layout plan	Unknown	March 2021

Pre-lodgement advice

The following advice outlines the aspects of the proposal that are of relevance to SARA.

SARA's jurisdiction and fees	
1.	<p>SARA would be a referral agency for the proposed application and will require referral to SARA under the following provisions of the Planning Regulation 2017:</p> <ul style="list-style-type: none"> Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – State transport corridor <p>This will require a fee of:</p> <ul style="list-style-type: none"> \$1, 685.00 to be paid in accordance with Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 8(b)(ii) where the proposal does not involve a new relevant vehicular access to a State transport corridor; and \$1,685.00 be paid in accordance with Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 8(c)(ii) as the premises is located within 100m of a state-controlled intersection. <p>If the proposal changes and involves a new relevant vehicular access to a State transport corridor, the applicable fee is \$3,373.00 in accordance with Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 8(d)(ii). This fee includes the premises being located within 100m of a state-controlled intersection.</p>
Key matters and action items	
2.	<p>The premises has road frontage to the Kennedy Highway, a state-controlled road and Malone Road, a local government-controlled road. The section of the Kennedy Highway fronting the subject site is identified as a limited access road.</p> <p>SARA notes the proposed vehicular access associated with the proposed service station, food and drink outlet, and caretaker's residence will be via Malone Road via Kennedy Highway / Malone Road intersection.</p> <p>The development application will be assessed against the current State Development Assessment Provisions (SDAP), State code 1: Development in a state-controlled road environment; in particular PO1, PO12 – PO14, PO17 and PO20 – PO22 of Table 1.2.1.</p> <p>The Department of Transport and Main Roads (DTMR) has prepared guidance material to assist applicants in preparing a response to State code 1.</p> <p><u>Traffic Impact Assessment</u></p> <p>To ensure that traffic generation from the proposed development does not reduce the operational function of the Kennedy Highway / Malone intersection, a Traffic Impact Assessment (TIA) report is required.</p> <p>The TIA report is required to demonstrate and confirm that the proposed development will not compromise State Code 1, specifically:</p> <ul style="list-style-type: none"> PO17 <i>The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.</i> PO20 <i>Development does not result in a worsening of operating conditions on the state-controlled road network.</i>

	<ul style="list-style-type: none"> • PO21 <i>Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.</i> • PO22 <i>Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.</i> <p>The TIA Report is required to be prepared in accordance with the DTMR Guide to Traffic Impact Assessment by a qualified professional and certified by a Registered Professional Engineer of Queensland.</p> <p><u>Road lighting assessment</u></p> <p>As the proposed development is located in a semi-rural area, a road lighting assessment should be undertaken to indicate if, and what type of road lighting is required at the intersection.</p> <p>The lighting assessment should be undertaken based on vehicle movements via the Kennedy Highway including the Kennedy Highway / Malone Road intersection utilising 'Figure 7.1.1 warrants for consideration of road lighting' of the Road Planning and Design Manual (2nd Edition), Transport and Main Roads, July 2016, Volume 6 – Lighting.</p> <p><u>Stormwater and drainage</u></p> <p>To demonstrate compliance with PO12-PO14, prepare a Stormwater Management Plan and with consideration given to the Queensland Urban Drainage Manual, Fourth Edition, prepared by the Institute of Public Works Engineering Australasia (http://www.ipweaq.com/qudm).</p> <p>Stormwater and drainage run-off from the proposed development must not damage or interfere with the state-controlled road. Existing stormwater drainage infrastructure on the state-controlled road corridor should not be interfered with or damaged by the proposed development such as through concentrated flows, surcharging, scour or deposition.</p> <p>The stormwater information should include details of the mitigation measures proposed to address any potential stormwater impacts (including flooding impacts) from the proposed development. The design flood peak discharges should be shown for the mitigated case to demonstrate there is a no worsening impact on the Kennedy Highway.</p>
Lodgement material	
3.	<p>It is recommended that the following information is submitted when referring the application to SARA:</p> <ul style="list-style-type: none"> • Copy of completed DA form 1. • A full response to the relevant sections of SDAP Code 1: Development in a state-controlled road environment. • Relevant plans as per the DA Forms guide, showing: <ul style="list-style-type: none"> o vehicle access location(s) o existing and proposed service and utility connections in relation to the state-controlled road corridor o the extent of any works in relation to the state-controlled road such as for earthworks, service/utility connections and stormwater management. • A TIA report prepared in accordance with the Guide to Traffic Impact Assessment by a qualified professional and certified by a Registered Professional Engineer of Queensland. • A Stormwater Management Plan prepared by a qualified professional and certified by a Registered Professional Engineer of Queensland.

	<ul style="list-style-type: none"> A road lighting assessment prepared by a qualified professional and certified by a Registered Professional Engineer of Queensland.
--	--

This advice outlines aspects of the proposed development that are relevant from the jurisdiction of SARA. This advice is provided in good faith and is:

- based on the material and information provided to SARA
- valid for a period of 9 months unless a change in legislation or policy occurs that affects the advice
- not applicable if the proposal is changed from that which formed the basis of this advice.

This advice does not constitute an approval or an endorsement that SARA supports the development proposal. Additional information may be required to allow SARA to properly assess the development proposal when a formal application has been lodged.

If you require further information please contact Joanne Manson, Principal Planning Officer, SARA Far North QLD on 40373228 or via email CairnsSARA@dsdmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Anthony Walsh
Manager Planning

Development details	
Proposal:	Proposed service station, food & drink outlet & caretaker's residence.
Street address:	Malone Road, Mareeba
Real property description:	Lot 15 on RP846956
SARA role:	Referral agency
Assessment Manager:	Mareeba Shire Council
Assessment criteria:	State Development Assessment Provisions (SDAP), State Code 1: Development in a state-controlled road environment
Existing use:	Vacant land

APPENDIX 6: TRAFFIC REPORT

ARO INDUSTRIES

EMERALD CREEK SERVICE STATION TRAFFIC REPORT



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1. INTRODUCTION

This engineering report has been prepared by ARO Industries to assess the traffic impacts of a proposed Service Station located on the corner of Malone Road and the Kennedy Highway (Cairns to Mareeba). The site is lot 15 on RP846956. It is located approximately 4km east of Mareeba township. The site is located within the jurisdiction of Mareeba Shire Council and is subject to its planning controls.



Figure 1 – Locality Plan (Courtesy of Queensland Globe)

2. EXISTING USE OF SITE

The site of the proposed Service Station is 7448m² of vacant land adjacent to the Kennedy Highway. The site is currently accessed from Malone Road.

3. ADJACENT DEVELOPMENT

The surrounding parcels of land to the East, South and West are unimproved rural lots with an agricultural rural lot to the north on the opposite side of the Highway.



Figure 2 – Site Location (Courtesy of Queensland Globe)

4. TRAFFIC ENVIRONMENT

4.1. Kennedy Highway

The Kennedy Highway is a State Controlled Road providing the link between Mareeba and Cairns. The highway consists of a two-lane, undivided road, 7.0m wide with line marking and sealed shoulders. The existing speed zone on the Kennedy Highway adjacent to the site is 100km/hr, has flat gradients approaching the site from the north-east and a gentle slope down (approximately 2%) towards south-west.

4.2. Malone Road

Malone Road is a local rural road intersecting with the Kennedy Highway. It services agricultural land and residential rural properties. The road consists of a two-lane, undivided road, 7.0m wide with centre-line marking. The existing speed zone on the Malone Road is 60km/hr.

5. TRAFFIC VOLUMES

Traffic volume data on the Kennedy Highway is available from the TMR on the Queensland data portal. The latest traffic data for the section of the Kennedy Highway (Site ID 111679) adjacent to the development site is from 2019. The data includes directional splits and hourly counts.

Traffic counts for Malone Road have been sourced from Mareeba Shire Council. This survey was conducted in 2019 and only provides hour counts for the total traffic in both directions. The PM peak directional split on the Kennedy highway has been applied to Malone Road traffic counts.

A conservative linear growth rate of 2% has been applied to the background traffic (year 2019) to the year 2021. This growth rate has also been applied from the current base year (2021) for a period of 10 years into the future (2031). A summary of the estimated traffic on Kennedy Highway and Malone Road has been provided in Table 1.

Table 1a – Background traffic on the Kennedy highway

Year	AADT	PM Peak 4:00PM – 5:00PM North-East bound	PM Peak 4:00PM – 5:00PM South-Westbound
2019	7972	384	302
2021	8290	399	315
2031	9885	475	375

Table 1b – Background traffic on Malone Road

Year	AADT	PM Peak 4:00PM – 5:00PM East bound	PM Peak 4:00PM – 5:00PM West bound
2019	933	47	37
2021	970	49	39
2031	1164	59	46

5.1. Network Capacity and Performance

In accordance with TMR's cost-benefit analysis manual, the hourly capacity of the Kennedy Highway and Malone Road adjacent to the development site is 2,450 passenger cars per hour, being a 2-lane sealed road 7m wide and corresponding with the Model Road State 9 (MRS 9). The Kennedy Highway and Malone Road operate at approximately 29% and 4% of the road capacity under the existing conditions, respectively.

6. DEVELOPMENT SITE

6.1. Traffic Generation

6.1.1. Existing use

The site is an unimproved rural property with access to Malone Road. For the purpose of the traffic impact assessment, it is assumed that there are no trips generated by the existing approved use.

6.1.2. Proposed Development

Details of the proposed service station on the site have been provided by the client and are attached in Appendix A. The uses consist of a caretaker's residence and service station with an attached convenience store. The RTA (RMS) Guide to Traffic Generating Developments provides traffic generation rates for this use, which is presented in Table 2, below.

A 'linked' trip discount of 80% is typically adopted for service station development. Accordingly, it has been assumed that 80% of the trips associated with the proposed development will be passing trade with the remaining 20% being primary trips (i.e., new trips on the network).

Table 2 – Development trip generation

Development	Size (m ² GFA)	Trip generation rate	PM Peak trips	PM Peak Primary trips (addition to network)
Service station with Convenience Store	217	66/100m ² GFA	143	29
Caretakers Residence	N/A	1	1	1
Total			144 trips/hr	30 trips/hr

6.2. Traffic Distribution

The development traffic has been distributed commensurate with the background traffic distribution in the PM peak period. The resultant development traffic volumes are shown in Figure 3.

