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Application for Development Permit for Material Change of Use for a 'Childcare Centre' over Land at 47 Anzac Avenue, Mareeba, more particularly described as Lot 53 on SP204554

June 2022

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Report Number: 20-14/001193

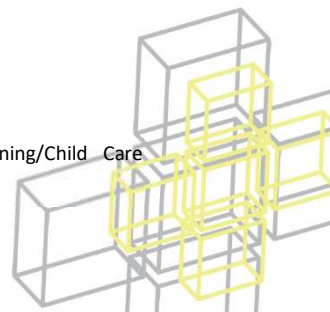
Version / Date: 1 / June 2022

Prepared for:

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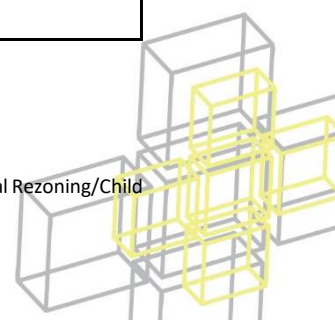
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Document	Status	Orig	Review	Review Date
Version	Purpose of Document			
1	Development Application	EY	EY	20/06/2022

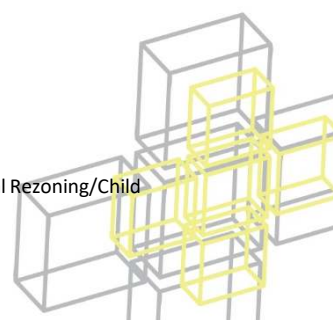


Contents

Annexures	3
Executive Summary	4
1.0. Application Details	5
2.0. Site Information	6
2.1. Site Details	6
2.2. Planning Context	6
2.3. Locality	6
3.0. Proposal	7
4.0. Legislative Considerations.....	8
4.1. Planning Act 2016	8
5.0. Assessment Benchmarks.....	9
5.1. Overview	9
5.2. State Planning Policy	9
5.3. Regional Plan.....	9
5.4. State Development Assessment Provisions (SDAP)	9
5.5. Mareeba Shire Planning Scheme	9
6. Conclusion.....	28

Annexures

Annexure 1:	DA Forms
Annexure 2:	Title Searches
Annexure 3:	QLD Globe Aerial Overlay
Annexure 4:	SmartMap
Annexure 5:	Proposal Plans
Annexure 6:	Traffic Report
Annexure 7:	SDAP Code Assessment
Annexure 8:	Planning Scheme Code Assessment



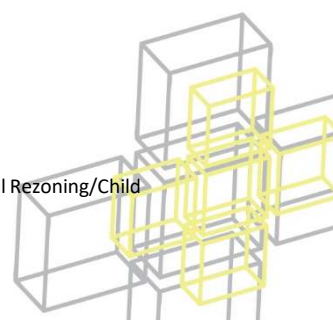
Executive Summary

This Planning Report has been prepared by Planning Plus (QLD) Pty Ltd (Planning Plus) on behalf of Giuliano Cordenos, Gina Cordenos and Stephen Cordenos (the 'applicant') in support of an application to Mareeba Shire Council seeking a Development Permit for Material Change of Use for a 'Childcare Centre' over land at 47 Anzac Avenue, Mareeba, more particularly described as Lot 53 on SP204554.

The development proposed is 'assessable development' as defined under Section 44 of the *Planning Act 2016* and thus requires assessment against local Planning Scheme provisions and relevant State legislation. This report provides an overview of the development proposed and addresses the various planning considerations relevant to Council and State Agencies' assessment of the proposal.

In summary, the report concludes that:

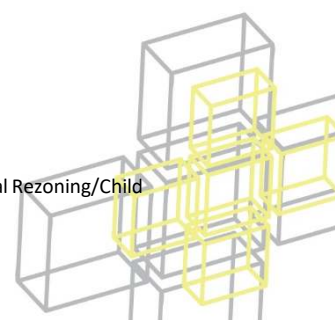
- The submitted information conforms to the requirements for making an 'impact-assessable' development application under the *Planning Act 2016*; and
- Adequate justification exists to support the proposed development under the provisions of the Mareeba Shire Planning Scheme.



1.0. Application Details

A copy of DA Form 1 is included as **Annexure 1**.

Applicant:	Giuliano Cordenos, Gina Cordenos and Stephen Cordenos
Registered Owners:	Giuliano Cordenos, Gina Cordenos and Stephen Cordenos Refer to Title Search (Annexure 2)
Contact:	Mr Evan Yelavich C/- Planning Plus Pty Ltd PO Box 399 REDLYNCH QLD 4870 Ph: 4039 3409 E: evan@planningplusqld.com.au
Real Property Description:	Lot 53 on SP204554
Location:	47 Anzac Avenue, Mareeba
Tenure:	Freehold
Local Government Authority:	Mareeba Shire Council
Contaminated Land or Environmental Management Registers:	Nil
Easements and Encumbrances:	Refer to Title Search (Annexure 2)
Proposal:	Development Permit for Material Change of Use for a 'Childcare Centre'
Our Reference:	20-14/001193



2.0. Site Information

2.1. Site Details

The land the subject of this application is situated at 47 Anzac Avenue, Mareeba, and is described as Lot 53 on SP204554. A QLD Globe Aerial Overlay and SmartMap of the site are included for reference as **Annexures 3 & 4**, respectively.

The site covers an area of 4,061m² and includes frontage to both Anzac Avenue and the Kennedy Highway. The site is currently vacant and is flat and clear of any vegetation and is understood to have access to all necessary urban infrastructure including water supply, sewer, electricity and telecommunications.

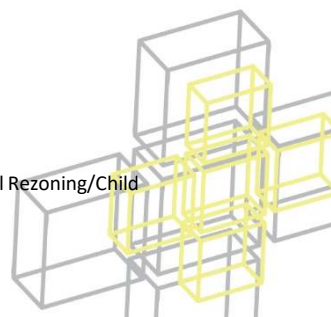
2.2. Planning Context

The planning context of the site is summarised as follows:

Regional Plan:	Urban Footprint
Planning Scheme Local Plan:	N/A
Planning Scheme Zone:	Residential
Planning Scheme Overlays:	<ul style="list-style-type: none">• Airport Environs (8km Bird and Bat Strike Zone)• Residential Dwelling• Transport Infrastructure (State Controlled Road / Collector Road)

2.3. Locality

The site is located approximately 2km south-east of the Mareeba CBD. The area is predominately residential in nature, although land to the west of the site on Anzac Avenue comprises the Mareeba Bowls Club and a childcare centre.



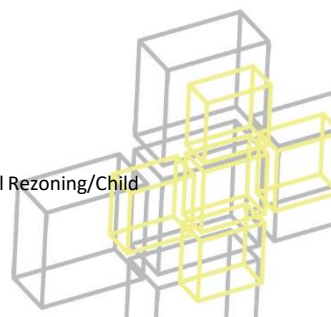
3.0. Proposal

This application seeks a Development Permit for Material Change of Use for a 'Childcare Centre'. Plans of the proposal are included as **Annexure 5** which have been prepared in accordance with the Queensland Development Code Part 22. Based on the indoor and outdoor area requirements of the code, the proposed centre will cater for up to 134 children and 14 staff (see Area Plan 1675-SK04).

The following aspects of the proposal are also noted:

- Single vehicular driveway off Anzac Avenue;
- Total of 29 car parking spaces including a DDA space and five (5) setdown spaces;
- Total floor area of 902m², resulting in a site cover of 22%; and
- Significant landscape areas including buffer to adjoining residential properties which will be densely planted.

Traffic impacts have been assessed and a Traffic Report is included as **Annexure 6**. The report concludes that the proposal achieves safe access and does not compromise the safe and efficient functioning of the surrounding road network.



4.0. Legislative Considerations

4.1. Planning Act 2016

This section provides an overview of the legislative context of the application under the provisions of the *Planning Act 2016*.

4.1.1. Assessable Development

The proposed development is identified as 'assessable' under the *Planning Act 2016* due to the effect of the *Planning Regulation 2017*.

4.1.2. Assessment Manager

The Assessment Manager for this development application is Mareeba Shire Council as determined by Schedule 8 of the *Planning Regulation 2017*.

4.1.3. Level of Assessment

Proposed Material Change of Use is subject to 'impact assessment'.

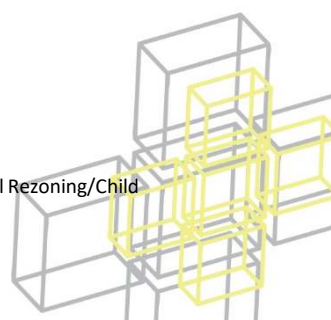
4.1.4. Referral Agencies

A review of Schedule 10 of the *Planning Regulation 2017* indicates that the application will trigger referral to the following State Agencies:

- Department of Transport and Main Roads pursuant to –
 - Part 9, Division 4, Subdivision 2, Table 4.

4.1.5. Public Notification

This application requires public notification for a period of 15 business days.



5.0. Assessment Benchmarks

5.1. Overview

This section provides an assessment of the application against relevant state and local statutory assessment benchmarks.

5.2. State Planning Policy

The State Planning Policy is relevant to the assessment of this application where a state interest is not appropriately reflected in the Planning Scheme relevant to the site. It is understood that all State Planning Policies which are relevant to this application are adequately reflected in the Mareeba Shire Planning Scheme.

5.3. Regional Plan

The Far North Queensland Regional Plan 2009-2031 identifies the subject site as being within the 'Urban Footprint'. The proposal is considered to be consistent with the intent of the plan.

5.4. State Development Assessment Provisions (SDAP)

The following codes have been identified as being applicable to the proposal:

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

An assessment of the proposal against the abovementioned code is included as **Annexure 7**.

5.5. Mareeba Shire Planning Scheme

An assessment of the proposal against all relevant components of the Mareeba Shire Planning Scheme is provided below.

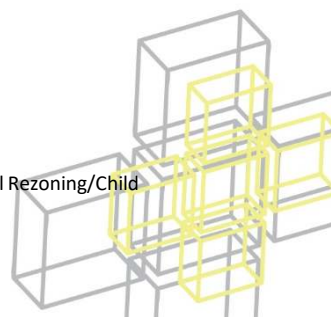
5.5.1. Strategic Framework

5.5.1.1 Settlement pattern and built environment

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.

Comment: Proposal is consistent with the intended settlement pattern of the region.



- (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.

Comment: Proposal contributes to the intended function of Mareeba as the major regional activity centre.

- (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.

Comment: Mareeba includes significant areas of residential-zoned land and the proposal does not compromise this strategic outcome.

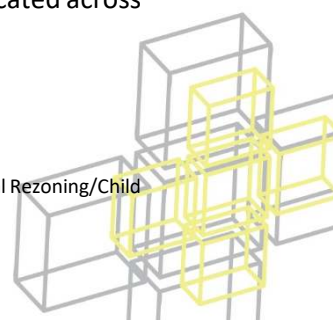
- (4) Rural residential areas are intended to support rural residential development of varying densities, to prevent further fragmentation and alienation of rural areas, conservation areas and biodiversity areas within the regional landscape. Rural residential areas predominantly maintain the current 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.

Comment: Not applicable.

- (5) Primary industries in Rural areas are not compromised or fragmented by incompatible and/or unsustainable development, including but not limited to subdivision that results in a detrimental impact on rural productivity. The valued, relaxed rural lifestyle, character and scenic qualities of the rural area are preserved and enhanced. The rural area is largely maintained to its current extent, while accommodating development directly associated with or reliant on natural resources including rural activities and tourism. Rural areas protect the shire's agricultural area and ensure food security. Other rural areas predominantly remain agricultural grazing properties.

Comment: Not applicable.

- (6) Industry areas support the industrial development in the shire and are protected from encroachment by incompatible or sensitive uses. The Mareeba major industry area is the predominant supply of industrial land which will cater for high impact industry and major industrial developments into the future. Smaller industry areas are strategically located across the shire to service local needs.



Comment: Not applicable.

- (7) The built environment is ecologically sustainable, achieving energy and resource efficiency and favouring architecture that is sensitive to local character. Development reflects sustainable tropical design principles, is climate responsive and preserves natural features.

Comment: Proposal is capable of complying with this strategic outcome through the detailed design phase.

- (8) Risks to infrastructure, buildings and the community posed by bushfires, cyclones, flooding, landslides and other extreme events are minimised. Development is considerate of the potential increased incidence of these hazards induced by climate change.

Comment: Proposal is capable of complying with this strategic outcome through the detailed design phase.

Element—Activity centres network

- (1) The scale of development in activity centres is consistent with their role and function within the defined hierarchy of activity centres, which consists of a major regional activity centre, a village activity centre, rural activity centres and rural villages.

Comment: Proposal is consistent with the role of Mareeba as the major regional activity centre.

- (2) Centre activities are focussed in major regional activity centres, particularly development which draws on a wide catchment. Other activity centres promote local self-containment by facilitating a diverse range of services in support of local catchments and communities.

Comment: Not applicable.

- (3) Other than small scale industry areas, commercial activities will not occur outside centre areas unless there is an overriding need in the public interest, there are no alternative sites in centre areas, there is no adverse impact on centre areas or the area surrounding the development and the site is readily accessible by a range of transport modes.

Comment: Childcare centres are considered appropriate in residential areas and in this case the proposal is located adjacent to other similar uses including another childcare centre and bowls club.

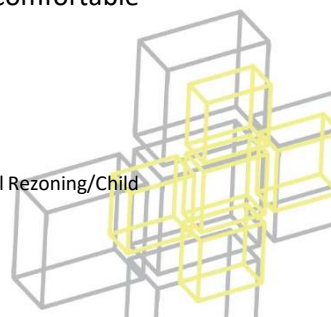
- (4) Ribbon or strip commercial activities along state controlled roads and local collector roads is generally avoided outside of the centre areas where possible.

Comment: Not applicable.

- (5) Centre areas provide vibrant settings for community activity, social interaction and trade. Each centre retains its individual character.

Comment: Not applicable.

- (6) Centre areas provide high quality and attractive streetscapes, active shopfronts, comfortable pedestrian environments and spaces for social interaction.



Comment: Not applicable.

Element—Major regional activity centre

- (1) The role and function of Mareeba as the major regional activity centre for services in Mareeba Shire is strengthened. Mareeba is to accommodate the most significant concentrations of regional-scale business, retail, entertainment, government administration, secondary and tertiary educational facilities and health and social services within the shire.

Comment: Proposal contributes to the intended function of Mareeba as the major regional activity centre.

- (2) Development within Mareeba over time enhances the Shire's self-sufficiency in terms of services offered, business and employment opportunities.

Comment: Proposal will result in additional services and employment in Mareeba.

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

Comment: Proposal seeks to service a growing residential area of Mareeba, with significant further residential-zoned land in the locality.

- (4) The centre area of Mareeba continues to be focussed on the core area around Byrnes Street (between Rankin and Lloyd Streets), with significant expansion of centre activities within underutilised sites within the Byrnes Street core, in Walsh Street and south along Byrnes Street. New development will improve the streetscape of the town centre including streetscape improvement.

Comment: Not applicable.