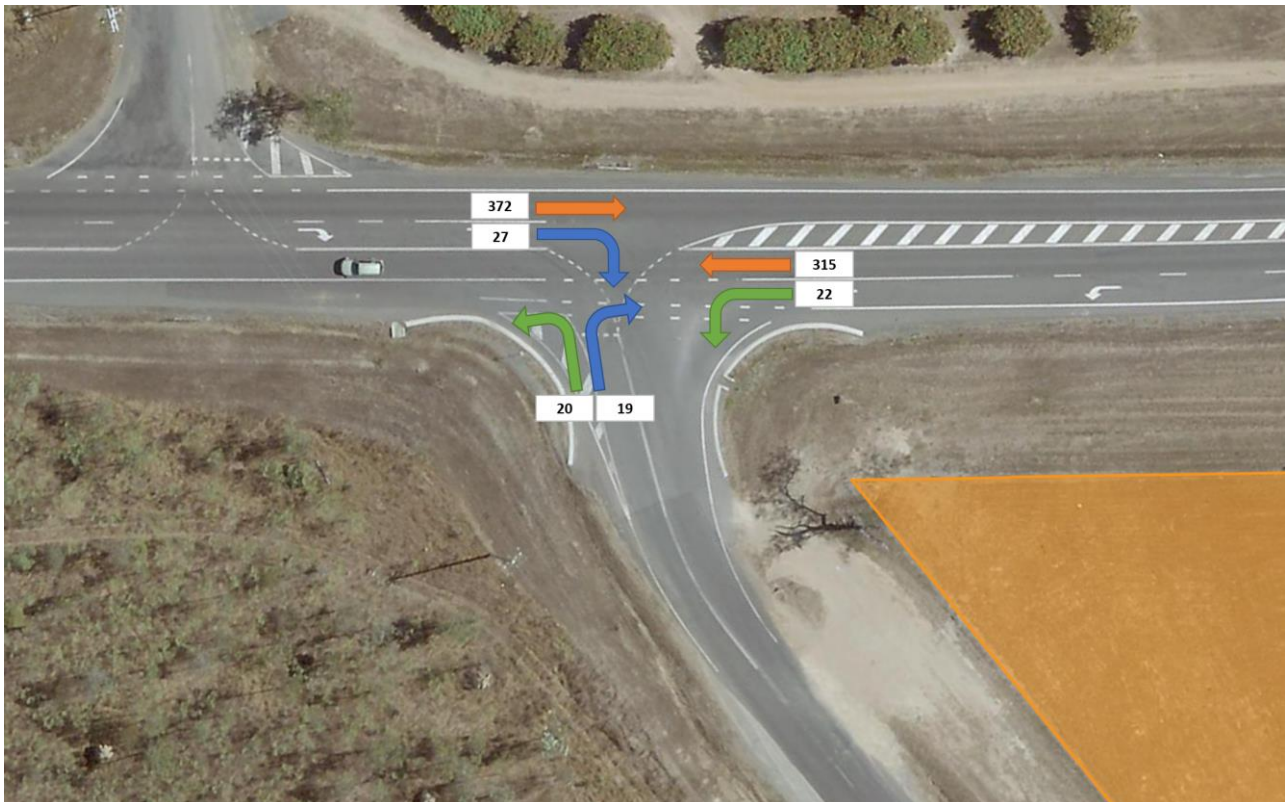


Figure 3a – Background Traffic Distribution (PM Peak)



Figure 3b –Development Traffic Distribution (PM Peak)



Figure 3c –Traffic Distribution with Development (+20% Primary Trips) (PM Peak)

7. IMPACT ON NETWORK PERFORMANCE

The most adverse impact of the development will be at the PM peak. In summary the traffic volume on the Kennedy Highway during the PM peak experiences a 3.8% increase South-west (Mareeba) bound and 1.5% increase North-east bound due to the development. In addition, the projected traffic distribution shows a reduction in the traffic approaching the Malone Road / Kennedy Highway from the North-east. A reduction in the cueing time and distance of the traffic turning right into Malone Road is experienced due to the reduction in the opposing traffic stream volume. In accordance with TMR's Guide to Traffic Impact Assessment , the impact of the development is considered minor and does not warrant further investigation.

8. ACCESS AND CIRCULATION

Entry to the development will be from the Kennedy Highway with shared entry/exit access on Malone Road. Both accesses are approximately 100m from the intersection of Malone Road and the Kennedy Highway. The site access on Malone Road is sufficiently distanced from the intersection and the internal circulation is adequate so as not to cause cueing issues on Malone Road and the Kennedy Highway.

In accordance with DTMR's Extended Design Domain the turn treatment warrants specify a Short Auxiliary Left Turn lane.

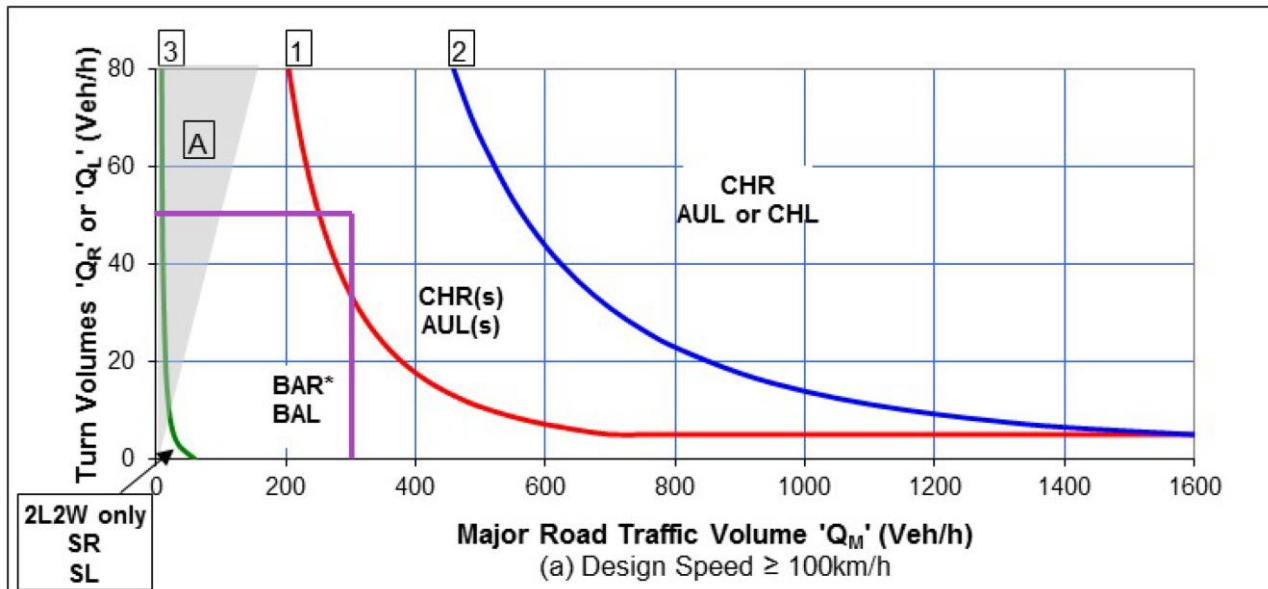


Figure 4 –EDD Turn Treatment Warrants

The minimum length of the turn lane for the site access is 70m. The Auxiliary Left Turn lane into Malone Road will need to be extended by approximately 10m to allow sufficient deceleration length to the site access off the Kennedy Highway.

The internal circulation has been assessed for a passenger vehicle and service vehicle (Fuel truck). Appendix B contains the turn-path diagrams for each vehicle type. It is noted that the design vehicles can negotiate the internal circulation path without conflict.

9. SIGHT DISTANCE

The approach sight distance to the site access of the Kennedy highway is approximately 250m which exceeds the minimum requirement of 179m in a 100km/hr zone. The sight distance from the access on Malone street exceeds the geometric constraints of the Road, that is approximately 100m to the Kennedy highway and 300m to Bellevue Close. These distances exceed the minimum requires of the Austroads Guide to Road Design Part 4A.

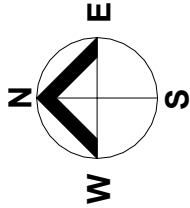
10. CONCLUSION

The proposed development of Lot 15 on RP846956, consisting of a caretaker's residence and Service Station with an attached convenience store, has been assessed as having a minor impact on the surrounding transport network. In accordance with the Guide to Traffic Impact Assessment, no upgrades are required to mitigate the impact of the development on the Malone Road / Kennedy Highway Intersection.

The Auxiliary left turn lane (AUL) on the Kennedy Highway into Malone Road will need to be extended to allow sufficient length for deceleration of the vehicles entering the site directly from the highway. The minimum length of the short auxiliary left lane associated with the site access is 70m.

APPENDIX A

Site Plan



PROPERTY INFORMATION

LOT NUMBER 15
PLAN NUMBER RP 846956
PARISH TINAROO
COUNTY NARES
SITE AREA 7448 m2

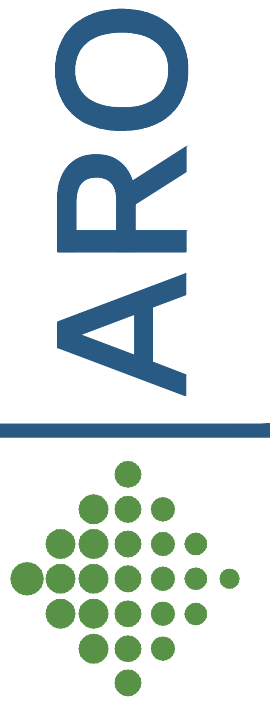
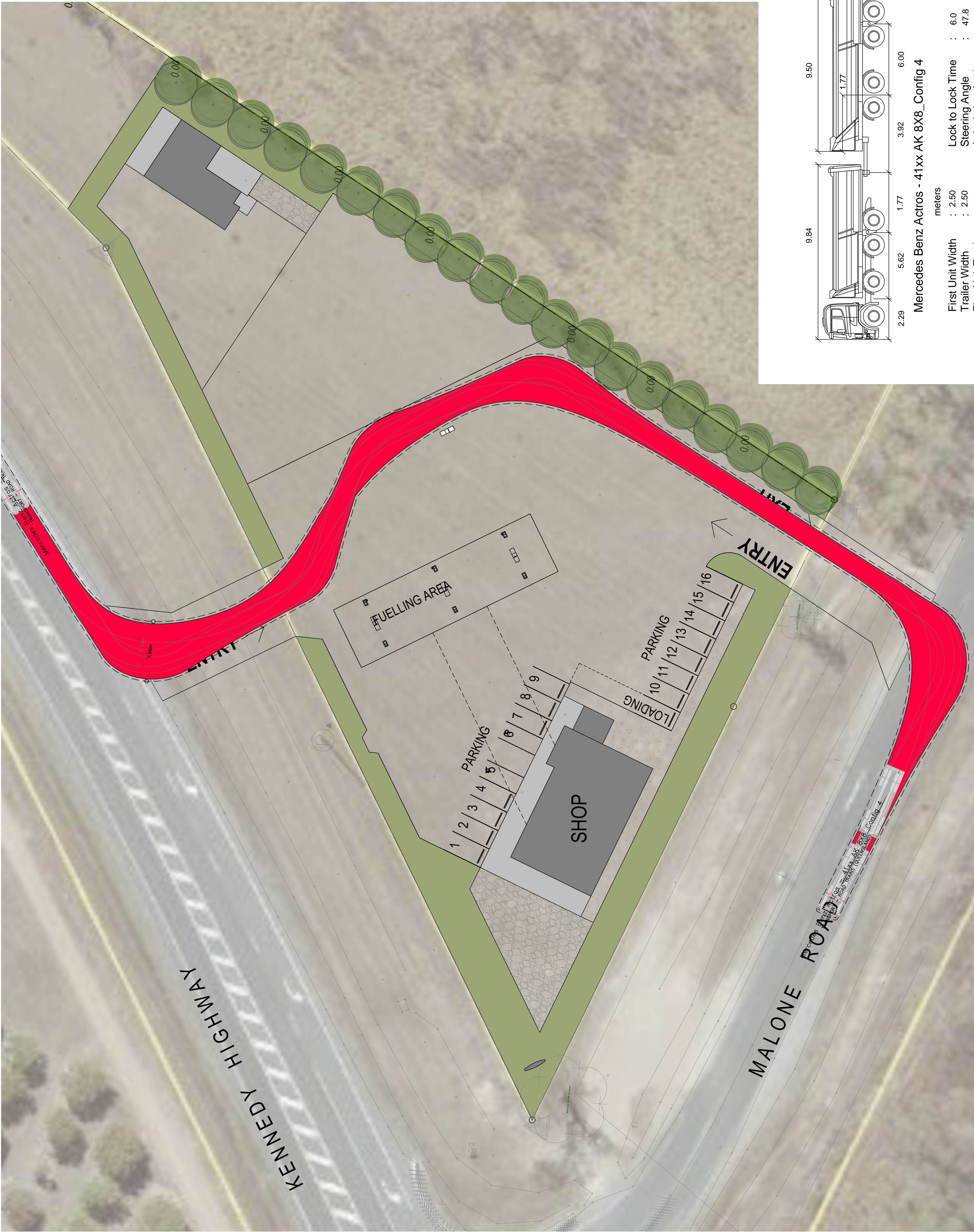
1 SITE PLAN
SCALE - 1 : 1000



AMENDMENTS		DATE	<div>DO NOT SCALE DRAWINGS. USE FIGURED DIMENSIONS ONLY. DIMENSIONS SHOWN ARE NOMINAL. ALLOWANCE TO BE MADE FOR FINISHED SIZES. VERIFY ALL DIMENSIONS AND SITE CONDITIONS PRIOR TO COMMENCING WORK. THIS DOCUMENT IS AND SHALL REMAIN THE PROPERTY OF CLARKE AND PRINCE PTY LTD. UNAUTHORISED USE OF THIS DOCUMENT IN ANY WAY IS PROHIBITED.</div>	<div> clarke and prince ARCHITECTS</div>	<div>3 Scott Street [CAIRNS] QLD 4870 p. 07 4051 4088 f. 07 4051 1080 e. cp@clarkeandprince.com.au w. www.clarkeandprince.com.au</div>	DRAWN			PROJECT												
P1	PRELIMINARY ISSUE	14/05/21				APPROVED	JB	SCALE	1 : 1000	SIZE	A3	PROPOSED SERVICE STATION									
P2	PRELIMINARY ISSUE	20/05/21					SC	DATE	MAY 2021			KENNEDY HIGHWAY, MAREEBA									
												FOR SUTARIYA BROTHERS PTY LTD									
									DWG			SITE PLAN									
									DWG No.			1532-PD- A-01		STAMP		PRELIMINARY		ISSUE		P2	

APPENDIX B

Internal Circulation Plan



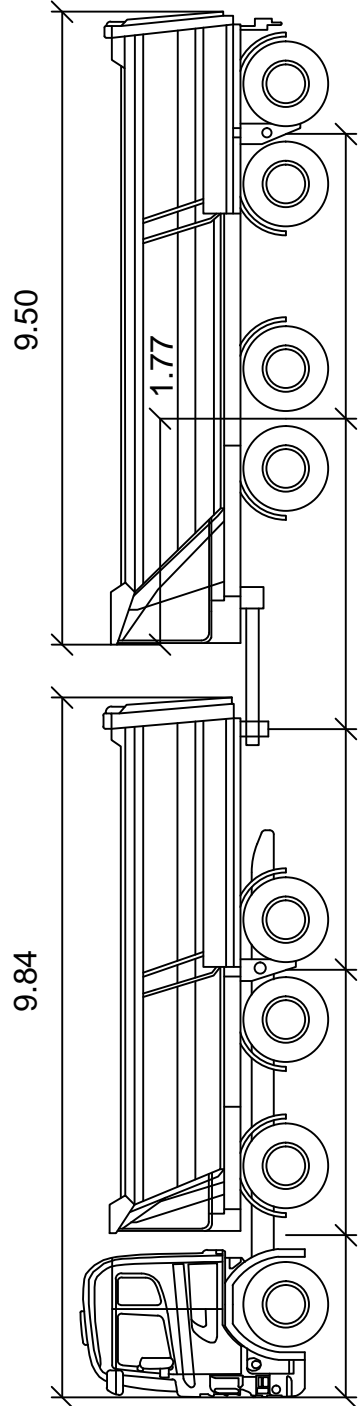
44 McLeod Street
Cairns Qld 4870
T (07) 4281 6897
E admin@aroindustries.com.au
W www.aroindustries.com.au
ABN: 49 641 461 298

EMERALD CREEK SERVICE
STATION

CONCEPT LAYOUT PLAN
B-DOUBLE TURNPATH

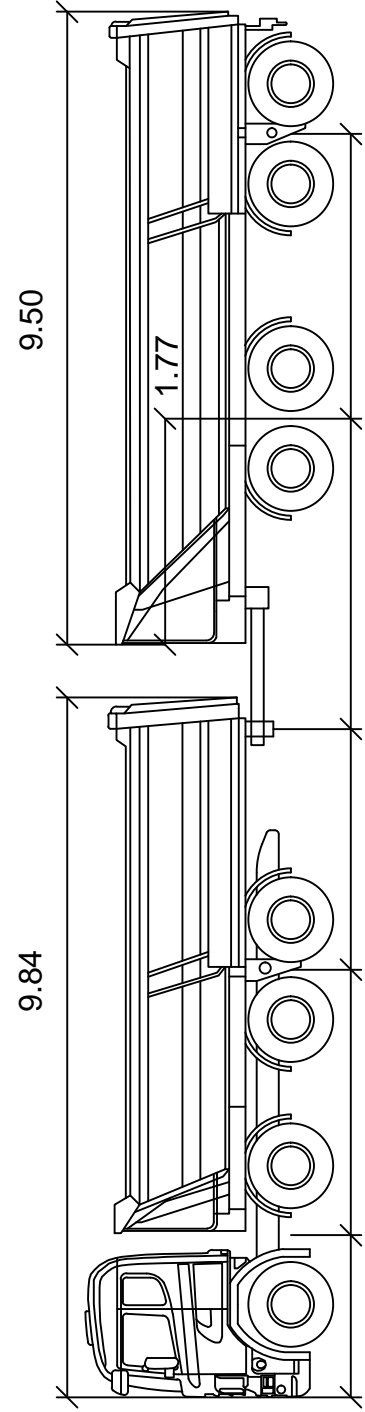
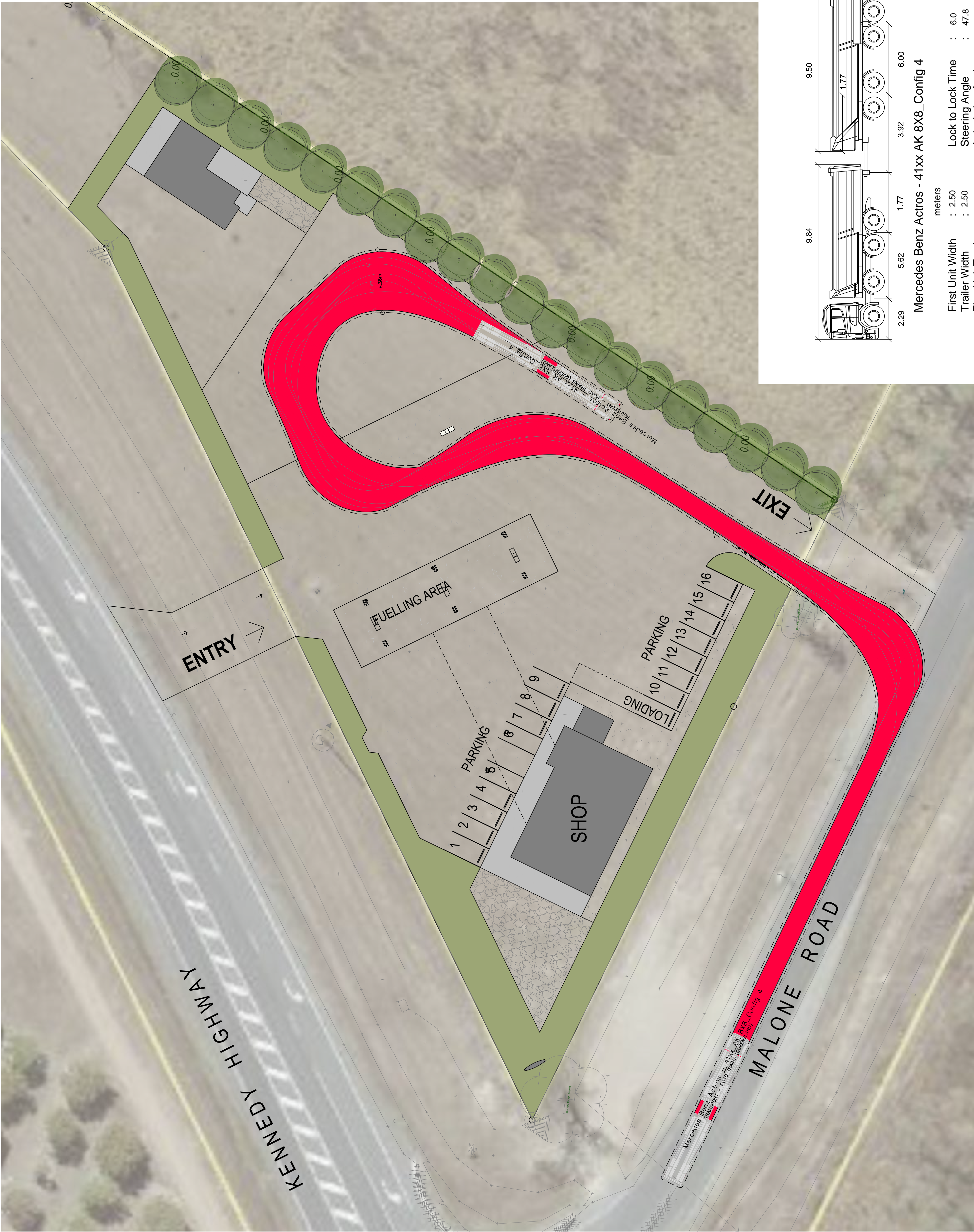
ARO0089-SK01 1:250 A1 Full Size

Acad No. ARO0089-SK01(1) 1st June 2021



Mercedes Benz Actros - 41xx AK 8X8_Config 4

	metres		
First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 47.8
First Unit Track	: 2.45	Articulating Angle	: 70.0
Trailer Track	: 2.45		



Mercedes Benz Actros - 41xx AK 8X8_Config 4

	metres		
First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 47.8
First Unit Track	: 2.45	Articulating Angle	: 70.0
Trailer Track	: 2.45		



44 McLeod Street
Cairns Qld 4870
T (07) 4281 6897
E admin@aroindustries.com.au
W www.aroindustries.com.au
ABN: 49 641 461 298

EMERALD CREEK SERVICE
STATION

CONCEPT LAYOUT PLAN
B-DOUBLE TURNPATH

ARO0089-SK02

1:250
A1 Full Size

Acad No. ARO0089-SK02(1) 1st June 2021

APPENDIX 7: STORMWATER MANAGEMENT PLAN

To Whom It May Concern

Re: **New Service Station**

At: **Kennedy Highway between Mareeba and Emerald Creek**

1 Overview

Rodgers Consultants has been engaged to prepare a Stormwater Drainage Management Plan to support a Development Application for a Service Station development on Lot 15 on RP 846956 at the corner of Malone Road and Kennedy Highway, Mareeba. The site is and is located within the Mareeba Shire Council local government area.