- (5) Regional scale services and employment are provided in Mareeba, including:
 - (a) primary, secondary and tertiary educational establishments;
 - (b) major supermarkets and large format retailers;
 - (c) factory outlets and warehouses;
 - (d) government administration;
 - (e) hospitals and social services;
 - (f) major recreation and health and fitness facilities.

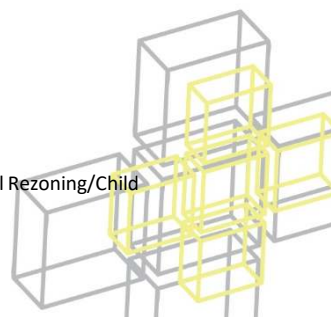
Comment: Proposal adds to the existing level of services and employment in Mareeba.

Element – Village activity centre

Comment: Not applicable.

Element—Rural activity centres

Comment: Not applicable.



Element – Rural villages

Comment: Not applicable.

Element—Residential areas and development

- (1) Residential development, including Multiple dwellings and Dual occupancy, are sensitively integrated into the existing character of residential streets, predominantly in residential areas adjoining the centre areas of Mareeba and Kuranda. Infill development accounts for 20 percent of new dwellings constructed in Mareeba by 2031.

Comment: Not applicable.

- (2) Population growth is focused on infill sites within existing residential areas and greenfield developments in residential areas and urban expansion areas to the east and south of Mareeba. An investigation area to the north of Mareeba will be considered for potential urban growth outside the life of the planning scheme.

Comment: Not applicable.

- (3) Residential expansion occurs in residential areas immediately adjacent to established activity centres and is logically sequenced to ensure efficient servicing by existing physical infrastructure networks.

Comment: Not applicable.

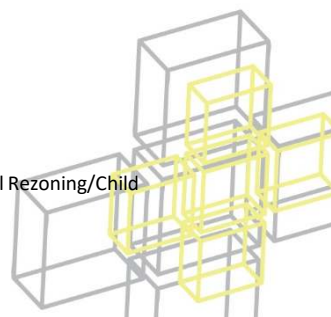
- (4) Residential areas contain predominantly low density residential development and are characterised by traditional detached housing and Dual occupancy development.

Comment: Childcare centres are considered appropriate within residential areas, particularly in this case where other similar uses are located nearby and the site is serviced by higher-order roads.

- (5) A range of mixed housing, affordable housing and social housing is provided in response to the diverse and changing demography of Mareeba Shire. This development is located in residential areas in a manner consistent with the character and amenity of the shire's activity centres.

Comment: Not applicable.

- (6) Residential subdivision design and greenfield development considers and respects:
 - (a) topography;
 - (b) climate responsive design and solar orientation;
 - (c) efficient traffic flows and connectivity;
 - (d) pedestrian and cycle movement;
 - (e) efficient and sustainable infrastructure provision;
 - (f) environmental values;
 - (g) parkland and open space links;
 - (h) mixed lot sizes and dwelling types;
 - (i) water sensitive urban design;
 - (j) good quality agricultural land;
 - (k) the character and scale of surrounding development.



Comment: Not applicable.

Element—Urban expansion and investigation areas

Comment: Not applicable.

Element—Aged care and retirement areas

Comment: Not applicable.

Element—Rural residential areas

Comment: Not applicable.

Element—Rural areas

Comment: Not applicable.

Element—Industry areas

Comment: Not applicable.

Element—Sustainable design

Comment: No building designs are proposed at this stage.

Element—Natural hazard mitigation

- (1) The risk of loss of life and property associated with bushfires, cyclones, flooding, landslides and other weather related events are minimised through the appropriate use of land having regard to its level of susceptibility to the hazard or potential hazard.

Comment: Subject site is not at risk of natural hazards other than cyclone.

- (2) Development in an area subject to a natural hazard incorporates appropriate siting and design measures that mitigate risks to infrastructure, buildings and the community.

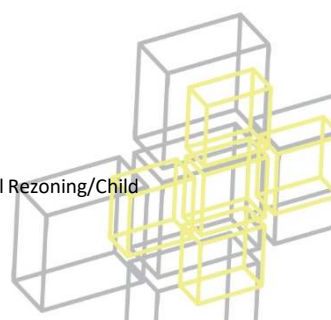
Comment: Not applicable.

- (3) Development considers the potential for increased occurrence of natural hazards as a result of climate change, including greater frequency of extreme weather events and increased rainfall intensities.

Comment: Proposal is capable of complying.

- (4) Development incorporates emergency response measures to ensure the impacts of natural hazards can be minimised.

Comment: Proposal is capable of complying.



Element—Indigenous communities

Comment: Not applicable.

5.5.1.2 Natural resources and environment

Strategic outcomes

- (1) Mareeba Shire's outstanding natural environment, ecological processes and biodiversity values, including those within conservation areas and biodiversity areas, are conserved, enhanced and restored. Minimal loss of native vegetation is achieved in the shire through limited clearing of biodiversity areas, strategically located rehabilitation areas and the replanting of native vegetation. The impacts of pests and weeds on the natural environment is minimised and managed.

Comment: Subject site does not include significant natural features.

- (2) Natural corridors through the landscape, including ecological corridors, and natural areas which provide linkages between areas of significant biodiversity and habitat value are protected and enhanced. Opportunities are realised to connect habitat fragments across the regional landscape through strategic rehabilitation and protection of potential habitat connection corridors, such as habitat linkages. The resilience of natural systems and wildlife to respond to climate change is strengthened by providing maximum connectivity across a range of habitats, allowing species to migrate and retreat.

Comment: Subject site does not form part of a natural corridor.

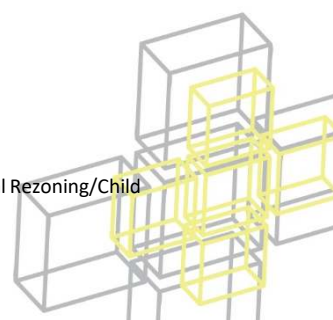
- (3) The physical condition, ecological health, environmental values and water quality of surface water and groundwater systems, including but not limited to major waterbodies and major watercourses, is protected, monitored and improved. The impacts of Mareeba Shire's water quality, wetland and riparian health on the Great Barrier Reef and the Gulf of Carpentaria are recognised through integrating sustainable catchment management practices into land use planning. Riparian areas and areas surrounding ecologically significant wetlands will be enhanced as part of new development.

Comment: Proposed development can be designed to ensure appropriate water quality outcomes.

- (4) The shire secures a safe, reliable and adequate water supply, which is efficiently used and appropriately managed to ensure social, economic and environmental sustainability. Important strategic sources of water, including the Barron Basin, contingent water supplies and underground aquifers are recognised for their role in supporting the shire's community, primary industries and economic base. Their social, economic and environmental function is not compromised by land uses and development.

Comment: Proposed development does not compromise this outcome.

- (5) The air and acoustic environment of Mareeba Shire is managed to ensure its maintenance or improvement. Development maintains or enhances the health and well-being of the community and the natural environment.



Comment: Proposed development includes provisions to ensure appropriate air and acoustic outcomes.

- (6) Risks to health and safety caused by contaminated land are managed, including through the remediation of contaminated sites and the careful management of unexploded ordinances.

Comment: Not applicable.

Element: Conservation areas

Comment: Not applicable.

Element—Pest and weed management

- (1) Development within, adjoining or surrounding conservation areas, biodiversity areas, wetlands or watercourses avoids the incursion of weeds and pests through best practice management practices, sensitive design, landscaping and appropriate setback and buffer distances.

Comment: Site does not include or impact on any sensitive natural areas.

- (2) Wildlife predation from domestic animals in biodiversity areas is avoided by restricting cats and dogs, providing sufficient fencing or other appropriate mitigation measures.

Comment: Not applicable.

- (3) Plants used for landscaping and street trees are ideally native species, appropriate for the purpose and the local environment, and do not introduce invasive or exotic plants into the shire.

Comment: Proposal is capable of complying.

- (4) Operational works ensure appropriate management practices are adopted to minimise the spread of weed species.

Comment: Proposal is capable of complying.

Element—Biodiversity areas

Comment: Not applicable.

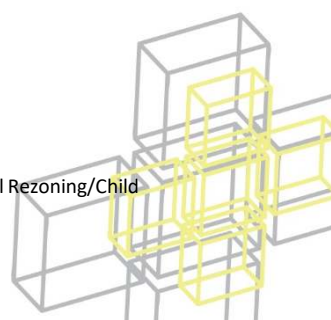
Element—Strategic rehabilitation and ecological corridors

Comment: Not applicable.

Element—Watercourses and wetlands

Comment: Not applicable.

Element—Water resources



Comment: Not applicable.

Element—Air and noise quality

- (1) The health, well-being, amenity and safety of the community and the environment is protected from the impacts of air emissions, noise and odour through appropriate management and adequate separation distances.

Comment: Proposed development includes landscaped buffering to mitigate impacts on adjoining properties.

- (2) Mareeba's major industry area accommodates uses with the potential to impact on air and acoustic qualities.

Comment: Not applicable.

- (3) Land uses which emit high level of noise, including for example motor sports, gun clubs and the like will be appropriately located and managed to mitigate acoustic impacts.

Comment: Childcare centres are considered appropriate within residential areas and the proposed development also includes landscaped buffering to mitigate impacts on adjoining properties.

- (4) Sensitive land uses are appropriately separated from areas containing or designated for activities that generate noise and air emissions.

Comment: Childcare centres are considered appropriate within residential areas and the proposed development also includes landscaped buffering to mitigate impacts on adjoining properties.

Element—Contaminated land

Comment: Not applicable.

5.5.1.3 Community identity and diversity

Strategic outcomes

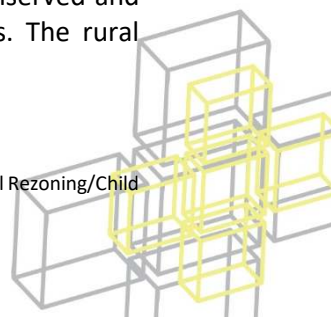
- (1) Mareeba Shire is characterised by a diverse cultural, scenic and natural character and identity. Valued streetscapes, town centres, built and natural features and precincts of character housing will be preserved and enhanced through sympathetic new development and redevelopment of existing buildings.

Comment: Not applicable.

- (2) Heritage places and areas of historical significance are conserved and enhanced through sensitive re-use. Indigenous cultural heritage within the landscape is protected, or developed in consultation with Traditional Owners.

Comment: Not applicable.

- (3) The outstanding landscape qualities and scenic routes of Mareeba Shire are conserved and protected from development that diminishes their visual and aesthetic values. The rural



character, evidence of geomorphologic history and natural features within the regional landscape are preserved through sensitive development which complements iconic views, rainforest, hill slopes, bushland and rural vistas.

Comment: Not applicable.

- (4) Development integrates a range of well linked and accessible open space and recreational areas within residential areas and centre areas and their surrounds. Open space and recreation areas are retained for community use, protected from incompatible development and incorporate important biodiversity areas and buffers to wetlands and watercourses. Open space supports a range of recreational activities which are consistent with community demand and encourage healthy and active lifestyles, including sporting and leisure facilities and trail networks.

Comment: Not applicable.

- (5) A range of community facilities, that meet the needs of the Mareeba Shire community, is provided, maintained and enhanced. Facilities that cater for cultural events, community activities, sports and recreation are sensitively developed and integrated into the surrounding area. The range and location of community facilities caters for a wide cross section of interests and users in dispersed locations.

Comment: Not applicable.

- (6) Easily accessible health care services and facilities are provided that meet community needs. Public health and safety is fostered in the design of the built environment in Mareeba Shire, including by promoting surveillance, activity and recreation.

Comment: Not applicable.

Element—Local character

Comment: Not applicable.

Element—Cultural heritage

Comment: Not applicable.

Element—Scenic amenity

Comment: Not applicable.

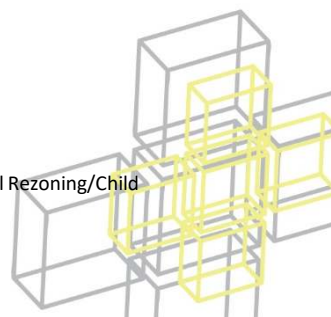
Element—Open space and recreation

Comment: Not applicable.

Element—Community facilities

Comment: Not applicable.

Element—Health



Comment: Not applicable.

Element – Safe and healthy communities

Comment: Not applicable.

5.5.1.4 Transport and infrastructure

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.

Comment: Proposal is appropriately located with respect to higher-order roads and will ensure the continued efficient functioning of the road network.

- (2) The rail network is recognised as important strategic infrastructure resulting from significant past investment. Use of the rail network for tourist, passenger and freight movements throughout the shire is protected and enhanced.

Comment: Not applicable.

- (3) Designated freight routes are appropriately managed and upgraded. Designated freight routes, active elements of the rail network and planned and designated future state roads are not prejudiced by inappropriate land uses to ensure the efficient transportation of essential goods and services, now and in the future.

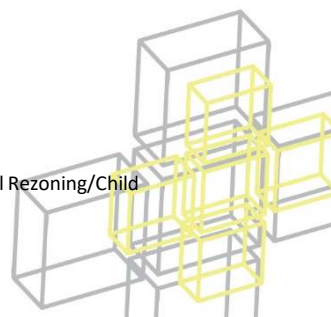
Comment: Proposal will ensure the continued efficient functioning of the road network.

- (4) Street layout and design, including in new development, supports mixed transit modes, including buses, pedestrians, cyclists and mobility devices, particularly in activity centres. Centre areas and destinations are safely and conveniently accessible to cyclists and pedestrians through the provision of a permeable and highly connected active transport network, including principal cycle routes, and the provision of end of trip facilities.

Comment: Proposal can be designed to appropriately integrate relevant transport modes if required.

- (5) The Mareeba Airport provides a strategic, regional hub for air traffic, aviation services and industries in the shire. The expansion of Mareeba Airport is facilitated as an airport enterprise area that encourages aviation compatible business, industry and commercial enterprises to co-locate to create an aviation dependant activity cluster where the activity centre hierarchy is maintained and where the operational efficiency and safety of the Mareeba Airport is ensured through the appropriate design and location of development.

Comment: Not applicable.



- (6) New development is appropriately sequenced and coordinated with existing and future water, wastewater, stormwater and transport infrastructure, to ensure the operations of existing infrastructure are not compromised and community needs continue to be met. New infrastructure is provided to development in accordance with Council's desired standards of service and supports a consolidated urban form to maximise return on investment. The ongoing operation of key infrastructure elements is not prejudiced by inappropriate development.

Comment: Proposal will include appropriate upgrades to the relevant infrastructure networks if required.

- (7) The shire is provided with sustainable and adequate waste disposal facilities that have minimal adverse impact on the environment. Transfer stations and waste disposal facilities are separated and not compromised by incompatible development or sensitive land uses. Urban development provides appropriately located and adequate space for waste storage and collection.

Comment: Proposal includes appropriate waste storage and collection facilities.

- (8) The generation and consumption of energy is sustainable and efficient. Over reliance on distant coal-fired power stations for electricity supply is minimised through the establishment of renewable energy generation facilities and localised and domestic- scale energy generation, where the integrity and function of local electricity networks is not compromised. Power stations, high-voltage transmission lines and sub stations, including electricity infrastructure and energy generation facilities, are protected from incompatible development.