Figure 1.1 Site Locality

2 Existing Site Details

The site is currently vacant with good grass cover, bounded by heavy vegetation on the south-eastern boundary and falls gently towards the Kennedy Highway. The Malone Road pavement and northern table drain falls gently towards Kennedy Highway where it grades around the corner to the north-east and continues to flow north-east on the eastern side of the Kennedy Highway. The existing site levels and contours are shown on RPS drawing PR149751-1. Kennedy Highway is on a crest approximately 100m east of Malone Road.

3 Proposed development

The proposed development is shown on Clarke & Prince drawing 1532-PD-A-01. The development includes:

- Refuelling areas for general and heavy vehicles
- Concrete hardstand and unsealed truck turning area
- Shop/retail building and on-site carparking

4 Flood Risk Review

Department of Natural Resources, Mines and Energy regional flood mapping indicates that the site is not affected by Q100 (1% AEP) flooding as shown in Figure 4.1 below.



Figure 4.1 Flood Map

5 Stormwater Quantity Assessment

The proposed site is zoned Rural Residential and is currently vacant. To ensure a non-worsening impact on adjacent stormwater drainage systems (ie. Kennedy Highway table drain) this development will discharge postdevelopment stormwater flows into a detention basin located at the north-eastern corner of the site. The stormwater detention basin will be sized to detain flows for all events up to Q100 (1% AEP) and discharge flows to the Kennedy Highway at predevelopment flow rates.

The entire site currently falls and drains to the Kennedy Highway table drain and the postdevelopment site will continue to do so. Rodgers Consulting drawing F01 shows the concept stormwater drainage scheme proposed for this development.

Pre & post development stormwater flows calculated in accordance with QUDM are summarised as follows:

CATCHMENT	AREA	TIME OF CONCEN	FRACT IMPER	COEFF.	Vol.	Vol.	Vol.	Vol.	Vol.
	A	Tc	fi	C10	Q2	Q5	Q10	Q20	Q100
	m2	mins			m3/s	m3/s	m3/s	m3/s	m3/s
Predev	8412.5	40	0.10	0.70	0.082	0.113	0.131	0.156	0.227
Postdev	8412.5	6	0.41	0.78	0.195	0.278	0.330	0.399	0.597

Increases in stormwater flow will be detained in a basin located at the northern corner of the site as shown on Rodgers Consulting drawing F01. For the Q100 (1% AEP) event, the maximum storage requirement is 180m³ with a basin of 250m² and 720mm deep. The location of the basin allows for the site to discharge to the Kennedy Highway table drain at the lowest level possible to avoid excessive site filling. All postdevelopment stormwater runoff from the site will be collected and discharged to the basin with a system of underground pipes and overland flow paths.

6 Summary

A stormwater drainage detention basin constructed at the northern corner of this site will ensure that postdevelopment stormwater discharge to the Kennedy Highway will remain at the predevelopment flow rate and this development will have a non-worsening impact on the Kennedy Highway drainage system.

Please do not hesitate to make contact should you require any clarification or further information.

Yours faithfully

RODGERS CONSULTING ENGINEERS



Heath P Rodgers

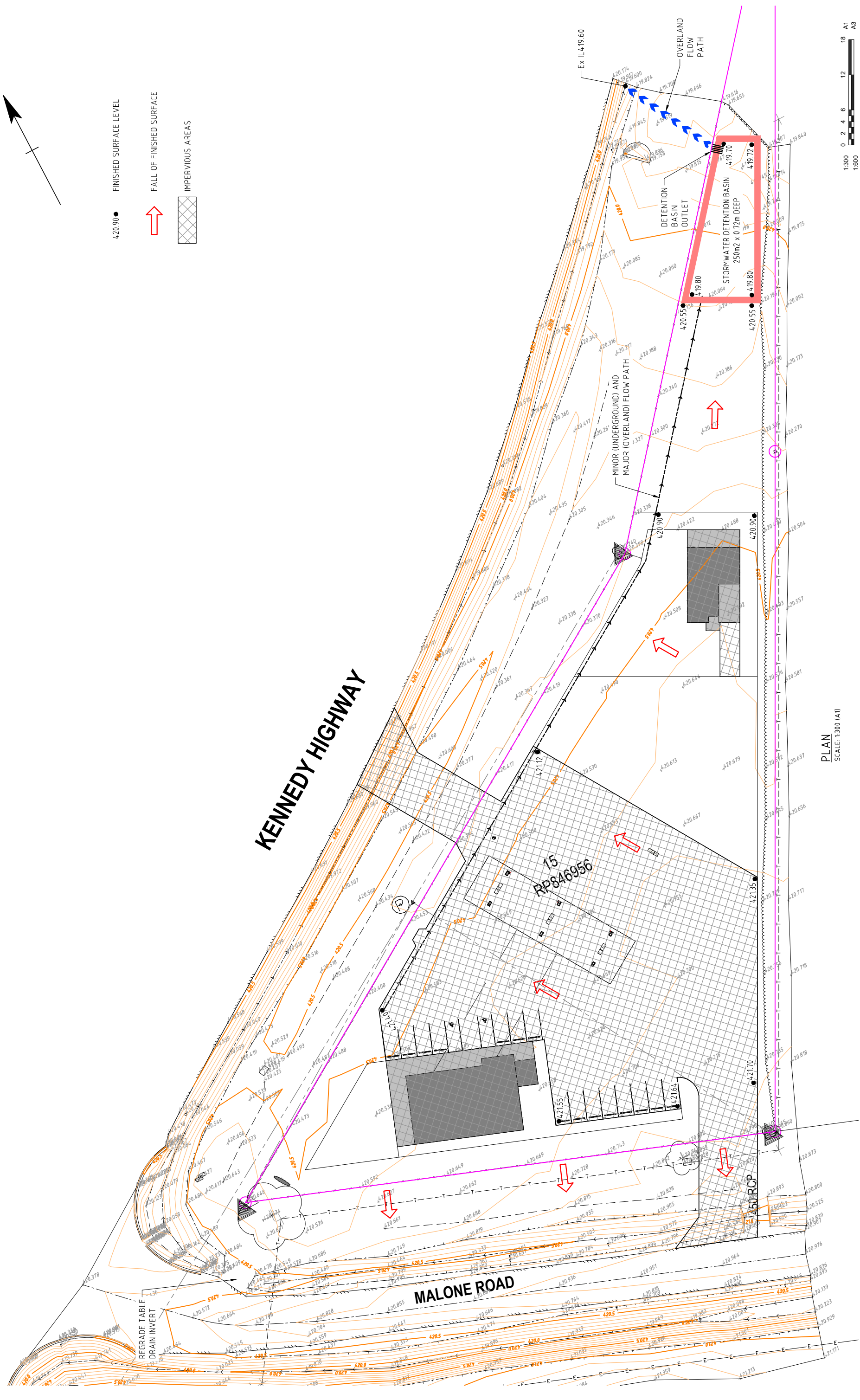
B.E. Hons, MIE Aust, RPEQ



LOT NUMBER	15
PLAN NUMBER	RP 846956
PARISH	TINAROO
COUNTY	NARES
SITE AREA	7448 m2

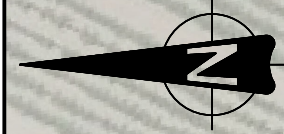
1 SITE PLAN
SCALE - 1 : 1000

AMENDMENTS	DATE	<div>DO NOT SCALE DRAWINGS</div> <div>USE FIGURED DIMENSIONS ONLY.</div> <div>DIMENSIONS SHOWN ARE NOMINAL. ALLOWANCE TO BE MADE FOR FINISHED SIZES. VERIFY ALL DIMENSIONS AND SITE CONDITIONS PRIOR TO COMMENCING WORK. THIS DOCUMENT IS AND SHALL REMAIN THE PROPERTY OF CLARKE AND PRINCE PTY LTD. UNAUTHORISED USE OF THIS DOCUMENT IN ANY WAY IS PROHIBITED.</div>	<div></div> <div>clarke and prince ARCHITECTS</div>	<div>3 Scott Street CAIRNS QLD 4870</div> <div>p. 07 4051 4088 f. 07 4051 1080</div> <div>e. cp@clarkeandprince.com.au</div> <div>w. www.clarkeandprince.com.au</div>	DRAWN	JB	SCALE	1 : 1000	SIZE	A3	PROJECT	PROPOSED SERVICE STATION		
	P1												PRELIMINARY ISSUE	14/05/21
	P2												PRELIMINARY ISSUE	20/05/21
					APPROVED	SC	DATE	MAY 2021			FOR	KENNEDY HIGHWAY, MAREEBA		
											DWG	SUTARIYA BROTHERS PTY LTD		
												SITE PLAN		
											DWG No.	1532-PD- A-01		
											STAMP	PRELIMINARY		
											ISSUE	P2		