Comment: Not applicable.

- (9) Mareeba Shire is supported by affordable and reliable high-speed telecommunications that are delivered through facilities that minimise visual impact.

Comment: Not applicable.

- (10) Out of sequence development and development in excess of planning assumptions provides contributions or upgrades to road, pedestrian and cycle, water and sewerage, and stormwater networks that are commensurate with the anticipated impacts generated by the development.

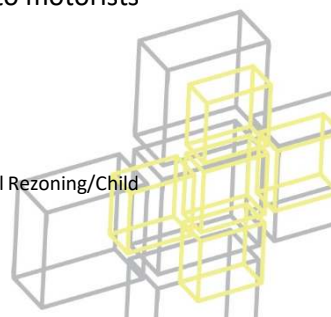
Comment: Proposal will include appropriate upgrades to the relevant infrastructure networks if required.

Element—Road network

- (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.

Comment: Proposal is capable of complying if required.

- (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.



Comment: Not applicable.

- (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.

Comment: Not applicable.

- (4) Development provides off-street parking, loading and manoeuvring areas where possible and practicable.

Comment: Proposal complies.

- (5) Development of new roads and upgrades to existing roads are designed and constructed in accordance with the FNQROC Regional Development Manual as amended.

Comment: Proposal is capable of complying.

Element—Rail network

Comment: Not applicable.

Element - Freight

Comment: Not applicable.

Element—Public and active transport

Comment: Not applicable.

Element—Air transport

Comment: Not applicable.

Element—Water supply and wastewater services

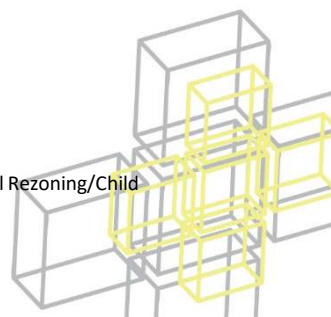
- (1) Development is provided with adequate water and wastewater infrastructure in accordance with Council's Desired Standards of Service.

Comment: Proposal will include necessary infrastructure connections.

- (2) Water storage, sewerage disposal and reticulation infrastructure is utilised and extended economically and efficiently to new development.

Comment: Proposal is located in an existing urban area so will be able to be efficiently connected to infrastructure.

- (3) Development in rural areas will demonstrate that it has access to adequate potable water and fire-fighting water supply on-site.



Comment: Not applicable.

- (4) In areas not serviced by reticulated sewerage, on-site effluent disposal systems ensure the environment or amenity is not adversely impacted.

Comment: Not applicable.

- (5) The ongoing operation of sewerage treatment plants and associated infrastructure is protected from incompatible and odour sensitive development.

Comment: Not applicable.

- (6) Upgrades and extensions to water and wastewater infrastructure are designed and constructed in accordance with the FNQROC Regional Development Manual as amended.

Comment: Proposal is capable of complying.

Element—Stormwater management

- (1) Water Sensitive Urban Design principles and adequate infrastructure are integrated into new development, ensuring:
- (a) water quality objectives are met;
 - (b) a no worsening effect on surrounding land and the environment is achieved;
 - (c) flooding and ponding of water is avoided

Comment: Proposal is capable of complying.

- (2) Stormwater is managed and measures are implemented to ensure erosion is prevented or minimised and contaminants are not released into surrounding environs.

Comment: Proposal is capable of complying.

Element—Waste management

- (1) Waste facilities have adequate capacity to service the community and industry and provide a sustainable method of waste disposal.

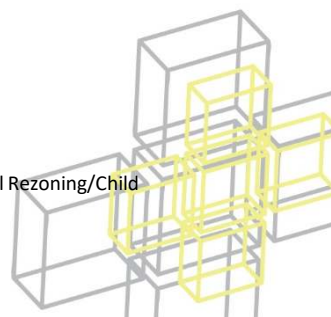
Comment: Not applicable.

- (2) Waste facilities are designed and operated to minimise adverse impacts on the community and the environment and are protected from encroachment of inappropriate and odour sensitive development.

Comment: Not applicable

- (3) Significant waste management facilities, including Mareeba landfill and Springmount waste facility, provide for the long term solid waste disposal needs of the eastern part of the shire. Their ongoing operations are protected from incompatible development.

Comment: Not applicable.



- (4) On-site waste disposal and recycling areas are provided by development to meet operational requirements of storage, screening and collection.

Comment: Proposal is capable of complying.

Element—Energy supply

- (1) Adequate, sustainable, reliable and secure electricity supply infrastructure is provided to the shire, including new development.

Comment: Proposal is able to be efficiently connected to electricity supply.

- (2) High voltage major electrical infrastructure and energy generation facilities are protected from conflicting development.

Comment: Not applicable.

- (3) The shire's net carbon emissions are reduced by establishment of renewable energy generation facilities, maintaining compact urban areas and encouraging development that embraces energy efficient design features.

Comment: Not applicable.

- (4) Renewable energy facilities are connected to an existing, nearby, high voltage electricity network (with adequate capacity) without significant environment, social or amenity impact.

Comment: Not applicable.

Element—Information and communication technology

- (1) Households, businesses and industry within urban and rural communities are serviced with high-speed fibre-optic, high-speed wireless or satellite broadband internet connections across the shire.

Comment: Proposal is able to be efficiently connected to telecommunications infrastructure.

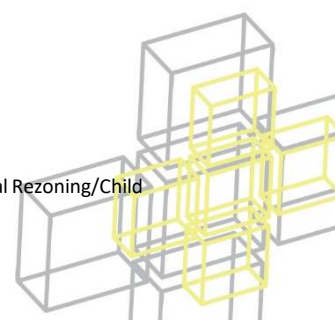
- (2) Telecommunications facilities, particularly mobile phone towers, are located to ensure visual amenity is not compromised, with these facilities co-located wherever possible.

Comment: Not applicable.

5.5.1.4 Economic development

- (1) The rural economy that underpins the settlement pattern of Mareeba Shire prospers and diversifies, with traditional and emerging primary industries continuing to provide the economic base of the shire. Increasing opportunities for value-adding and processing primary product are realised on-farm and within surrounding towns. Agricultural areas and rural industries are protected from development which may compromise its ongoing viability. Infrastructure which supports agriculture and primary industry is maintained and protected.

Comment: Not applicable.



- (2) The rural area includes a range of uses which compliment dominant primary industry activities and enhance the shire's economy. Activities including rural industries, intensive agricultural uses, intensive animal industries and expanded forestry and permanent plantations are supported in appropriate locations where impacts on the environment and surrounding land uses are limited and manageable.

Comment: Not applicable.

- (3) Mareeba Shire is increasingly provided with retail and business opportunities and improved government services to enhance self-sufficiency. These opportunities and services are consolidated through the clustering and co-location of commercial uses in activity centres and are particularly focussed within Mareeba. Kuranda, as a village activity centre, maintains its level of self-reliance through servicing its local catchment with a range of services and employment opportunities.

Comment: Proposal provides additional services within the shire's main activity centre of Mareeba.

- (4) The natural environment, rural and scenic landscapes of Mareeba Shire provide a basis for the development of sustainable tourism enterprises. Mareeba Shire's geographic proximity to Cairns International Airport provides opportunities for increasing visitation and exposure to the shire. Large scale tourist accommodation facilities are developed in key sites across the shire and meet the needs of a range of users. The character and appeal of key activity centres, landscape features and scenic routes which attract tourists to Mareeba Shire will be maintained and enhanced. The western dry land savannah of the shire accommodates further nature and rural based tourism development.

Comment: Not applicable.

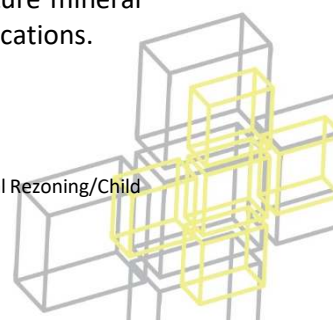
- (5) Industry areas provide for a range of industrial development, expansion, supporting infrastructure and employment opportunities consistent with their intended function in the shire. Industry areas are protected from incompatible development and sensitive land uses. The Mareeba Airport expands and caters for a hub of specialist aviation services.

Comment: Not applicable.

- (6) Catalysts for economic diversification and cultural activity such as educational establishments, emerging technology, research and development activities and the arts are encouraged in the shire, preferably near or within Mareeba or the Kuranda district. Creative industries flourish in Mareeba Shire, providing strong cultural legacies and sustained employment opportunities. The shire's unique wet tropical ecosystems and dry tropical savannahs provide further opportunities to develop regional tropical expertise and attract more environmental education and scientific research activities to the shire.

Comment: Not applicable.

- (7) The geological diversity and rare mineral occurrence of Mareeba Shire provide the basis for the establishment of mixed mining activities of varying scales, supporting increased employment and wealth within the shire, while ensuring ecological and amenity values are not negatively impacted. Support services and infrastructure to existing and future mineral exploration, including workers accommodation, are encouraged in appropriate locations.



Comment: Not applicable.

- (8) Key resource areas (of local, regional and state significance) and associated haul routes are buffered from incompatible development. New resource operations establish in rural areas where impacts on surrounding land are manageable and environmental values can be protected.

Comment: Not applicable.

- (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.

Comment: Not applicable.

- (10) Mareeba Shire positions itself as a major sustainable energy region of Australia, providing a significant portion of the shire's electricity supply through various renewable sources. Sustainable energy generation also contributes to the economy of the shire and provides an increasing source of employment. Energy generation facilities, including the Barron Gorge Hydroelectric Power Station, and any newly established power generation facilities are protected from incompatible development.

Comment: Not applicable.

- (11) Major employment generators within Mareeba Shire continue to support the economy and are protected from development which may prejudice their ongoing operation. New and expanded employment generators are promoted in appropriate locations across the shire, including within activity centres and rural areas.

Comment: Not applicable.

Element—Rural and Agricultural land

Comment: Not applicable.

Element—Rural enterprise

Comment: Not applicable.

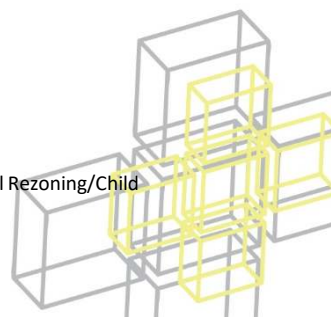
Element—Intensive animal industries

Comment: Not applicable.

Element—Forestry and permanent plantations

Comment: Not applicable.

Element—Retail and commercial development



(1) Commercial development will be facilitated by:

- (a) consolidation and co-location of centre activities in existing centre areas;
- (b) identification of space adjacent to centre areas to cater for the expansion of commercial activities;
- (c) infrastructure provision in areas identified as able to cater for new commercial development;
- (d) maintenance of a high standard of infrastructure, services and amenity in existing commercial areas to support further business investment and expansion.

Comment: Proposal could be considered semi-commercial in nature however is a type of development which is considered appropriate within a residential area where appropriately serviced by higher-order roads. Other similar uses including another childcare centre and bowls club are also located close by.

(2) Out-of-centre retail development is avoided and should only occur if there is a clearly demonstrated over-riding community need and evidence demonstrating that the development would not adversely impact existing centre areas.

Comment: Not applicable.

(3) Centre areas provide a vibrant, busy setting for community activity, social interaction and local trade and exchange. Each centre area retains its relaxed rural atmosphere and unique character, and provides for a high level of pedestrian activity.

Comment: Not applicable.

(4) The following features are integrated or provided by new commercial development:

- (a) attractive streetscapes with shade trees and awnings;
- (b) active shop fronts;
- (c) pedestrian and cyclist comfort and convenience;
- (d) universal design principles;
- (e) spaces for community activity and social interaction;
- (f) CPTED initiatives.

Comment: Proposal achieves an appropriate streetscape and overall level of amenity that is consistent with the existing character of the area.

(5) Rural activity centres and rural villages may accommodate commercial development that supports their local community within residential areas in circumstances where no available land for centre purposes is designated. The use must demonstrate that any impacts on surrounding residences will not result in nuisance and will maintain rural amenity.

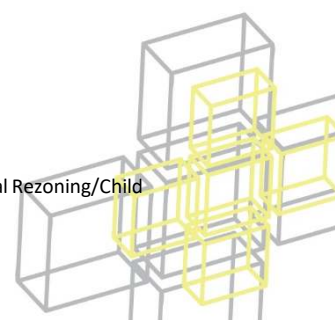
Comment: Not applicable.

Element—Tourism

Comment: Not applicable.

Element—Industry

Comment: Not applicable.



Element— Education, research, culture and the arts

Comment: Not applicable.

Element—Mining

Comment: Not applicable.

Element—Extractive resources

Comment: Not applicable.

Element—Small scale and emerging industries

Comment: Not applicable.

Element—Energy generation

Comment: Not applicable.

Element—Major employment generators

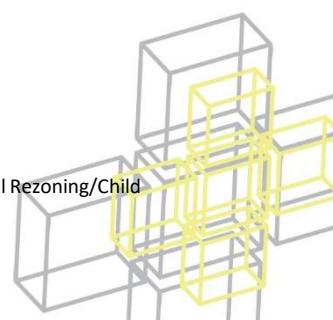
Comment: Not applicable.

5.5.2 Code Assessment

The following codes of the Mareeba Shire Planning Scheme are identified as being applicable to the proposed development:

- Low density residential zone code;
- Airport environs overlay code;
- Community activities code;
- Landscaping code;
- Parking and access code; and
- Works, services and infrastructure code.

An assessment of the proposal against the abovementioned codes is included as **Annexure 8**.



6. Conclusion

This Planning Report has been prepared by Planning Plus on behalf of Giuliano Cordenos, Gina Cordenos and Stephen Cordenos (the 'applicant') in support of an application to Mareeba Shire Council seeking a Development Permit for Material Change of Use for a 'Childcare Centre' over land at 47 Anzac Avenue, Mareeba, described as Lot 53 on SP204554.

The development proposed is 'assessable development' as defined under Section 44 of the *Planning Act 2016* and thus requires assessment against local Planning Scheme provisions and relevant State legislation. This report provides an overview of the development proposed and addresses the various planning considerations relevant to Council and State Agencies' assessment of the proposal.

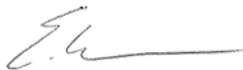
In summary, the report concludes that:

- The submitted information conforms to the requirements for making an 'impact-assessable' development application under the *Planning Act 2016*; and
- Adequate justification exists to support the proposed development under the provisions of the Mareeba Shire Planning Scheme.

In light of the above, we present the application for Council's favourable consideration.

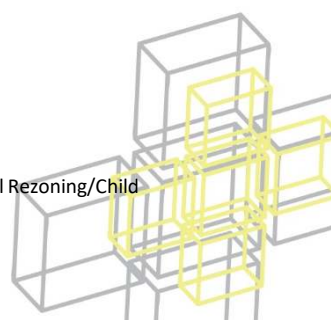
We trust the information provided herein is sufficient for Council's purpose, however should you require any further information, please do not hesitate to contact the undersigned.

Yours faithfully

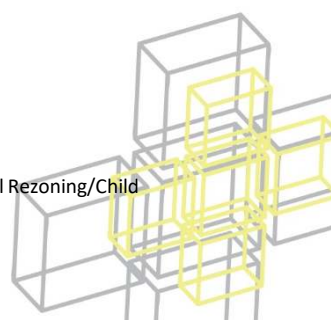


Evan Yelavich
Senior Planner
Planning Plus Pty Ltd

Encl.	Annexure 1:	DA Forms
	Annexure 2:	Title Searches
	Annexure 3:	QLD Globe Aerial Overlay
	Annexure 4:	SmartMap
	Annexure 5:	Proposal Plans
	Annexure 6:	Traffic Report
	Annexure 7:	SDAP Code Assessment
	Annexure 8:	Planning Scheme Code Assessment



Annexure 1: DA Forms



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)	Giuliano Cordenos, Gina Cordenos and Stephen Cordenos C/- Planning Plus
Contact name (only applicable for companies)	Evan Yelavich
Postal address (P.O. Box or street address)	PO Box 399
Suburb	Redlynch
State	QLD
Postcode	4870
Country	
Contact number	(07) 40393409
Email address (non-mandatory)	Evan@planningplusqld.com.au
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	

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

PART 2 – LOCATION DETAILS

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

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

3.1) Street address and lot on plan

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

a)	Unit No.	Street No.	Street Name and Type	Suburb
		47	Anzac Avenue	Mareeba
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4880	53	SP204554	Mareeba Shire
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):*

Childcare Centre

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 (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m ²) (if applicable)
Childcare centre	Childcare Centre		
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? (tick all applicable boxes)	
<input type="checkbox"/> Subdivision (complete 10))	<input type="checkbox"/> Dividing land into parts by agreement (complete 11))
<input type="checkbox"/> Boundary realignment (complete 12))	<input type="checkbox"/> Creating or changing an easement giving access to a lot from a constructed road (complete 13))

10) Subdivision				
10.1) For this development, how many lots are being created and what is the intended use of those lots:				
Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created				
10.2) Will the subdivision be staged?				
<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 on plan description	Area (m ²)
12.2) What is the reason for the boundary realignment?			

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

Division 3 – Operational work

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

14.1) What is the nature of the operational work?	
<input type="checkbox"/> Road work <input type="checkbox"/> Drainage work <input type="checkbox"/> Landscaping <input type="checkbox"/> Other – please specify:	<input type="checkbox"/> Stormwater <input type="checkbox"/> Earthworks <input type="checkbox"/> Signage <input type="checkbox"/> Water infrastructure <input type="checkbox"/> Sewage infrastructure <input type="checkbox"/> Clearing vegetation
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.

- ☐ 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:**

- ☐ 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*)

<input type="checkbox"/> Heritage places – Local heritage places
Matters requiring referral to the Chief Executive of the distribution entity or transmission entity:
<input type="checkbox"/> Infrastructure-related referrals – Electricity infrastructure
Matters requiring referral to:
<ul style="list-style-type: none"> • 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
<input type="checkbox"/> 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 Transport Infrastructure Act 1994:
<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)

- ☐ Yes – provide details below or include details in a schedule to this development application
☒ 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

☒ Yes

Note: See the Planning Regulation 2017 for referral requirements

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

☐ Yes

☒ Not applicable

Supporting information addressing any applicable assessment benchmarks is with the development application

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](#).

☒ Yes

Relevant plans of the development are attached to this development application

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

☐ Yes

The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (see 21)

☐ Yes

☒ Not applicable

25) Applicant declaration

☒ By making this development application, I declare that all information in this development application is true and correct

☒ 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 *Electronic Transactions Act 2001*

Note: It is unlawful to intentionally provide false or misleading information.

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.

Personal information will not be disclosed for a purpose unrelated to the *Planning Act 2016*, Planning Regulation 2017 and the DA Rules except where:

- such disclosure is in accordance with the provisions about public access to documents contained in the *Planning Act 2016* and the Planning Regulation 2017, and the access rules made under the *Planning Act 2016* and Planning Regulation 2017; or
- required by other legislation (including the *Right to Information Act 2009*); or
- otherwise required by law.

This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002*.

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

Date received: Reference number(s):

Notification of engagement of alternative assessment manager

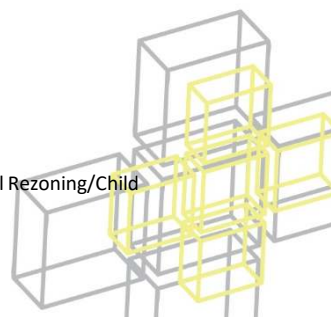
Prescribed assessment manager	
Name of chosen assessment manager	
Date chosen assessment manager engaged	
Contact number of chosen assessment manager	
Relevant licence number(s) of chosen assessment manager	

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	

Annexure 2: Title Searches



Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	50681820	Search Date:	20/06/2022 08:42
Date Title Created:	11/09/2007	Request No:	41416417
Previous Title:	21459137		

ESTATE AND LAND

Estate in Fee Simple

LOT 53 SURVEY PLAN 204554

Local Government: MAREEBA

REGISTERED OWNER**INTEREST**

Dealing No: 721322691 08/12/2021

GIULIANO CORDENOS

GINA CORDENOS

STEPHEN JOHN GUIDO CORDENOS

JOINT TENANTS INTER SE

TENANTS IN COMMON

AS TENANTS IN COMMON

1/2

1/2

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 20152037 (POR 53)

ADMINISTRATIVE ADVICES

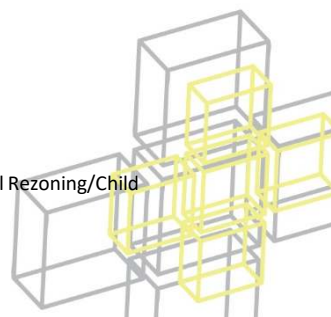
NIL

UNREGISTERED DEALINGS

NIL

** End of Current Title Search **

Annexure 3: QLD Globe Aerial Overlay






A product of

 **Queensland Globe**



Legend located on next page


0 25 metres
Scale: 1:1000

Printed at: A4
Print date: 3/12/2020

Datum: Geocentric Datum of Australia 1994
Projection: Web Mercator EPSG 102100

For more information, visit
<https://qldglobe.information.qld.gov.au/help-info/Contact-us.html>



Department of Natural Resources, Mines and Energy

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Natural parcel boundary



Road parcel



Land parcel



Easement parcel



Strata parcel



Volumetric parcel



Land parcel label

Railway



Road Crossing



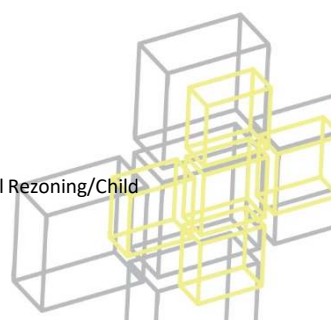
Road

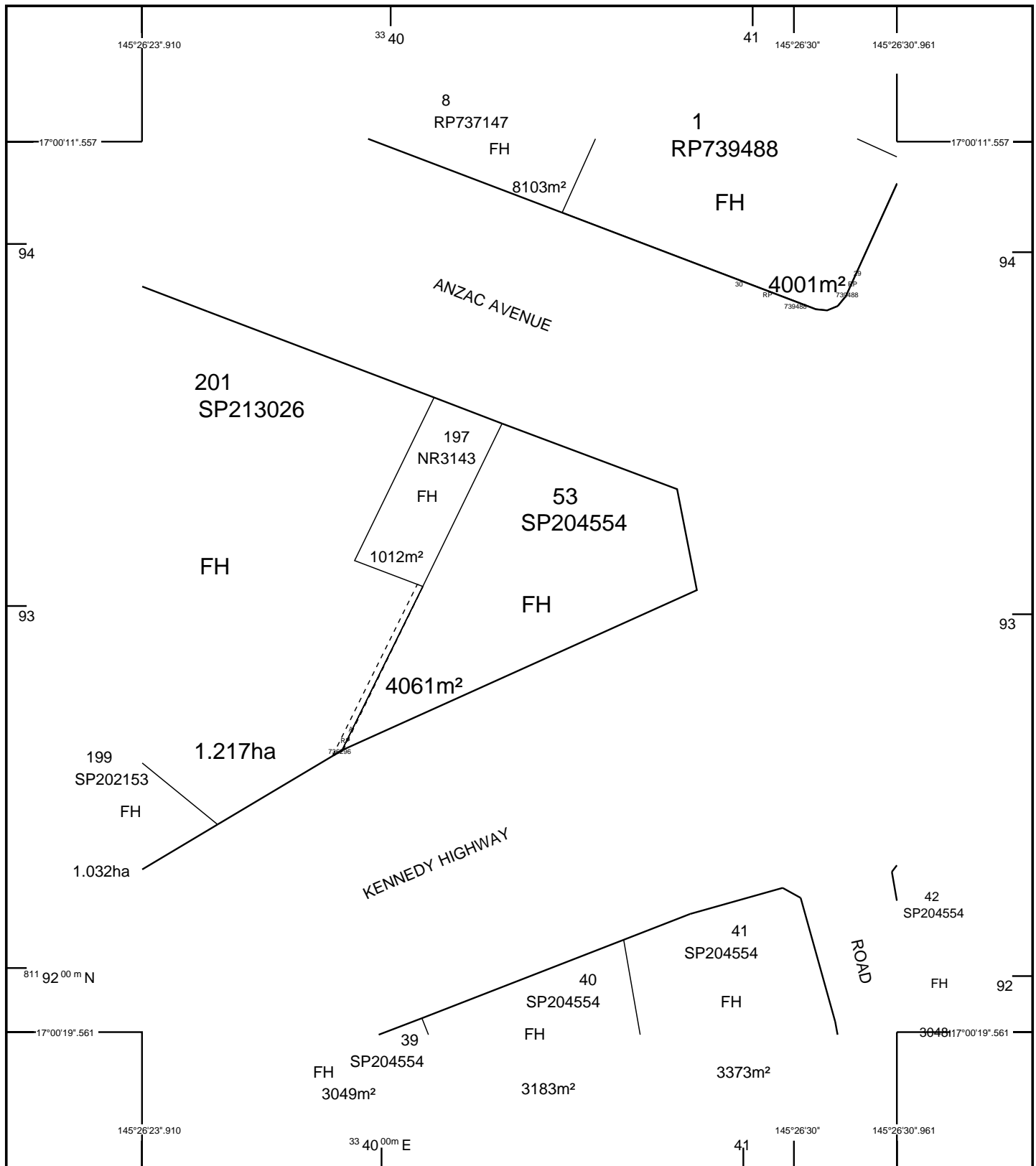


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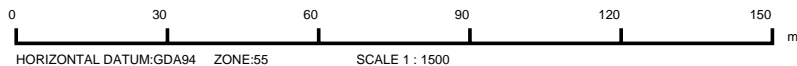
© State of Queensland (Department of Natural Resources, Mines and Energy) 2020

Annexure 4: SmartMap

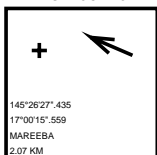




STANDARD MAP NUMBER
7963-11144



MAP WINDOW POSITION &
NEAREST LOCATION



SUBJECT PARCEL DESCRIPTION

DCDB	
Lot/Plan	53/SP204554
Area/Volume	4061m ²
Tenure	FREEHOLD
Local Government	MAREEBA SHIRE
Locality	MAREEBA
Segment/Parcel	21250/12

CLIENT SERVICE STANDARDS

PRINTED (dd/mm/yyyy) 03/12/2020

DCDB 02/12/2020

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For further information on SmartMap products visit
<https://www.qld.gov.au/housing/buying-owning-home/property-land-valuations/smartmaps>

SmartMap

An External Product of
SmartMap Information Services

Based upon an extraction from the
Digital Cadastral Data Base

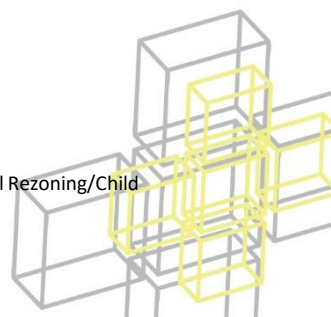


**Queensland
Government**

(c) The State of Queensland,
(Department of
Natural Resources,
Mines and Energy) 2020.



Annexure 5: Proposal Plans



PROPOSED CHILDCARE

STEVE CORDENOS

47 ANZAC AVENUE
MAREEBA



PRELIMINARY ONLY

PROPOSED CHILDCARE

COVER SHEET

1675-SK01

LEGEND

G1	GATE (900 WIDE)
G2	GATE (3000 WIDE)
	FENCING AS SELECTED
MH	MAN HOLE
WM	WATER METRE
	EXIST. SEWER
	EXIST. STORMWATER
	EXIST. POWER LINES
	EXIST. WATER
	EXIST. ELECTRICAL LINE

RP DESCRIPTION: LOT 53 on SP204554

PARISH: SMITHFIELD

COUNTY: NARES

SITE AREA: 4065m²

LOCAL AUTHORITY: MSC

ZONE DESCRIPTION: LOW DENSITY RESIDENTIAL

AFFECTED OVERLAYS: -

PARKING REQUIREMENTS: 1 SPACE PER 10 CHILDREN
(MSC PLANNING SCHEME) 3 SPACE (MIN.) FOR SETDOWN
13 SPACES (MIN.) REQUIRED

PARKING PROVIDED: 29 SPACES PROVIDED

SITE COVER: 902m² (22.2%)
(MSC PLANNING SCHEME)