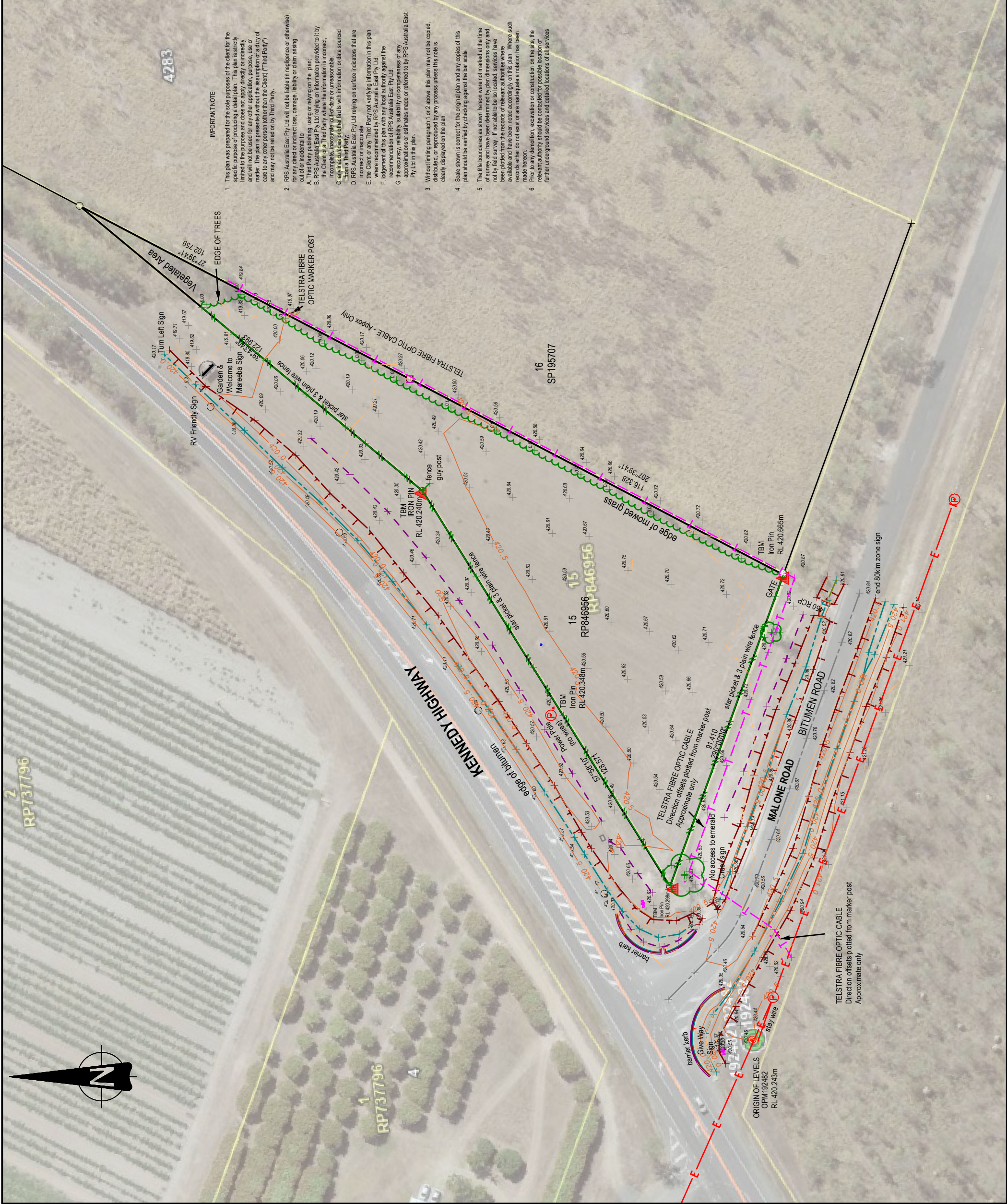


420.90 ● FINISHED SURFACE LEVEL
↑ FALL OF FINISHED SURFACE
IMPERVIOUS AREAS





2
RP737796

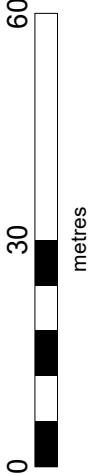


NOTES


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Origin of Levels: OPM192482
RL: 420.243
Contour Interval: 0.25
Index: 0.5

Origin of Coordinates: Arbitrary

Meridian: RP846956



SCALE 1:1000 IS APPLICABLE ONLY
TO THE ORIGINAL SHEET SIZE (A3).

AMENDMENTS			
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PROJECT MANAGER AES	CHECKED		
SURVEYED DKO	DRAFTING CHECKED		
DRAWN AES	CAD REF PR149751-1.DWG		
SHEET SIZE A3	SHEET OF	SHEET SHEETS	1 1
			
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CLARKE & PRINCE

Contour & Detail Survey
Lot 15 on RP846956
Cnr Malone Rod & Kennedy Hwy
MAREEBA

SCALE 1:1000	DATE 24/05/21	DRAWING NO. PR149751-1	ISSUE
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APPENDIX 8: HYDRAULIC REPORT



GILBOY HYDRAULIC SOLUTIONS

GJ & TL GILBOY PTY LTD / ABN: 85 105 215 432 / ACN: 105 215 432

Unit 4/131 Scott Street, Bungalow, Cairns

PO Box 857N, North Cairns. 4870

Phone: (07) 4051 5116 Fax: (07) 4051 5016 Mobile: 0439 664623

Email: greg@gilboy.com.au

Mareeba Shire Council
PO Box 154,
Mareeba. 4880

Attention: Chief Executive Officer

Re:

PROPOSED SERVICE STATION AND CARETAKERS RESIDENCE
LOT 15 ON RP846956, CORNER MALONE ROAD AND KENNEDY HIGHWAY – MAREEBA
HYDRAULIC SERVICES PRELIMINARY DESIGN REPORT

We wish to advise that we have been engaged by Clarke and Prince Architects to assist them with preliminary Hydraulic Services advice on a Service Station and Caretakers Residence, situated on the corner of Malone Road and Kennedy Highway, Mareeba, North Queensland.

Specifically, we have been requested to provide preliminary design advice on the domestic water supply and wastewater treatment / effluent disposal concepts that will be considered for this development.

The following are the design parameters we suggest for information and/or comment from the relative council departments as required.

DESIGN PARAMETERS:

Based on the current architectural documentation provided to us to date, we are providing comments on the water supply and sewage collection and onsite effluent disposal systems to cater for:

- 1x 1 bedroom Caretakers Residence,
- 1x Service Station with fuel bowsers and associated ancillary purposes (food, coffee, amenities etc)

EQUIVALENT PERSONS CALCULATIONS:

Using the building types above, the following equivalent person calculations have been established and form the basis of our volumetric potable water and wastewater calculations later in this communication:

- 1 Bedroom Residence with 2 people = 2 persons,
- 1 x service station with 2 staff members = 2 persons,
- 50 x customers per day = 50 persons,

Caretakers:	2 persons x 150 litres/person/day	= 300 litres/day
Staff:	2 staff x 30 litres/person/day	= 60 litres/day
Service Station:	50 customers x 10 litres/per/day	= 500 litres/day

Therefore, in accordance with the Plumbing and Drainage Regulation, the following calculation defines the number of Equivalent Persons:

860 litres/day divided by 200 litres/EP = **4.3 EP (Equivalent Persons)**

WATER SUPPLY DESIGN:

As per the Mareeba Shire Council Pre-lodgment Advice – Council Reference: PreEnq/21/0002 ‘Council Officer Advice’ the site is not connected to Council’s reticulated water supply network, therefore an alternate means of potable water supply must be investigated.

Based on this advice it is the recommendation of Gilboy Hydraulic Solutions to use rainwater collection where possible, and where not possible due to lack of rainfall or architectural restraints to use bore water.

In this case, bore water would be the anticipated primary source of water supply.

A submersible bore pump in the bore hole would provide water to an above ground water storage tank with water treatment plant and separate water pressure pump to the nominated fixtures.

We believe that it would be prudent for the caretakers residence and the service station to be fitted with a dual water supply plumbing systems consisting of both potable (treated) and non-potable (untreated) water supplies.

Potable water would be treated using a reliable packaged water treatment system on an ‘as needed basis’ to maintain the integrity of the potable water supply before being plumbed to sinks, basins, showers, baths or drinking taps.

Non-potable water would be plumbed to external wash down hose taps, laundry tubs, washing machines and water closets to reduce the size and cost of the treatment plant and the amount of treatment chemicals required to be supplied and kept on site at any time.

At this stage it is proposed to allocate 2 people x 225 litres/person/day for the caretakers residence for all meal preparation, clothes washing, personal ablutions and consumption. With an additional allocation of 3 people x 225 litres/person/day for the service station building.

This results in a daily water allocation of 1,125 litres/day at peak times.

With this in mind, we recommend that a minimum of 7 days consumption is available on site, with a proposed above ground water storage tank to hold a minimum volume of 10,000 litres for the potable and non-potable water systems.

The proposed bore location is yet to be determined by a local bore drilling company. In any case the location of the bore will be such that the minimum horizontal separation distances required from any wastewater disposal system are maintained.

This minimum distance will be 50 metres for primary treated effluent, 30 metres for secondary treated effluent and 10 metres for advanced secondary treated effluent quality system.

WASTE WATER TREATMENT AND DISPOSAL DESIGN:

As per the Mareeba Shire Council Pre-lodgment Advice – Council Reference: PreEnq/21/0002 ‘Council Officer Advice’ the site is not connected to Council’s reticulated sewerage network, therefore wastewater disposal will have to be accommodated on site giving due consideration to the practicality and feasibility of this.

Based on this advice Gilboy Hydraulic Solutions has considered the caretakers residence and service station wastewater collection and disposal system in line with current Australian Standards, Local Authority Regulations, good engineering practice and to minimize the impact on the environment where this site is located.

Greasy water produced by the service station food service area is treated by a 2,000 litre grease interceptor trap before being discharged into a pump station. Likewise, the black and grey wastewater produced by the service station fixtures is discharged to the pump station.

A 2,000 litre pump station pumps this service station wastewater to the caretakers residence sanitary drainage before being processed through a 3,000 litre all-purpose septic tank located adjacent to the residence serving both buildings.

To effectively use the limited available land area for onsite effluent disposal, and in compliance with minimum separation distances from the proposed water supply bore, an **advanced secondary wastewater treatment system** should be considered, depending on the final bore hole position.

Due to possible inconsistencies in the effluent system loading (from varying customer numbers), we are of the opinion that the most suitable system to do this will be the Advanced Enviroseptic System (AES).

It is proposed that the advanced secondary effluent output will be disposed of using underground trenches positioned in the triangled vacant area in the northern corner of the site, with consideration given to horizontal separation distances from boundaries, avoiding excessive excavation, vegetation damage and surface water ponding.

The wastewater volume allowance has been calculated using 2 people at 150 litres/person/day, 2 people at 30 litres/day and 50 people at 10 litres/day as mentioned before. Resulting in an estimated wastewater volume allocation of 860 litres/day for this site.

It is estimated that the effluent disposal area required to cater for 860 litres/day in this assumed Class 4 soil is 110m². And this can adequately fit in the 837m² of vacant land identified for this on site.

From the calculations above, we do not anticipate that the discharge volumes will trigger the need for an ERA63 – Sewerage Works application or discharge license from the Department of Environment and Science at this time. However, we will rely on the advice of the local authority requirements as directed.

DATE AND SIGNING:

This report is dated 25th May 2021.

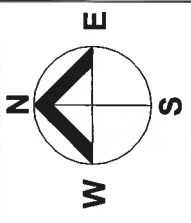
For further information or clarification on the above, please do not hesitate to contact the undersigned on 4051 5116.

We look forward to working with the Mareeba Shire Council to deliver this project with the minimum amount of environmental impact possible.