ANZAC AVENUE

NEIGHBOURING
PROPERTY

NEIGHBOURING
PROPERTY

KENNEDY HIGHWAY

PRELIMINARY ONLY

PROPOSED CHILDCARE

SITE IMAGERY

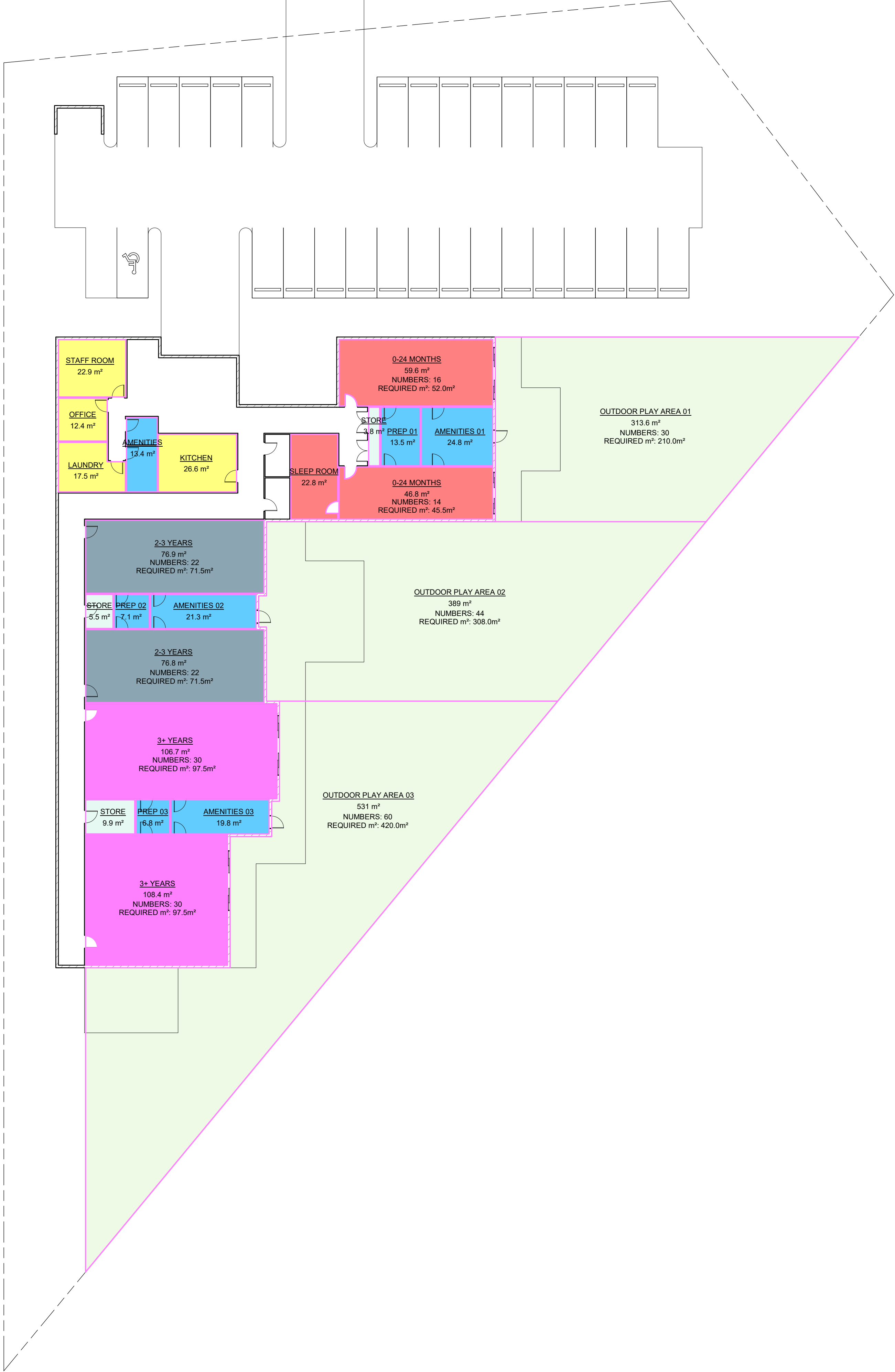
1675-SK03

HU | MAC
DESIGN

HUMAC DESIGN | Po Box 5737, Cairns, Qld 4870
p: 07 4031 7087 | q: 125 6851

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CONDITIONS ARE TO BE VERIFIED PRIOR TO COMMENCING
WORK. SUBSTITUTION, VARIATION OR MODIFICATION TO THE
ORIGINAL DESIGN WILL VOID HUMAC DESIGN OF ANY
RESPONSIBILITIES TO THE PERFORMANCE OF THE BUILDING.

FLOOR AREA		
ROOM NAME		AREA (m2)
OVERALL AREA		1179.2 m²
		1179.2 m²



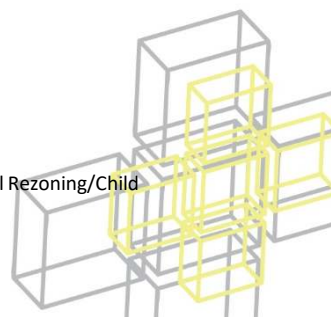
PRELIMINARY ONLY

PROPOSED CHILDCARE

AREA PLAN

1675-SK04

Annexure 6: Traffic Report





Anzac Avenue - Child Care Centre

Traffic Report

016-2201-R-001 | Revision A

29 April 2022

Steve Cordenos



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Project Name Anzac Avenue - Child Care Centre
Project Address 47 Anzac Avenue Mareeba (Lot 53 SP204554)
Project No: 016-2201
Document Title: Traffic Report
Document No.: 016-2201-R-001
Revision: A
Date: 29/04/2022
Client Name: Steve Cordenos
Author: Craig Caplick

www.5KF.com

Report prepared by



Craig Caplick
Principal Engineer | RPEng RPEQ 25102
+61 402 568 698 | Craig@5kf.com.au

Revision History

Rev	Date	Description	Author
A	29/04/2022	Initial Issue	CJC

Contents

1.	Introduction.....	1
2.	Existing Conditions	4
2.1	Existing Traffic Conditions and Surrounding Road Network	4
3.	Development Traffic Generation	6
4.	Traffic Impacts	7
4.1	Capacity of Anzac Avenue	7
4.2	Capacity of Kennedy Highway Intersection with Anzac Avenue	8
4.3	Capacity of Kennedy Highway	8
5.	Safe Access	9
5.1	Proposed Site Exit – Anzac Avenue	9
5.2	Proposed Site Entry – Anzac Avenue.....	Error! Bookmark not defined.
5.3	Access Width	9
5.4	Pedestrian Site Lines	9
6.	Internal Manoeuvres	10
6.1	Refuse Collection.....	10
6.2	Internal Parking	10
7.	Recommendation	11

Appendix A. Preliminary Development Plans

Appendix B. Anzac Avenue Traffic Counts

Appendix C. Sight Distance Analysis

Appendix D. Refuse Collection Vehicle Swept Paths

Tables

Table 1 - Development Gross Floor Areas (GFA)	2
Table 2 - Development Traffic Generation	6

Figures

Figure 1 - Locality Aerial Image (image sourced from Qld Globe)	1
Figure 2- Project Site Aerial Image (image sourced from Qld Globe)	2
Figure 3- Google Street Image of Anzac Avenue at the site frontage looking south east.	4
Figure 4- Extract of The Mareeba Shire Council – Plans for Trunk Infrastructure – Transport.	4
Figure 5- Mareeba Shire Council – Interactive Mapping.	5
Figure 6- Table D1.1 Street and Road Hierarchy – Deemed to Comply Requirements – FNQROC Development Manual.....	5
Figure 7- Extract from The Guide to Traffic Generating Developments.	6
Figure 8- Development and adjacent road AM Peak Traffic Volumes.....	7
Figure 9- Austroads AGTM Part 6 – Figure 3.25(b) Warrants for turn treatments on major road an unsignalised intersections – Posted Speed = 80km/h	8
Figure 10- Austroads AGTM Part 6 – Figure 3.25(c) Warrants for turn treatments on major road an unsignalised intersections – Posted Speed = 60km/h	Error! Bookmark not defined.
Figure 11- AS2890.1 Parking Bay size requirements.	10

1. Introduction

5KF Consulting Engineers have been commissioned to prepare a Traffic Report to support a Development Application for a proposed development at 47 Anzac Avenue Mareeba (Lot 53 SP204554).

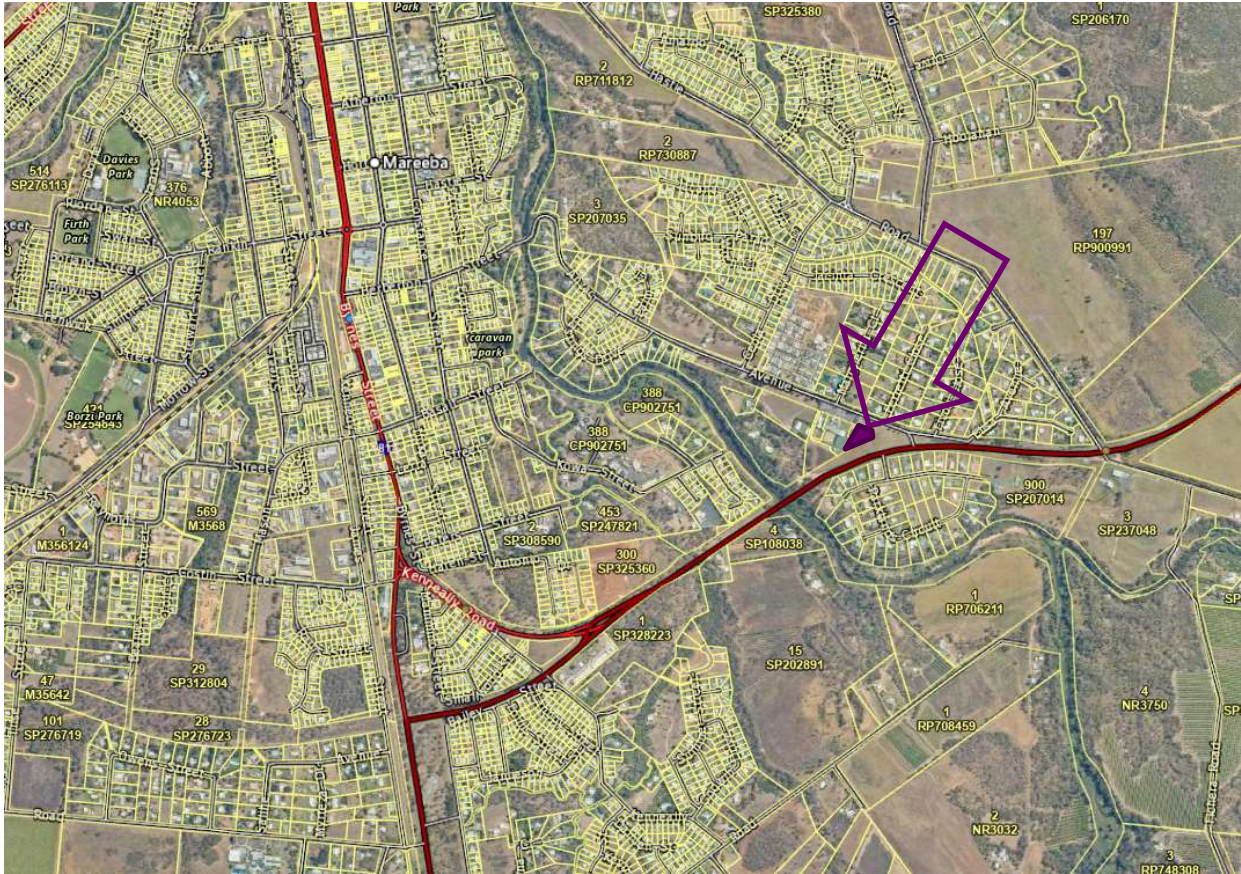


Figure 1 - Locality Aerial Image (image sourced from Qld Globe)

The site, which is currently vacant, is situated on Anzac Avenue in Mareeba, Queensland. It is bounded by Anzac Avenue to the north and east, the Mareeba Bowls Club to the west and the Kennedy Highway to the south.



Figure 2- Project Site Aerial Image (image sourced from Qld Globe)

The development proposal is to construct a Child Care Centre with the proposed development floor areas summarised in Table 1 below. Preliminary development plans are contained in Appendix A.

Age Group	Number
0 - 24 months	30
2-3 years	44
3+ years	60
Staff	14
Total	144

Table 1 - Development Gross Floor Areas (GFA)

This report seeks to address the following traffic engineering elements of the application:

- Details of the existing site and surrounding transport network
- Description of the proposed development
- Estimate of traffic generated by the proposed development
- Distribution of development traffic on the road network and an assessment of the impacts
- Access Safety Assessment
- Service Vehicle Access
- Pedestrian Assessment
- Parking Assessment

2. Existing Conditions

2.1 Existing Traffic Conditions and Surrounding Road Network

The site, which is currently vacant, is situated on Anzac Avenue in Mareeba, Queensland. It is bounded by Anzac Avenue to the north and east, the Mareeba Bowls Club to the west and the Kennedy Highway to the south. Anzac Avenue is constructed as a two lane, two way undivided road with a posted speed limit of 60km/h.

The formation width and treatment of Anzac Avenue is varied along its length. The road formation at the site frontage is shown in Figure 3 below.



Figure 3- Google Street Image of Anzac Avenue at the site frontage looking south east.

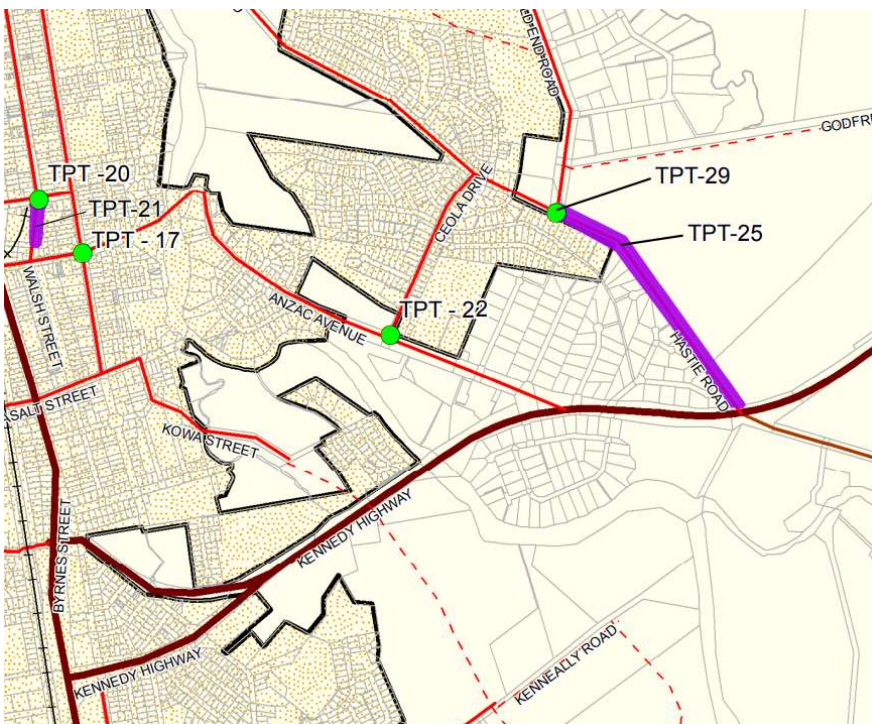


Figure 4- Extract of The Mareeba Shire Council – Plans for Trunk Infrastructure – Transport.

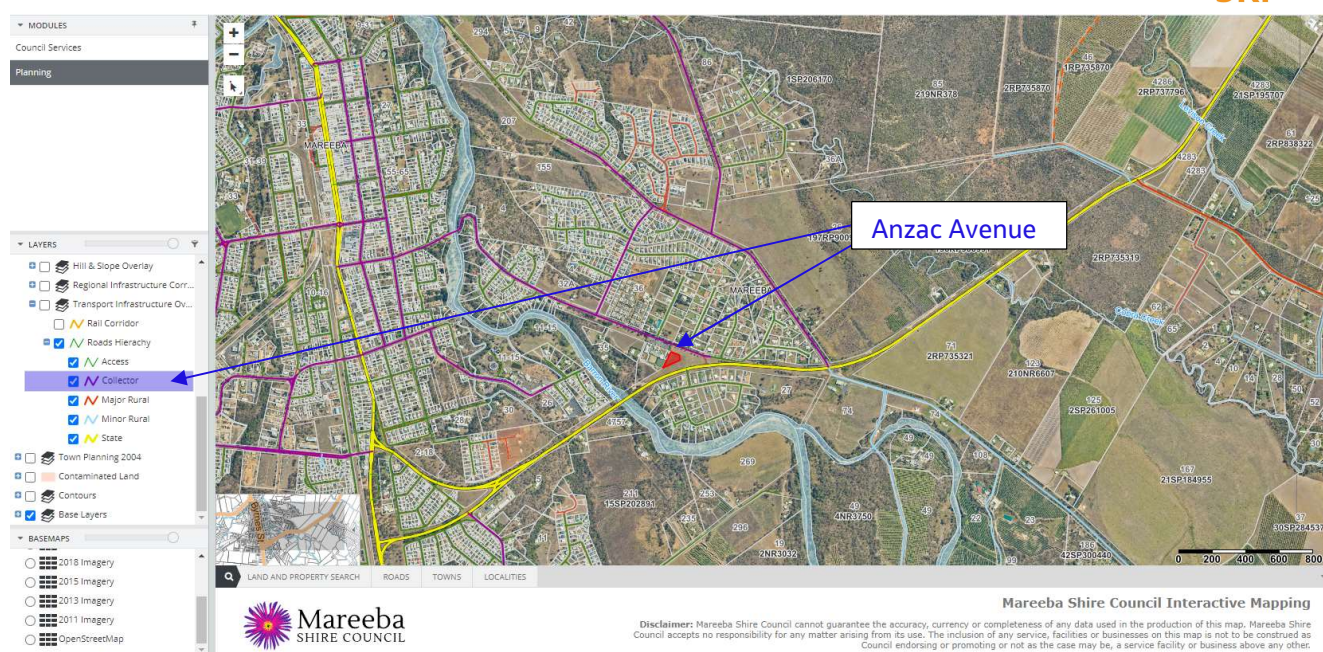


Figure 5- Mareeba Shire Council – Interactive Mapping.

Anzac Avenue is not clearly identifiable as a one of the typical Far North Queensland Regional Organisation of Councils (FNQROC) standard road cross sections with a 60m road reserve width and varying cross sections. The Mareeba Shire Council – Plans for Trunk Infrastructure – Transport (Figure 4 above) - identify Anzac Avenue as an “Existing High Order Local Road”, while the Mareeba Shire Council Interactive Mapping – Transport Infrastructure Overlay (Figure 5 above) defines Anzac Avenue as a Collector.

Table D1.1 Street and Road Hierarchy - Deemed to Comply Requirements

Table D1.1 Street and Road Hierarchy - Deemed to Comply Requirements												
Road Hierarchy Classification ^{8, 13}	Type	Standard Drawing	Catchment Size (no of dwellings)	AADT (vpd)	Reserve Width ^{1,2,6,7} (Min)	Carriageway Width ^{1,3, 10} (Min)	Verge Width ⁹ (Min each side)	Footpath ¹⁸	Max Grade (Desirable)	Design Speed (km/h)	Lighting Category	
Access Place (CRC, CCRC and DSC only) ¹⁴	1	S1005	0- 25	0-190	14.5m	5.5m sealed	4.5m	not req'd	16% ⁴ (12%)	30	P4	
Access Street (TRC, CCRC, MSC, CRC & DSC only) ¹⁴	2	S1005	26-90 ¹¹	200-740 ¹²	15.5m	6.5m sealed	4.5m	1 side	16% ³⁴ (12%)	30	P4	
Low Density Residential (CRC, CCRC, and MSC only)	3	S1005	n/a	n/a	20m	7.0m sealed with 1.0m wide gravel shoulders ⁵	5.5m	Not req'd	16% ³ (12%)	60	P4	
Residential Street (excl TRC, CCRC, MSC, DSC & CRC)	4	S1005	0 – 90	0 - 740	16.5m	7.5m sealed	4.5m	1 side ¹²	16% ³⁴ (12)	40	P4 ¹⁶	
Collector Road	Minor ¹⁵	5	S1006	91 - 300	750-2990	16.5m	7.5m ²	4.5m	1 side	10% (8%)	50	P3
	Major ¹⁵	6	S1006	301 – 600	3000-5999	20m	11m	4.5m	1 side	10% (8%)	60	V5
Sub Arterial/Arterial ^{9, 15}	No median	7 ¹⁷	>600	>6000	25m	16m	4.5m	both sides	8% (6%)	60	V3	
	2 lane median divided	8			28m	2 x 5.5m separated by a 5m median	6m					
	4 lane median divided	9			31m	2 x 8.5m separated by a 5m median	4.5m					
	4 lane median divided with parking	10			40m	2 x 12.4m separated by a 5m median if no centre parking	5.1m					
Industrial Access Street	11	S1009	<8Ha		21m	12m	4.5m	not req'd	10% (6%)	60	P3	
Industrial Collector Street	12	S1009	<30Ha		23m	14m	4.5m	Not req'd	8% (6%)	60	P3	
Rural												
Refer Table D1.4 for details of Rural Road Elements												

Refer Table D1.4 for details of Rural Road Elements

Figure 6- Table D1.1 Street and Road Hierarchy – Deemed to Comply Requirements – FNQROC Development Manual

Traffic information for Anzac Avenue has been provided by Mareeba Shire Council and included in Appendix B. This data shows that the daily traffic on a weekday is an average of 3667 vpd. It is therefore assumed that Anzac Avenue is a major collector and that the varying road formation widths will be upgraded in time to reflect the traffic volume.

2020 traffic census information available in Queensland Globe shows an AADT of 8055 for the Kennedy Highway to the east of the site at the junction with Hastie Road. The posted speed limit for the Kennedy Highway at the Anzac Avenue intersection is 80km/h.

3. Development Traffic Generation

Traffic generation for the proposed development has been determined using The Guide to Traffic Generating Developments – Road Traffic Authority. Child-Care centres are discussed in section 3.11.3 of the guide. The best indicator for traffic generation for developments of this type was found to be the number of children attending the centre.

Table 3.6
Traffic generation rates

Centre Type	Peak Vehicle Trips / Child		
	7.00-9.00am	2.30-4.00pm	4.00-6.00pm
Pre-school	1.4	0.8	-
Long-day care	0.8	0.3	0.7
Before/after care	0.5	0.2	0.7

Figure 7- Extract from The Guide to Traffic Generating Developments.

The - Development Traffic Generation table below has been determined by Correlating the occupancy from Table 1 to these categories from Figure 7.

Age Group	Number	Centre Type	Peak Vehicle Trips		
			7am-9am	2:30pm-4pm	4pm-6pm
0 - 15 months	30	Long-day care	24.0	9.0	21.0
2-3 years	44		35.2	13.2	30.8
3+ years	60	Pre-school	84.0	48.0	0.0
Total	134		143.2	70.2	51.8
Trips/hour			71.6	35.1	25.9

Table 2 - Development Traffic Generation

The morning peak has been determined to be the busiest period for traffic generation with 143.2 trips over 2 hours. The peak hour traffic generation from the site has therefore assumed to be 71.6 trips per hour.

4. Traffic Impacts

The development is located in the south-eastern corner of the town, it is assumed that 67% of the traffic generated by the site will use Anzac Avenue to approach the site from the north and leave to the north. The remaining 33% of traffic is assumed to use the Kennedy Highway. The figure below shows the calculated and assumed traffic volumes with the assumed directional split.

A range of traffic direction splits has been explored because it is unknown which journeys the traffic generated by this development. The other splits do not alter the outcome of the capacity discussions below.



Figure 8- Development and adjacent road AM Peak Traffic Volumes.

4.1 Capacity of Anzac Avenue

The largest AM Peak for Anzac Avenue is 381 vehicles per in from the traffic data provided by Mareeba Shire Council in Appendix B. This has been assumed as the daily AM peak traffic. The morning peak hour traffic generation of the site is 71.6 trips per hour which represents an increase of 18.8% to the traffic using Anzac Avenue. It is acknowledged that a portion of this generated traffic will use utilise the development on an existing journey i.e. drop off on the way to work while for others this is a generated journey.

The daily AADT of a major collector from Figure 6 above (FNQROC Development Manual) is 6000 vpd which approximates to 600vph in peak hour. The existing traffic plus the traffic generated from this development is 452.vph

4.2 Proposed Site Entry – Anzac Avenue

Entry to the development proposed is proposed to be from the new access to Anzac Avenue. Basic Auxiliary turns (i.e. no treatment) are present at other traffic generating developments on Anzac Avenue such as the neighbouring Library and Bowls Club. To determine whether turn treatments at this access are warranted at this development, the traffic has been assessed against the turn warrants in Austroads A Guide to Traffic Management (AGTM) Part 6 in **Error! Reference source not found.** below.

This figure shows that Basic Auxiliary Right (BAR) and Left (BAL) turns are sufficient, therefore no further treatments are warranted to Anzac Avenue to provide safe access to the proposed development.

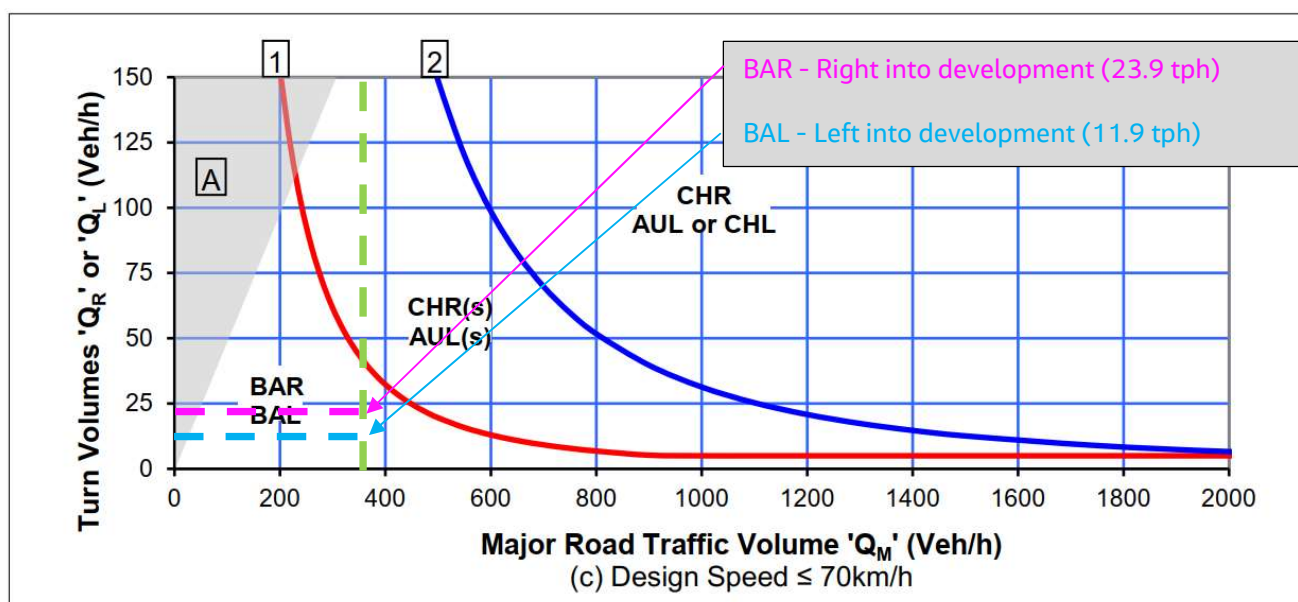


Figure 9- Austroads AGTM Part 6 – Figure 3.25(c) Warrants for turn treatments on major road an unsignalised intersections – Posted Speed = 60km/h

4.3 Capacity of Kennedy Highway

The morning peak hour traffic generation of the site assumed to be using the Kennedy Highway is 23.6 trips per hour. This corresponds to an increase of less than 5% (2.9%) of the 805.5 vph (10% of AADT) using the Kennedy Highway in the morning peak hour and therefore will not impact the capacity of the Kennedy Highway.

4.4 Capacity of Kennedy Highway Intersection with Anzac Avenue

The intersection between the Kennedy Highway and Anzac Avenue is an unsignalised CHR and CHL configuration. The predicted morning peak hour traffic generation of the site travelling via this intersection is assumed to be 23.8 trips per hour, 11.9 vehicles per hour entering Anzac Avenue from the Kennedy Highway and a further 11.9 vehicles per hour joining the Kennedy Highway from Anzac Avenue. When these volumes are split for each movement at the intersection should not warrant any further upgrades of this intersection.

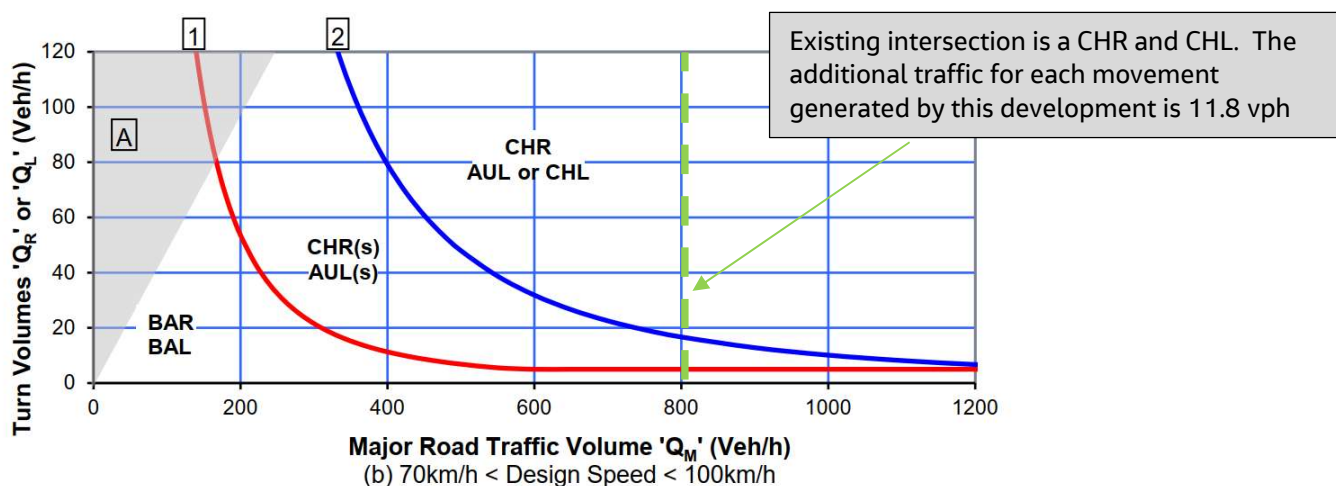


Figure 10- Austroads AGTM Part 6 – Figure 3.25(b) Warrants for turn treatments on major road an unsignalised intersections – Posted Speed = 80km/h

Most of the users of this development will live locally in Mareeba, as such it can be assumed that if there are any potential delays accessing the Kennedy Highway at this time drivers will detour via Anzac Avenue though the town.

5. Safe Access

5.1 Proposed Site Exit – Anzac Avenue

Egress from the development will be via a new access to Anzac Avenue. A sight distance assessment has been undertaken for vehicles entering Anzac Avenue from the development against the criteria of Austroads Guide to Road Design Part 4A.

A plan of the site distance assessment is contained in Appendix C.



Photo 1- Sight distance at approximate access location looking right.

5.2 Access Width

The access will be sufficiently wide to allow design vehicles entering the site to manoeuvre into the driveway while a vehicle is exiting the site to ensure that queue will not occur. The access driveway geometry and all on-site parking and aisles will be in accordance with the requirements of AS2890.