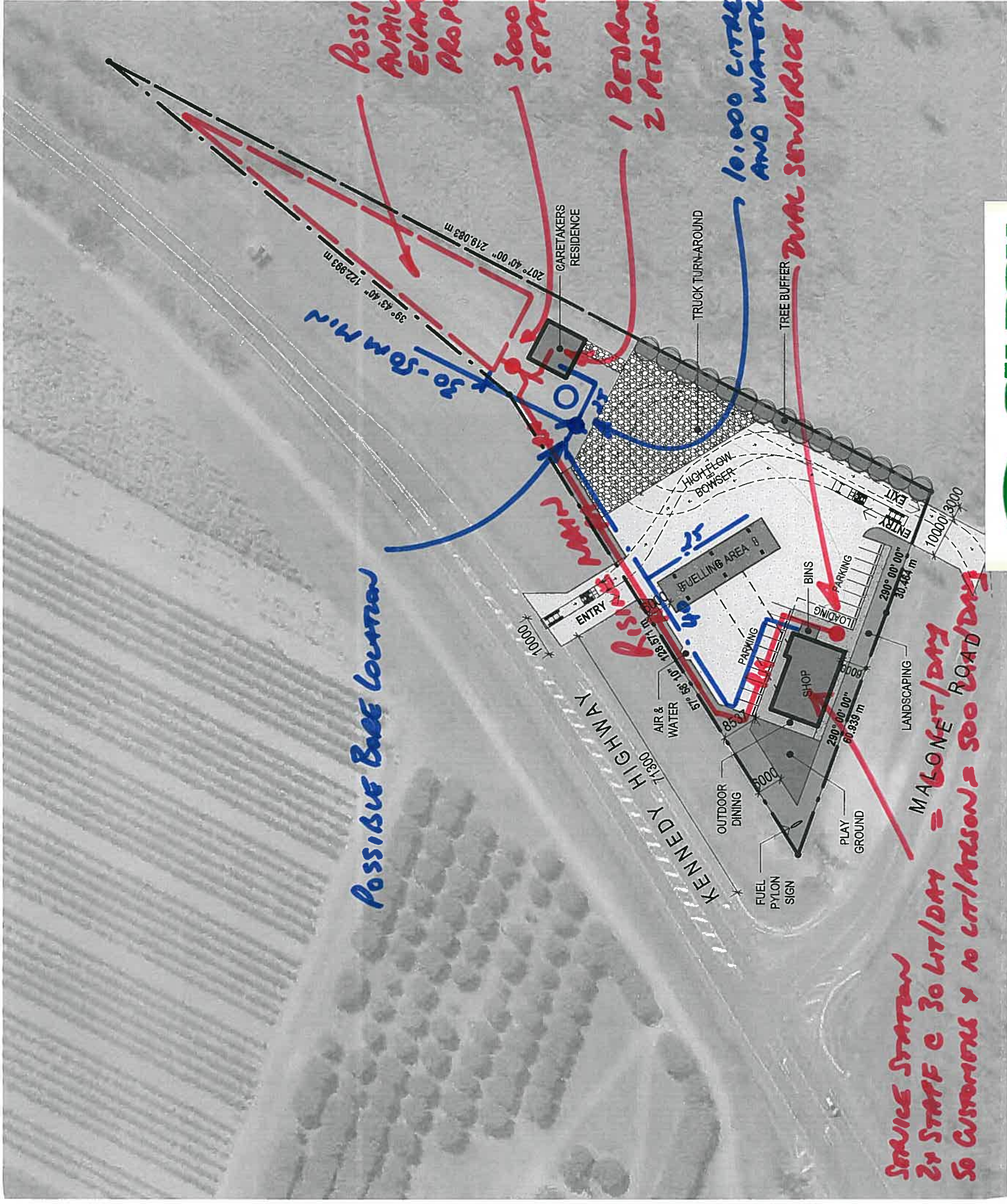
Yours faithfully,
GILBOY HYDRAULIC SOLUTIONS



.....
Greg Gilboy



PROPERTY INFORMATION
LOT NUMBER 15
PLAN NUMBER RP 846956
PARISH TINAROO
COUNTY NARES
SITE AREA 7448 m²

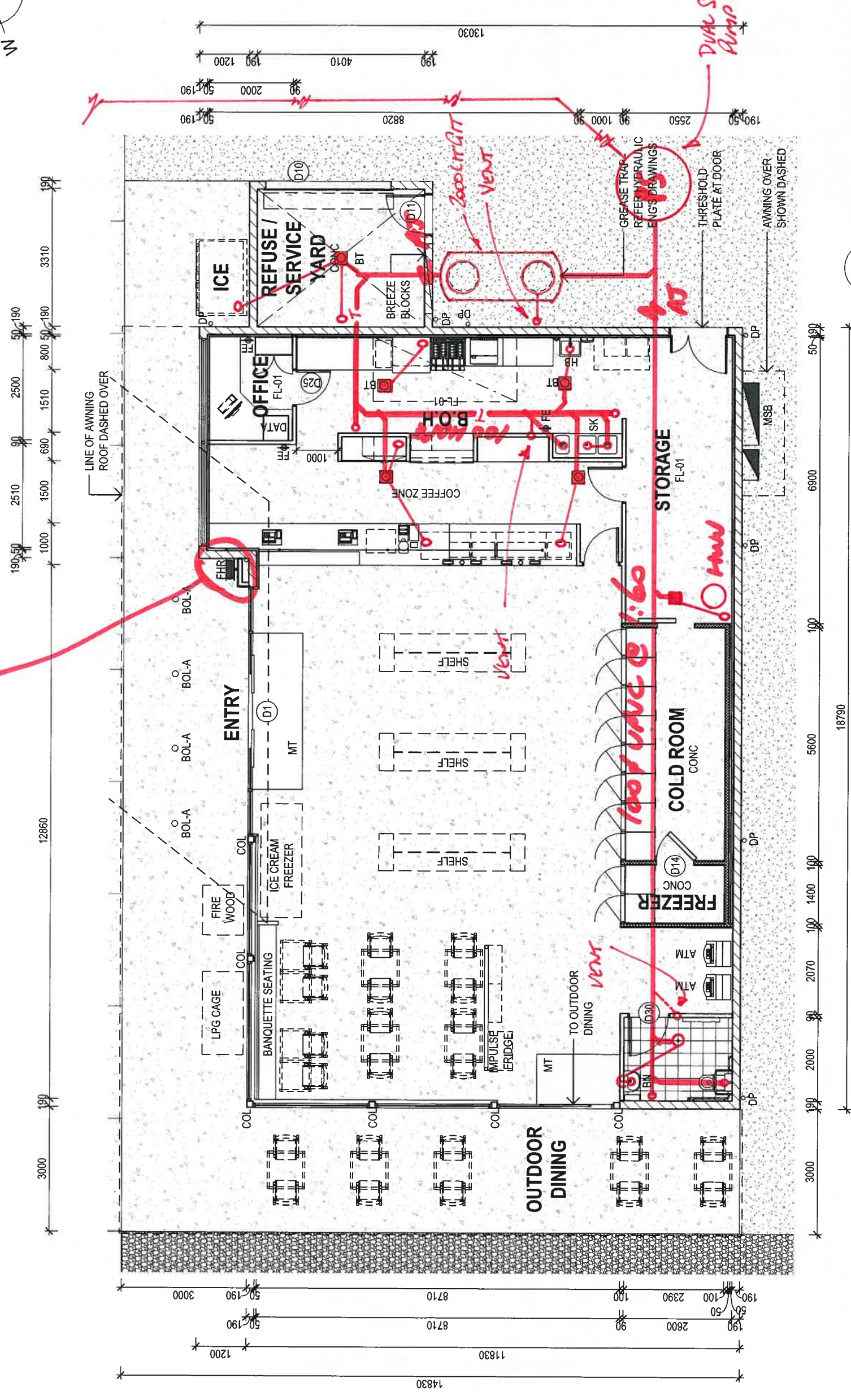
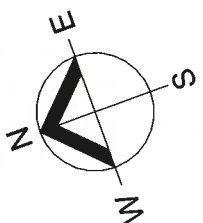


1 SITE PLAN
SCALE - 1 : 1000



GILBOY HYDRAULIC SOLUTIONS
Building Hydraulic Services Design
QBSA Lic. No. 48859 ABN 35 592 264 368
Ph: (07) 4051 5116 • Fax: (07) 4051 5016
4/131 Scott St. Bungalong • P.O. Box 857N North Cairns 4870
Email: greg@gilboy.com.au

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P1 PRELIMINARY ISSUE	14/05/21		APPROVED	SC	DATE	MAY 2021	PROPOSED SERVICE STATION
P2 PRELIMINARY ISSUE	20/05/21						KENNEDY HIGHWAY, MAREEBA
							FOR SUTARIYA BROTHERS PTY LTD
							DWG
							SITE PLAN
							DWG No. SKH01
							STAMP PRELIMINARY
							ISSUE A



1 TYPICAL FLOOR PLAN
SCALE - 1 : 100

GILBOY HYDRAULIC SOLUTIONS
Building Hydraulic Services Design

QBSA Lic. No. 48859 AEN 35 592 284 368
Ph: (07) 4051 5116 • Fax: (07) 4051 5016
4/131 Scott St. Bungalow • P.O. Box 857N North Cairns 4870
Email: greg@gilboy.com.au

AMENDMENTS	DATE	DO NOT SCALE DRAWINGS. USE FIGURED DIMENSIONS ONLY. DIMENSIONS SHOWN ARE NOMINAL ALLOWANCE TO BE MADE FOR FINISHED SIZES. VERIFY ALL DIMENSIONS AND SITE CONDITIONS PRIOR TO COMMENCING WORK. THIS DOCUMENT IS AND SHALL REMAIN THE PROPERTY OF CLARKE AND PRINCE PTY LTD. UNAUTHORISED USE OF THIS DOCUMENT IN ANY WAY IS PROHIBITED.	PROJECT PROPOSED SERVICE STATION		
			KENNEDY HIGHWAY, MAREEBA		
			SUTARIYA BROTHERS PTY LTD		
P1 PRELIMINARY ISSUE	14/05/21		DRAWN	JB	SCALE 1 : 100
P2 PRELIMINARY ISSUE	20/05/21		APPROVED	SC	DATE MAY 2021
			FOR DWG		
			DWG No. SKH02		
			STAMP PRELIMINARY		
			ISSUE A		

APPENDIX 9: STATE CODE 1: DEVELOPMENT IN A STATE-CONTROLLED ROAD ENVIRONMENT

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

Table 1.2.1: Development in a state-controlled road environment

Performance outcomes		Acceptable outcomes	Response
Buildings and structures PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure		AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	Complies. No part of the building, structure/s, infrastructure, services and utilities would be located in a state-controlled road.
		AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	Complies. The traffic report provided as part of this development addresses the matter regarding the new access point onto the state-controlled road so as to no create a safety hazard.
PO2 The design and construction of Buildings and structures does not create a safety hazard by distracting users of a state-controlled road.		AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	Will be complied with
		AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	Will be complied with
		AO2.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	Will be complied with
		AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside advertising guide,	Will be complied with