5.3 Pedestrian Site Lines

The landscaping and signage incorporated in the development will allow for adequate pedestrian sight lines for vehicles and pedestrians to allow pedestrians to safely cross the property access using the footpaths at the site frontages.

6. Internal Manoeuvres

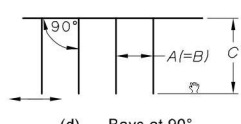
6.1 Refuse Collection

A refuse collection area has been dedicated within the development to be collected under a commercial waste collection contract. The collection will occur outside of the centres operating hours to allow the refuse vehicle to use the carpark area to turn around and exit the site in a forward gear.

A swept path analysis shown in Appendix D, indicates that there is sufficient space allowed for a refuse collection vehicle to enter, access the refuse area, and leave the site in a forward gear.

6.2 Internal Parking

The internal parking layout will comply with AS2890.1 Off-street parking. Specifically, the layout will comply with user class 3A requirements for short term, high turn-over parking.



User class (Note 1)	A (Note 3)	B	C ₁	C ₂	C ₃	Aisle width (Note 4)
1	2.4	2.4	5.4	4.8	5.4	6.2
1A	2.4	2.4	5.4	4.8	5.4	5.8
2	2.5	2.5	5.4	4.8	5.4	5.8
3	2.6	2.6	5.4	4.8	5.4	5.8
3A	2.6	2.6	5.4	4.8	5.4	6.6
3A	2.7	2.7	5.4	4.8	5.4	6.2
4	(See Note 5)					

*Dimension C is selected as follows (see Note 6):

C1—where parking is to a wall or high kerb not allowing any overhang.

C2—where parking is to a low kerb which allows 600 mm overhang in accordance with Clause 2.4.1(a)(i).

C3—where parking is controlled by wheelstops installed at right angles to the direction of parking, or where the ends of parking spaces form a sawtooth pattern, e.g. as shown in the upper half of Figure 2.4(b).

Figure 11- AS2890.1 Parking Bay size requirements.

7. Recommendation

Based on the calculations and information collated in this report, it is concluded that this development.

- Provides safe ingress and egress for the design vehicles and pedestrians.
- Provides parking in accordance with AS2890
- Does not impact the surrounding traffic network in such a way that requires upgrades external to the development.
- Details of the existing site and surrounding transport network

There are no traffic engineering impediments to the development proceeding. It is recommended that Council approve the development with standard, relevant, and reasonable conditions.

Appendix A. Preliminary Development Plans

PROPOSED CHILDCARE

STEVE CORDENOS

47 ANZAC AVENUE
MAREEBA



PRELIMINARY ONLY

PROPOSED CHILDCARE

COVER SHEET

1675-SK01

LEGEND

G1	GATE (900 WIDE)
G2	GATE (3000 WIDE)
	FENCING AS SELECTED
MH	MAN HOLE
WM	WATER METRE
	EXIST. SEWER
	EXIST. STORMWATER
	EXIST. POWER LINES
	EXIST. WATER
	EXIST. ELECTRICAL LINE

RP DESCRIPTION: LOT 53 on SP204554
PARISH: SMITHFIELD
COUNTY: NARES
SITE AREA: 4065m²
LOCAL AUTHORITY: MSC
ZONE DESCRIPTION: LOW DENSITY RESIDENTIAL

AFFECTED OVERLAYS: -

PARKING REQUIREMENTS: 1 SPACE PER 10 CHILDREN
(MSC PLANNING SCHEME) 3 SPACE (MIN.) FOR SETDOWN
13 SPACES (MIN.) REQUIRED

PARKING PROVIDED: 29 SPACES PROVIDED

SITE COVER: 902m² (22.2%)
(MSC PLANNING SCHEME)





ANZAC AVENUE

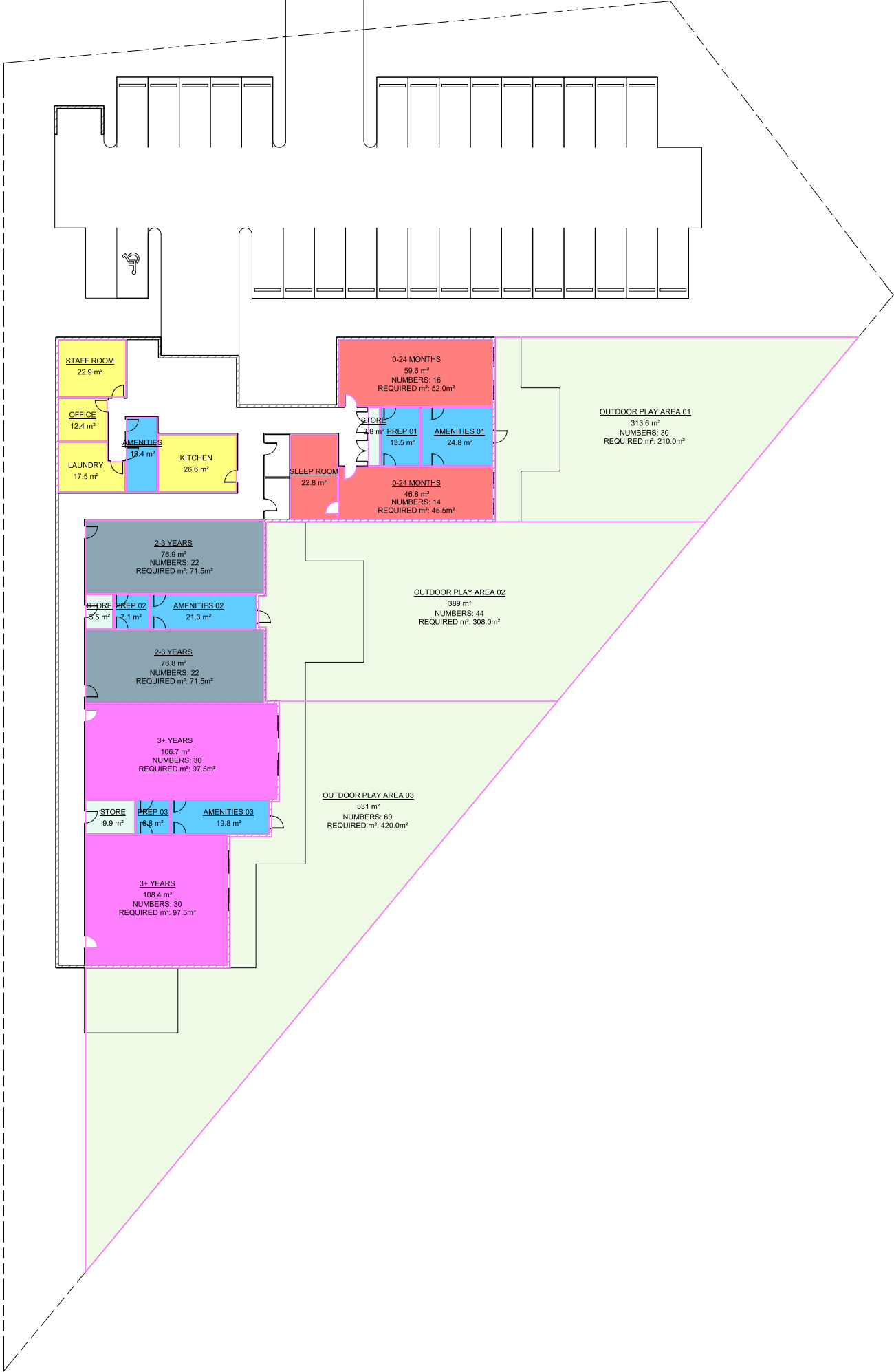
NEIGHBOURING
PROPERTY

NEIGHBOURING
PROPERTY

KENNEDY HIGHWAY

www.humacdesign.com.au

FLOOR AREA		
ROOM NAME		AREA (m2)
OVERALL AREA		1179.2 m²
		1179.2 m²



PRELIMINARY ONLY

PROPOSED CHILDCARE

AREA PLAN

1675-SK04



Appendix B. Anzac Avenue Traffic Counts



Anzac Av - TC Location Ch 1750

© 2020 Mareeba Shire Council (MSC). Based on or contains data provided by MSC and the State of Queensland Department of Natural Resources, Mines & Energy (DNRME) [2020]. In consideration of these agencies permitting use of this data you acknowledge and agree that these agencies give no warranty in relation to the data (including accuracy, reliability, completeness, currency or suitability) and accept no liability (including without limitation, liability in negligence) for any loss, damage or costs (including consequential damage) relating to any use of the data. Data must not be used for direct marketing or be used in breach of the privacy laws.



MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-692 -- English (ENA)

Datasets:

Site: [Anzac Av] Intersection Herberton St @ Ch 1750 <60>
Attribute: Mareeba
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 12:16 Friday, 1 October 2021 => 11:24 Wednesday, 13 October 2021,
Zone:
File: Anzac Av 0 2021-10-13 1125.EC0 (Plus)
Identifier: FN47XFS5 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.07)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 12:17 Friday, 1 October 2021 => 11:24 Wednesday, 13 October 2021 (11.9638)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 41331 / 41356 (99.94%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-692

Site: Anzac Av.0.1NS

Description: Intersection Herberton St @ Ch 1750 <60>

Filter time: 12:17 Friday, 1 October 2021 => 11:24 Wednesday, 13 October 2021

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	11.0	6.5	9.0	11.0	12.0	26.5	21.5	9.5	14.3
0100-0200	10.0	5.0	7.5	10.0	13.0	13.5	15.0	8.5	10.4
0200-0300	6.0	6.0	4.0	2.0	4.0	10.0	5.0	4.8	5.7
0300-0400	6.5	10.5	4.5	6.0	7.0	10.0	6.5	7.0	7.4
0400-0500	17.0	17.0	17.0	17.0	17.0	15.0	15.5	17.0	16.4
0500-0600	51.5	71.5	71.5	68.0	68.0	33.5	22.5	65.6	53.1
0600-0700	122.0	186.0	177.5	193.0	182.0	82.0	48.5	168.3	133.9
0700-0800	185.5	321.0	309.0	301.0	278.0	134.5	67.5	276.3	217.8
0800-0900	251.0	381.0	360.0	359.0	376.0	220.0	152.5	339.9	288.7
0900-1000	243.5	257.0	239.0	254.0	230.0	312.5	244.0	245.4	256.3
1000-1100	243.5	223.0	182.0	198.0	234.0	303.0	246.0	216.1	235.6
1100-1200	223.5	245.0	115.5	186.0	266.0	260.5	248.0	202.5	219.8
1200-1300	216.5	243.5	243.0	231.0	234.5	258.5	246.5	232.9	239.4
1300-1400	224.0	234.0	260.0	243.0	284.5	238.5	241.0	248.5	245.6
1400-1500	214.0	275.0	212.0	239.0	291.5	221.5	215.0	251.5	240.4
1500-1600	256.0	322.0	306.0	268.0	348.5	205.0	226.5	303.4	274.2
1600-1700	261.0	340.0	338.0	385.0	342.5	202.0	209.5	326.3	286.1
1700-1800	240.0	322.0	317.0	309.0	308.5	181.5	187.0	295.9	258.7
1800-1900	141.0	175.0	172.0	185.0	199.5	153.0	135.5	173.5	163.8
1900-2000	81.5	104.5	105.0	121.0	143.5	106.0	81.5	110.6	105.0
2000-2100	52.5	66.5	56.0	79.0	84.5	71.0	60.5	67.8	67.1
2100-2200	37.0	45.5	45.0	68.0	64.0	53.5	41.5	50.8	49.7
2200-2300	18.5	23.5	22.0	31.0	47.5	62.0	33.5	29.0	35.3
2300-2400	7.5	15.0	11.0	9.0	33.5	38.0	14.5	16.5	19.8
Totals									
0700-1900	2699.5	3338.5	3053.5	3158.0	3393.5	2690.5	2419.0	3112.0	2926.3
0600-2200	2992.5	3741.0	3437.0	3619.0	3867.5	3003.0	2651.0	3509.4	3281.9
0600-0000	3018.5	3779.5	3470.0	3659.0	3948.5	3103.0	2699.0	3554.9	3336.9
0000-0000	3120.5	3896.0	3583.5	3773.0	4069.5	3211.5	2785.0	3667.3	3444.2
AM Peak	0800	0800	0800	0800	0800	0900	1100		
	251.0	381.0	360.0	359.0	376.0	312.5	248.0		
PM Peak	1600	1600	1600	1600	1500	1200	1200		
	261.0	340.0	338.0	385.0	348.5	258.5	246.5		

* - No data.

MetroCount Traffic Executive **Class Speed Matrix**

ClassMatrix-691 -- English (ENA)

Datasets:

Site: [Anzac Av] Intersection Herberton St @ Ch 1750 <60>
Attribute: Mareeba
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 12:16 Friday, 1 October 2021 => 11:24 Wednesday, 13 October 2021,
Zone:
File: Anzac Av 0 2021-10-13 1125.EC0 (Plus)
Identifier: FN47XFS5 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.07)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 12:17 Friday, 1 October 2021 => 11:24 Wednesday, 13 October 2021 (11.9638)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 41331 / 41356 (99.94%)

Class Speed Matrix

ClassMatrix-691

Site: Anzac Av.0.1NS
Description: Intersection Herberton St @ Ch 1750 <60>
Filter time: 12:17 Friday, 1 October 2021 => 11:24 Wednesday, 13 October 2021
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

km/h	Class												Total	
	SV 1	SVT 2	TB2 3	TB3 4	T4 5	ART3 6	ART4 7	ART5 8	ART6 9	BD 10	DRT 11	TRT 12		
10- 20	21	.	2	1	.	1	.	.	.	.	.	.	25	0.1%
20- 30	280	6	21	2	2	.	2	1	.	.	.	.	314	0.8%
30- 40	1133	37	173	12	1	7	11	4	8	8	.	.	1394	3.4%
40- 50	13425	311	1438	45	10	40	54	3	42	38	.	1	15407	37.3%
50- 60	17476	241	2922	7	1	59	37	1	9	2	.	.	20755	50.2%
60- 70	2430	14	800	2	.	8	8	.	.	.	.	.	3262	7.9%
70- 80	93	1	63	.	.	.	.	.	.	.	.	.	157	0.4%
80- 90	5	.	6	.	.	.	.	.	.	.	.	.	11	0.0%
90-100	.	.	4	.	.	.	.	.	.	.	.	.	4	0.0%
100-110	1	.	1	.	.	.	.	.	.	.	.	.	2	0.0%
110-120	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
120-130	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
130-140	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
140-150	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
150-160	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
Total	34864	610	5430	69	14	115	112	9	59	48	0	1	41331	
	84.4%	1.5%	13.1%	0.2%	0.0%	0.3%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%		
ESA	0.0	0.0	10860.0	138.0	28.0	345.0	336.0	27.0	177.0	192.0	0.0	7.0	12110.0	
Raw axle	69728	2007	10860	207	56	345	448	45	356	337	0	7	84396	
Single	69456	1656	10860	69	5	345	228	13	104	47	0	7	82790	
T steer	6	0	0	1	9	0	0	0	0	1	0	0	17	
Double	197	171	16	68	9	0	110	16	102	144	0	0	833	
Triple	4	3	0	0	5	0	0	0	13	0	0	0	25	
Quad+	0	0	0	0	0	0	0	0	2	0	0	0	2	

Total vehicles = 41331, Total heavies = 5857 (14.17%), Average ESA per heavy = 2.07
 Twinsteers = 0.29% of heavies, 0.04% of total.