Performance outcomes		Acceptable outcomes	Response
PO3 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.		Department of Transport and Main Roads, 2013. AO3.1 Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design criteria for bridges and other structures manual, Department of Transport and Main Roads, 2014.	Not applicable
Filling, excavation and retaining structures			
PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road. Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service. Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.		No acceptable outcome is prescribed.	Will be complied with as applicable
PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road. Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.		No acceptable outcome is prescribed.	Will be complied with as applicable
PO6 Filling, excavation, building foundations and retaining structures do not cause ground water		No acceptable outcome is prescribed.	Will be complied with as applicable

Performance outcomes	Acceptable outcomes	Response
<p>disturbance in a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road planning and design manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.</p>		
<p>P07 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.</p>	No acceptable outcome is prescribed.	Will be complied with as applicable
<p>P08 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended a pavement impact assessment is provided in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	<p>A08.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.</p>	<p>Not applicable Development does not require the transportation of fill, extracted material, and spoil material.</p>
<p>P09 Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.</p>	No acceptable outcome is prescribed.	<p>Will be complied with as applicable The relevant stormwater management report provided and further subsequent detailed drawings will ensure that the development complies with this requirement.</p>

Performance outcomes		Acceptable outcomes	Response
PO10 Fill material used on a development site does not result in contamination of a state-controlled road.		AO10.1 Fill material is free of contaminants including acid sulfate content. Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes. AND AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	Will be complied with as applicable
	PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.	AO11.1 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes. AND AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	Will be complied with as applicable
	Stormwater and drainage		
	PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.	No acceptable outcome is prescribed.	Complies. The relevant stormwater management report provided addresses this provision with relevant control proposed to comply.
PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road.		AO13.1 Development does not create any new points of discharge to a state-controlled road. AND	Complies. The relevant stormwater management report provided addresses this provision with relevant control proposed to comply.
		AO13.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply,	Complies. The relevant stormwater management report provided addresses this provision with relevant control proposed to comply.

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

Performance outcomes	Acceptable outcomes	Response
	<p>Roads, 2013, and the Service centre strategy for the state-controlled road.</p> <p>Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.</p>	
<p>PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued where sufficient information is provided.</p>	<p>AO16.1 Vehicular access is provided from a local government road.</p> <p>OR all of the following acceptable outcomes apply:</p> <p>AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p> <p>AO16.3 Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p> <p>AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p> <p>Note: The development which is the subject of the</p>	<p>The proposal complies with PO16.</p> <p>As part of the application material, a detailed Traffic Impact Assessment Report has been prepared by ARO industries (see appendix 6). It was concluded in that report that the proposed development has been assessed as having a minor impact on the surrounding transport network. In accordance with the Guide to Traffic Impact Assessment, no upgrades are required to mitigate the impact of the development on the Malone Road / Kennedy Highway Intersection. The Auxiliary left turn lane (AUL) on the Kennedy Highway into Malone Road will need to be extended to allow sufficient length for deceleration of the vehicles entering the site directly from the highway. The minimum length of the short auxiliary left lane associated with the site access is 70m.</p> <p>The existing road network and site dimensions (site frontage and depth) of the proposed facility within the site, is considered to be sufficient for the scale and nature of the intended use without compromising the safety and function of the surrounding road network.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application. AND</p> <p>AO16.5 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.</p>	
PO17 Vehicular access to a state-controlled road or local government road (and associated road access works) are located and designed to not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	AO17.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure. AND	Complies No known public passenger transport facilities present within proximity to the site.
	AO17.2 The location and design of vehicular access for a development does not necessitate the relocation of existing public passenger transport infrastructure. AND	Complies No known public passenger transport facilities present within proximity to the site.
	AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services. AND	Complies No known public passenger transport facilities present within proximity to the site. Nevertheless, on-site vehicle circulation is designed to give priority to entering vehicles at all times.
	AO17.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	Not applicable No known public passenger transport facilities present within proximity to the site.
	Vehicular access to local roads within 100 metres of an intersection with a state-controlled road	
PO18 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not	AO18.1 Vehicular access is located as far as possible from the state-controlled road intersection.	Complies As part of the application material, a detailed Traffic Impact Assessment Report has been

Performance outcomes	Acceptable outcomes	Response
create a safety hazard for users of a state-controlled road.	<p>AND</p> <p>AO18.2 Vehicular access is in accordance with volume 3, parts, 3, 4 and 4A of the Road Planning And Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.</p> <p>AND</p> <p>AO18.3 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.</p>	<p>prepared by ARO industries (see appendix 6). It was concluded in that report that the proposed development has been assessed as having a minor impact on the surrounding transport network. In accordance with the Guide to Traffic Impact Assessment, no upgrades are required to mitigate the impact of the development on the Malone Road / Kennedy Highway Intersection. The Auxiliary left turn lane (AUL) on the Kennedy Highway into Malone Road will need to be extended to allow sufficient length for deceleration of the vehicles entering the site directly from the highway. The minimum length of the short auxiliary left lane associated with the site access is 70m.</p> <p>The existing road network and site dimensions (site frontage and depth) of the proposed facility within the site, is considered to be sufficient for the scale and nature of the intended use without compromising the safety and function of the surrounding road network.</p> <p>Complies See Traffic Impact Assessment undertaken by ARO Industries.</p> <p>Complies See Traffic Impact Assessment undertaken by ARO Industries.</p>
Planned upgrades		
PO19 Development does not impede delivery of planned upgrades of state-controlled roads.	AO19.1 Development is not located on land identified by the Department of Transport and	Complies Development is not located on land identified by

State Development Assessment Provisions – version 2.0

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

Performance outcomes	Acceptable outcomes	Response
	<p>Main Roads as land required for the planned upgrade of a state-controlled road.</p> <p>Note: Land required for the planned upgrade of a state-controlled road is identified in the <u>DA mapping system</u>.</p> <p>OR</p>	<p>the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.</p>
	<p>AO19.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.</p>	<p>Complies Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.</p>
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO19.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development.</p> <p>AND</p>	<p>Complies Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.</p>
	<p>AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road.</p> <p>AND</p>	<p>Complies Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.</p>
	<p>AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road.</p> <p>AND</p>	<p>Complies Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.</p>
	<p>AO19.6 Land is able to be reinstated to the pre-</p>	<p>Complies</p>

Performance outcomes	Acceptable outcomes	Response
	development condition at the completion of the use.	Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.
<p>Network impacts</p> <p>PO20 Development does not result in a worsening of operating conditions on the state-controlled road network.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies</p> <p>As part of the application material, a detailed Traffic Impact Assessment Report has been prepared by ARO industries (see appendix 6). It was concluded in that report that the proposed development has been assessed as having a minor impact on the surrounding transport network. In accordance with the Guide to Traffic Impact Assessment, no upgrades are required to mitigate the impact of the development on the Malone Road / Kennedy Highway Intersection. The Auxiliary left turn lane (AUL) on the Kennedy Highway into Malone Road will need to be extended to allow sufficient length for deceleration of the vehicles entering the site directly from the highway. The minimum length of the short auxiliary left lane associated with the site access is 70m.</p> <p>The existing road network and site dimensions (site frontage and depth) of the proposed facility within the site, is considered to be sufficient for the scale and nature of the intended use without compromising the safety and function of the surrounding road network.</p>
<p>PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.</p> <p>PO22 Upgrade works on, or associated with, a</p>	<p>AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.</p> <p>AO22.1 Upgrade works required as a result of</p>	<p>Complies</p> <p>See Traffic Impact Assessment undertaken by ARO Industries.</p> <p>Complies</p>

Performance outcomes	Acceptable outcomes	Response
state-controlled road are built in accordance with Queensland road design standards.	<p>the development are designed and constructed in accordance with the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2016.</p> <p>Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.</p>	See Traffic Impact Assessment undertaken by ARO Industries.

Table 1.2.2: Environmental emissions

Performance outcomes	Acceptable outcomes	Response
Noise		
Accommodation activities		
PO23 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.	<p>AO23.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> ≤60 dB(A) L₁₀ (18 hour) façade corrected (measured L₉₀ (8 hour) free field between 10pm and 6am ≤40 dB(A)) ≤63 dB(A) L₁₀ (18 hour) façade corrected (measured L₉₀ (8 hour) free field between 10pm and 6am >40 dB(A)) in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment</p>	<p>Complies with PO23</p> <p>The proposed caretaker's accommodation facility is provided for the manager of the service station. The noise intrusions from the road are not considered relevant to the accommodation facility as it to support the commercial activity on the site.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>In some instances the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.</p> <p>OR all of the following acceptable outcomes apply:</p> <p>AO23.2 Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p> <p>AO23.3 Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p> <p>AO23.4 Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria:</p> <p>1. ≤ 35 dB(A) Leq (1 hour) (maximum hour over 24 hours).</p>	

Performance outcomes	Acceptable outcomes	Response
	<p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>Habitable rooms of relevant residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. Transport noise corridors are mapped on the DA mapping system.</p>	
<p>PO24 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.</p>	<p>AO24.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> to meet the following external noise criteria in outdoor spaces for passive recreation: <ol style="list-style-type: none"> ≤57 dB(A) L₁₀ (18 hour) free field (measured L₉₀ (18 hour) free field between 6am and 12 midnight ≤45 dB(A)) ≤60 dB(A) L₁₀ (18 hour) free field (measured L₉₀ (18 hour) free field between 6am and 12 midnight >45 dB(A)) in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport 	<p>Complies with PO24</p> <p>The proposed caretaker's accommodation facility is provided for the manager of the service station. The noise intrusions from the road are not considered relevant to the accommodation facility as it to support the commercial activity on the site.</p>

Performance outcomes	Acceptable outcomes and Main Roads, 2013.	Response
	<p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>OR</p> <p>AO24.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p> <p>AND</p> <p>AO24.3 Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).</p>	
<p>Child care centres</p> <p>PO25 Development involving a:</p> <ol style="list-style-type: none"> child care centre; or educational establishment <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.</p>	<p>AO25.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> ≤58 dB(A) L₁₀ (1 hour) façade corrected (maximum hour during normal opening hours) in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport 	<p>Not applicable</p> <p>The proposal is not for a child care centre.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>and Main Roads, 2013.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>OR all of the following acceptable outcomes apply:</p> <p>AO25.2 Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. AND</p> <p>AO25.3 Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor. AND</p> <p>AO25.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria: 1. ≤35 dB(A) Leq (1 hour) (maximum hour during opening hours).</p> <p>Statutory note: Noise levels from a state-controlled</p>	<p>Not applicable The proposal is not for a child care centre.</p> <p>Not applicable The proposal is not for a child care centre.</p> <p>Not applicable The proposal is not for a child care centre.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013, is provided.</p>	
<p>PO26 Development involving a:</p> <ol style="list-style-type: none"> child care centre; or educational establishment <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.</p>	<p>AO26.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> to meet the following external noise criteria in each outdoor education area or outdoor play area: <ol style="list-style-type: none"> ≤63 dB(A) L₁₀ (12 hour) free field (between 6am and 6pm) in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>OR</p> <p>AO26.2 Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1</p>	<p>Not applicable</p> <p>The proposal is not for a child care centre.</p>
		<p>Not applicable</p> <p>The proposal is not for a child care centre.</p>

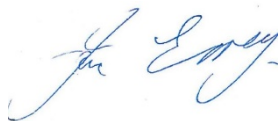
Performance outcomes	Acceptable outcomes	Response
	multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	
Hospitals		
PO27 Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.	AO27.1 Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria: 1. ≤35 dB(A) Leq (1 hour) (maximum hour during opening hours). Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.	Not applicable The proposal is not for a Hospital.
Vibration		
Hospitals		
PO28 Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.	AO28.1 Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of 0.1m/s ^{1.75} . AND AO28.2 Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of 0.4m/s ^{1.75} . Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified	Not applicable The proposal is not for a Hospital.
		Not applicable The proposal is not for a Hospital.

Performance outcomes	Acceptable outcomes	Response
Air and light	vibration assessment report is provided.	
PO29 Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	AO29.1 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Complies The proposed caretaker's accommodation facility is provided for the manager of the service station. The noise intrusions from the road are not considered relevant to the accommodation facility as it to support the commercial activity on the site.
PO30 Development involving a: 1. child care centre; or 2. educational establishment minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	AO30.1 Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not applicable The proposal is not for a child care centre or educational establishment.
PO31 Development involving an accommodation activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	AO31.1 Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor. OR AO31.2 Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor.	Complies The proposed caretaker's accommodation facility is provided for the manager of the service station. The noise intrusions from the road are not considered relevant to the accommodation facility as it to support the commercial activity on the site.
		Complies The proposed caretaker's accommodation facility is provided for the manager of the service station. The noise intrusions from the road are not considered relevant to the accommodation facility as it to support the commercial activity on the site.

APPENDIX 10: LIGHTING ASSESSMENT

Emerald Creek Service Station – Roadway lighting assessment

Prepared by SPA Consulting Engineers (QLD) Pty Ltd
16/06/21



Jane Errey
Senior Engineer



Simon Perkins
Director

REVISION HISTORY

Date	By	Revision notes
16/06/21	SP	Initial issue



SPA Consulting Engineers (QLD) Pty Ltd
PO Box 664 North Cairns QLD 4870
Ph: 07 4032 3311
Email: admin@spaconsulting.com.au

1 Introduction

Clarke and Prince Pty Ltd engaged SPA Consulting Engineers (Qld) Pty Ltd (SPA) to carry out a lighting assessment of the intersection of the Kennedy Highway and Malone Road associated with a proposed service station. The lighting assessment is to examine the requirements for roadway lighting when assessed against with the Department of Transport and Main Roads (DTMR) Road Planning and Design Manual (RPDM) 2nd edition volume 6.

2 Site visit

A site visit was carried out on the 13th of June and it was noted that at present there is no roadway lighting at the intersection.

There are existing 22 kV high voltage overhead lines on the southern side of Malone Road and on the western side the Kennedy Highway.

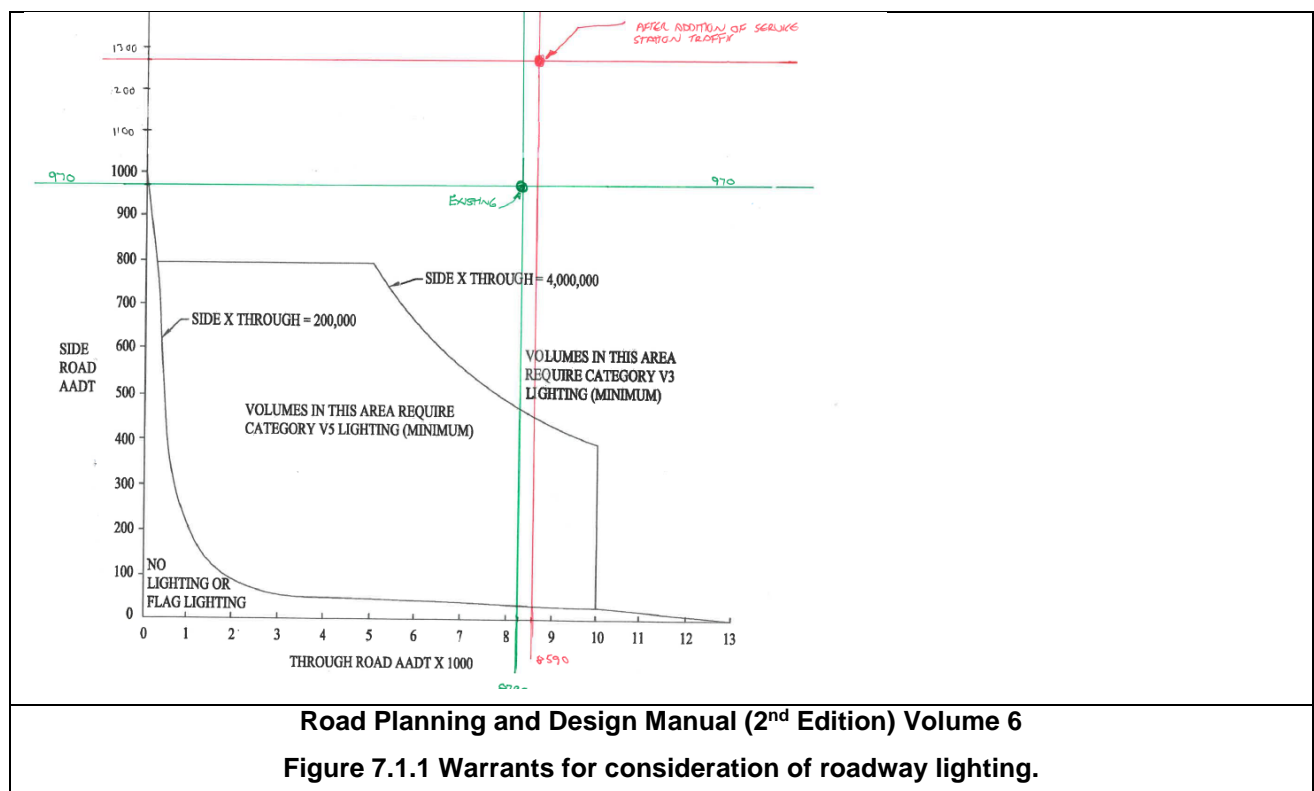
3 Traffic information

ARO Industries provided the following traffic information in an email dated 14-06-2021.

LOCATION	AADT EXISTING	AADT ESTIMATED AFTER CONSTRUCTION OF SERVICE STATION
KENNEDY HIGHWAY THROUGH TRAFFIC	8290	8590
MALONE ROAD SIDE ROAD TRAFFIC	970	1270

4 Review of the Road Planning and Design Manual (2nd Edition) Volume 6

Using the AADT (Average Annual Daily Traffic) information provided by ARO Industries we reviewed section 7.1.1 of Volume 65 which details where roadway lighting warrants consideration (see image below).



As can be seen, the existing intersection warrants consideration of roadway lighting to sub-category V3.

The addition of a service station on Malone Road will increase through traffic and side traffic and the combination of that demonstrates an increased in the warrant for roadway lighting to sub-category V3.

5 Assessment

Our assessment is that roadway lighting to the intersection of the Kennedy Highway and Malone Road will be required to be constructed prior to the opening of the service station and that the lighting should comply with AS/NZS 1158.1.1 lighting sub-category V3.


6 Order of cost for the roadway lighting

To provide a reasonably accurate estimate of the cost of the roadway lighting, it would be necessary for us to prepare a design and then prepare an estimate based on that design.

We have carried out a desktop review of the likely roadway lighting and anticipate that the between 12 and 13 new roadway lights would be required to meet the requirements of AS/NZS 1158.1.1.

Assuming that DTMR require the roadway lighting to be rate 3, the order of cost is \$275,000.00 + GST. Should DTMR require rate 2 roadway lighting and Ergon Energy agrees to rate 2 lighting the cost would be reduced by around \$50,000.00. The order of cost estimate is inclusive of consultancy fees, but excludes contingency or the cost of detailed survey. Detailed survey would be needed for a section of Kennedy highway and a section of Malone Road (a total length of approximately 520 m for the two roads).

6.1 ESTIMATE

Project:	Emerald Creek Service Station Roadway lighting order of cost estimate	 consulting engineers (QLD) admin@spaconsulting.com.au
Project No:	3417	
Prepared By:	SP	
Approved	SP	
Date:	15/08/2021	

Template Rev		NOTE : FOR REVISION HISTORY DETAILS REFER TO REVISION TABS
30/03/2016		

TOTAL AMOUNT (excluding contingency and GST)	\$274,723.40
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ITEM No	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT
	FEES				
	Consultancy fees (design, document, tender contract admin)	1	item	\$9,700.00	\$9,700.00
	Ergon application and audit fees	1	item	\$1,200.00	\$1,200.00
	Ergon pillar	1	item	\$5,500.00	\$5,500.00
	TRENCHING AND EXCAVATION FOR ELECTRICAL AND COMMS				
	Cable Locator	3	Hr	\$98.50	\$295.50
	Potholing	3	item	\$312.50	\$937.50
	Directional boring per conduit(adjust distance for multiple conduits)	35	lin m	\$179.00	\$6,265.00
	Trench LV & Comms only in verge. Excavate trench 700 mm deep, 800 wide, sand, install conduit, sand fill, then backfill with tape and hard cover where required.	520	lin m	\$32.50	\$16,900.00
	Traffic Control for works near highway	1	item	\$15,000.00	\$15,000.00
	ELECTRICAL CONDUITS SUBSTATION PLINTHS POLE FOOTINGS, ETC				
	Conduit 80 mm HD uPVC electrical	520	lin m	\$27.50	\$14,300.00
	Conduit40 mm heavy duty underground electrical	200	lin m	\$23.50	\$4,700.00
	Conduit bend 80 mm	20	item	\$42.50	\$850.00
	Round Pit for DTMR with concrete surround	15	item	\$2,842.00	\$42,630.00
	Major Road light pole footing (slip base)	13	item	\$2,225.00	\$28,925.00
	ELECTRICAL & STREET LIGHTING WORKS				
	TMR Main switchboard with pillar below, plinth etc	1	item	\$14,000.00	\$14,000.00
	Joint Cable in Looping Pit	3	item	\$696.00	\$2,088.00
	Cat V Road Light (LED) pole single outreach (no pit)	13	item	\$7,164.00	\$93,132.00
	Electrical LV 4C16mm2 Cu Insect protected (m)	0	lin m	\$32.55	\$0.00
	Electrical LV 4C16mm2 Cu (m)	600	lin m	\$24.59	\$14,754.00
	Lighting 1 X 2C8mm2 Cu XLPE (m)	130	lin m	\$8.89	\$1,129.70
	Lighting LV 1 X 2C4mm2 Cu XLPE (m)	130	lin m	\$7.19	\$934.70
	Lighting LV 1 X 1C 2.5m2 Cu EARTH (m)	130	lin m	\$5.70	\$741.00
	Cable 6.0mm2 1C PVC Green/Yellow	130	lin m	\$5.70	\$741.00