Anzac Av TC Location Ch 380

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MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-689 -- English (ENA)

Datasets:

Site: [Anzac Av] Intersection Herberton St @ Ch 380 <60>
Attribute: Mareeba
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 12:27 Friday, 1 October 2021 => 11:31 Wednesday, 13 October 2021,
Zone:
File: Anzac Av 0 2021-10-13 1131.EC0 (Plus)
Identifier: MB298NCE MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.07)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 12:28 Friday, 1 October 2021 => 11:31 Wednesday, 13 October 2021 (11.9607)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 77601 / 77617 (99.98%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-689

Site: Anzac Av.0.1NS

Description: Intersection Herberton St @ Ch 380 <60>

Filter time: 12:28 Friday, 1 October 2021 => 11:31 Wednesday, 13 October 2021

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	16.5	9.0	10.5	12.0	19.0	36.0	27.5	12.9	19.2
0100-0200	10.5	5.5	7.0	13.0	16.0	27.0	17.0	9.4	13.6
0200-0300	8.0	8.0	6.5	5.0	9.0	12.0	7.0	7.4	8.1
0300-0400	13.5	13.5	8.5	11.0	16.0	12.5	10.5	12.3	12.0
0400-0500	27.0	28.5	23.5	28.0	30.0	24.0	11.5	27.0	23.9
0500-0600	83.5	112.5	122.0	114.0	107.0	49.5	34.0	107.1	85.3
0600-0700	193.0	284.5	283.0	308.0	256.0	126.5	86.5	260.6	209.3
0700-0800	315.5	520.0	524.0	494.0	474.0	225.0	140.0	460.9	368.1
0800-0900	512.5	756.0	702.5	725.0	772.0	389.5	276.5	679.9	564.3
0900-1000	464.5	503.0	488.0	464.0	459.0	551.0	490.0	479.3	493.0
1000-1100	492.5	478.5	470.5	439.0	543.0	550.0	455.0	483.1	489.6
1100-1200	434.5	481.0	225.0	439.0	517.0	529.5	508.5	404.6	442.8
1200-1300	440.0	487.5	487.0	467.0	395.0	448.0	431.0	449.9	446.4
1300-1400	391.0	439.5	511.0	447.0	527.5	388.0	362.5	459.3	431.3
1400-1500	401.5	490.0	488.0	502.0	570.5	354.0	343.5	489.3	442.4
1500-1600	503.0	629.0	653.0	600.0	653.0	331.0	355.5	602.9	516.3
1600-1700	496.0	663.0	628.0	712.0	625.0	343.0	387.5	613.5	530.8
1700-1800	502.5	674.0	648.0	664.0	626.0	349.5	338.0	614.6	524.3
1800-1900	297.0	374.0	386.0	445.0	432.5	308.5	261.0	379.8	348.1
1900-2000	183.5	199.5	223.0	254.0	251.0	183.0	145.0	218.1	200.1
2000-2100	89.5	124.0	126.0	133.0	164.0	130.5	121.0	126.8	126.4
2100-2200	54.0	69.5	71.0	113.0	122.5	108.0	82.0	84.5	88.0
2200-2300	30.0	34.5	31.0	41.0	76.0	87.5	55.0	44.1	53.2
2300-2400	15.0	15.0	24.0	18.0	50.0	57.0	25.0	25.3	30.5
Totals									
0700-1900	5250.5	6495.5	6211.0	6398.0	6594.5	4767.0	4349.0	6116.9	5597.2
0600-2200	5770.5	7173.0	6914.0	7206.0	7388.0	5315.0	4783.5	6806.9	6221.0
0600-0000	5815.5	7222.5	6969.0	7265.0	7514.0	5459.5	4863.5	6876.3	6304.7
0000-0000	5974.5	7399.5	7147.0	7448.0	7711.0	5620.5	4971.0	7052.3	6466.7
AM Peak	0800	0800	0800	0800	0800	0900	1100		
	512.5	756.0	702.5	725.0	772.0	551.0	508.5		
PM Peak	1500	1700	1500	1600	1500	1200	1200		
	503.0	674.0	653.0	712.0	653.0	448.0	431.0		

* - No data.

MetroCount Traffic Executive Class Speed Matrix

ClassMatrix-690 -- English (ENA)

Datasets:

Site: [Anzac Av] Intersection Herberton St @ Ch 380 <60>
Attribute: Mareeba
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 12:27 Friday, 1 October 2021 => 11:31 Wednesday, 13 October 2021,
Zone:
File: Anzac Av 0 2021-10-13 1131.EC0 (Plus)
Identifier: MB298NCE MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.07)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 12:28 Friday, 1 October 2021 => 11:31 Wednesday, 13 October 2021 (11.9607)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 77601 / 77617 (99.98%)

Class Speed Matrix

ClassMatrix-690

Site: Anzac Av.0.1NS
Description: Intersection Herberton St @ Ch 380 <60>
Filter time: 12:28 Friday, 1 October 2021 => 11:31 Wednesday, 13 October 2021
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

km/h	Class												Total	
	SV 1	SVT 2	TB2 3	TB3 4	T4 5	ART3 6	ART4 7	ART5 8	ART6 9	BD 10	DRT 11	TRT 12		
10- 20	24	1	5	.	1	.	.	.	.	.	.	.	31	0.0%
20- 30	135	3	7	5	.	.	.	.	.	1	.	.	151	0.2%
30- 40	1093	34	42	4	4	2	6	.	1	1	1	.	1188	1.5%
40- 50	22043	490	961	42	14	22	39	2	31	11	1	.	23656	30.5%
50- 60	45092	642	2747	26	8	68	56	2	31	45	3	1	48721	62.8%
60- 70	3373	34	351	2	1	11	3	.	2	.	.	.	3777	4.9%
70- 80	69	.	6	.	.	.	.	.	.	.	.	.	75	0.1%
80- 90	2	.	.	.	.	.	.	.	.	.	.	.	2	0.0%
90-100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
100-110	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
110-120	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
120-130	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
130-140	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
140-150	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
150-160	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
Total	71831	1204	4119	79	28	103	104	4	65	58	5	1	77601	
	92.6%	1.6%	5.3%	0.1%	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%		
ESA	0.0	0.0	8238.0	158.0	56.0	309.0	312.0	12.0	195.0	232.0	25.0	7.0	9544.0	
Raw axle	143662	4023	8238	237	113	309	416	20	390	412	40	7	157867	
Single	142442	3205	8238	79	3	309	214	6	126	57	16	7	154702	
T steer	22	0	0	1	25	0	0	0	1	2	0	0	51	
Double	871	403	22	78	24	0	101	7	104	169	12	0	1791	
Triple	16	4	2	0	4	0	0	0	18	3	0	0	47	
Quad+	0	0	0	0	0	0	0	0	0	1	0	0	1	

Total vehicles = 77601, Total heavies = 4566 (5.88%), Average ESA per heavy = 2.09
 Twinsteers = 1.12% of heavies, 0.07% of total.

Appendix C. Sight Distance Analysis



SIGHT DISTANCE HAS BEEN OBTAINED FROM THE GUIDE TO ROAD DESIGN PART 4A USING THE FOLLOWING CRITERIA:

- DESIGN SPEED IS 70km/h
- Rt (REACTION TIME) IS 2.0sec
- SIGHT DISTANCE IS 151m

FURTHER NOTES:

- POSTED SPEED IS 60km/h
- VERTICAL GEOMETRY IS UNOBSTRUCTED BASED ON A SITE VISIT



STEVE CORDENOS

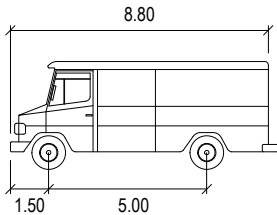
47 ANZAC AVENUE, MAREEBA
PROPOSED CHILDCARE
SIGHT DISTANCE CHECK

Rev	Date	Revision Notes
A	19.04.22	INITIAL ISSUE

Thu Apr 14 16:19:49 2022 File: S:\Working\Drawings\016\016-2201\01 Drawings\00 Masterplanning\016-2201-00-SK-0001.dwg

Drawn PAM	Design PAM	Checked CJC	App'd CJC	RPEQ: 23102 C.J.CAPLICK	A3 Full Size (Scale as shown) 19.04.22	016-2201-00-SK-0001	A
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Appendix D. Refuse Collection Vehicle Swept Paths



SERVICE VEHICLE

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.7



STEVE CORDENOS

Drawn	Design	Checked	Approved	RECEIVED
PAM	PAM	CJC	CJC	C.J.CAPLICK

A3 Full Size (Scale as shown)
19.04.22

47 ANZAC AVENUE, MAREEBA
PROPOSED CHILDCARE
TURN PATH CHECK

016-2201-00-SK-0002

A

Report Prepared by

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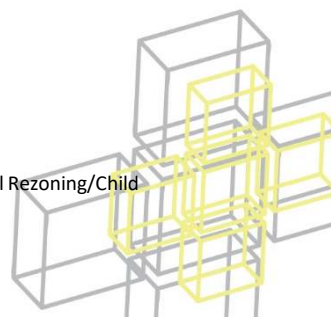
E contact@5KF.com

W www.5KF.com



5KF

Annexure 7: SDAP Code Assessment



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

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the state-controlled road .	AO1.1 Development is not located in a state-controlled road . AND AO1.2 Development can be maintained without requiring access to a state-controlled road .	Proposal complies.
PO2 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Proposal complies.
PO3 The location of the development does not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Proposal complies.
PO4 The location, placement, design and operation of advertising devices, visible from the state-controlled road , do not create a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	N/A
PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road .	AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials.	Proposal will comply.

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO5.2 Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road.</p> <p>AND</p> <p>AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road.</p> <p>AND</p> <p>AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.</p>	
PO6 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto the state-controlled road .	AO6.1 Road, pedestrian and bikeway bridges over the state-controlled road include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	N/A
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the state-controlled road .	<p>AO7.1 Landscaping is not located in a state-controlled road.</p> <p>AND</p> <p>AO7.2 Landscaping can be maintained without requiring access to a state-controlled road.</p> <p>AND</p>	Proposal complies.

Performance outcomes	Acceptable outcomes	Response
	AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road .	
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	Proposal complies.
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Proposal complies.
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Proposal complies.
PO11 Development ensures that stormwater is lawfully discharged.	AO11.1 Development does not create any new points of discharge to a state-controlled road . AND AO11.2 Development does not concentrate flows to a state-controlled road . AND AO11.3 Stormwater run-off is discharged to a lawful point of discharge . AND	Proposal complies.

Performance outcomes	Acceptable outcomes	Response
	AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road .	
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road .	<p>AO12.1 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road.</p> <p>AND</p> <p>AO12.2 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road.</p> <p>AND</p> <p>AO12.3 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road.</p>	Proposal complies.
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road .	<p>AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge.</p> <p>AND</p> <p>AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road.</p>	Proposal complies.

Performance outcomes	Acceptable outcomes	Response
PO14 Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	N/A

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a new or changed access to a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.
PO16 The location, design and operation of a new or changed access does not adversely impact the functional requirements of the state-controlled road .	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.
PO17 The location, design and operation of a new or changed access is consistent with the future intent of the state-controlled road .	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.
PO18 New or changed access is consistent with the access for the relevant limited access road policy : 1. LAR 1 where direct access is prohibited; or 2. LAR 2 where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.
PO19 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.
PO20 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.

State Development Assessment Provisions v3.0

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

Page 5 of 16

Performance outcomes	Acceptable outcomes	Response
Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.
PO22 Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.
PO23 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.
PO24 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.
PO27 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a state-controlled road .	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.
PO29 Development does not impede delivery of planned upgrades of state-controlled roads .	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.

Performance outcomes	Acceptable outcomes	Response
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor .	No acceptable outcome is prescribed.	Proposal complies – refer to traffic report.

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Proposal complies.
PO32 Development does not adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Proposal complies.
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road .	No acceptable outcome is prescribed.	Proposal complies.
PO34 Development does not cause ground water disturbance in a state-controlled road .	No acceptable outcome is prescribed.	Proposal complies.
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Proposal complies.
PO36 Filling and excavation associated with the construction of new or changed access do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road .	No acceptable outcome is prescribed.	Proposal complies.

Table 1.5 Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with Environmental emissions in State code 2: Development in a railway environment.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		

State Development Assessment Provisions v3.0

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

Page 7 of 16

Performance outcomes	Acceptable outcomes	Response
PO37 Development minimises free field noise intrusion from a state-controlled road .	<p>AO37.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ol style="list-style-type: none"> a. 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; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO37.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p> <p>OR</p> <p>AO37.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to the state-controlled road.</p>	N/A
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO38 Reconfiguring a lot minimises free field noise intrusion from a state-controlled road .	AO38.1 Development provides noise barrier or earth mound which is designed, sited and constructed:	N/A

Performance outcomes	Acceptable outcomes	Response
	<ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ol style="list-style-type: none"> a. 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; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO38.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
PO39 Development minimises noise intrusion from a state-controlled road in private open space .	<p>AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic 	N/A

Performance outcomes	Acceptable outcomes	Response
	<p>Noise), Department of Transport and Main Roads, 2013;</p> <p>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</p> <p>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</p> <p>OR</p> <p>AO39.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	
<p>PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.</p>	<p>AO40.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms; 2. in accordance with: <ol style="list-style-type: none"> a. 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; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. 	N/A

Performance outcomes	Acceptable outcomes	Response
	OR AO40.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
PO41 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	N/A
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.	No acceptable outcome is provided.	N/A
PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	N/A
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item	No acceptable outcome is provided.	Proposal will provide acoustic fence in accordance with relevant standards. It is requested that this matter be dealt with by way of a condition requiring an acoustic report detailing the fence type prior to obtaining Building Works approval.

Performance outcomes	Acceptable outcomes	Response
<p>2.3) for all outdoor education areas and outdoor play areas;</p> <p>b. in accordance with:</p> <ul style="list-style-type: none"> i. 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; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or <p>2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>		
<p>PO45 Development involving a childcare centre or educational establishment:</p> <ul style="list-style-type: none"> 1. provides a noise barrier or earth mound that is designed, sited and constructed: 2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); 3. in accordance with: <ul style="list-style-type: none"> a. 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; 	No acceptable outcome is provided.	Proposal will provide acoustic fence in accordance with relevant standards. It is requested that this matter be dealt with by way of a condition requiring an acoustic report detailing the fence type prior to obtaining Building Works approval.

Performance outcomes	Acceptable outcomes	Response
<ul style="list-style-type: none"> b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. 		
PO46 Development involving: <ul style="list-style-type: none"> 1. indoor education areas and indoor play areas; or 2. sleeping rooms in a childcare centre; or 3. patient care areas in a hospital achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4). 	No acceptable outcome is provided.	Proposal will provide acoustic fence in accordance with relevant standards. It is requested that this matter be dealt with by way of a condition requiring an acoustic report detailing the fence type prior to obtaining Building Works approval.
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a childcare centre or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a state-controlled road are provided with: <ul style="list-style-type: none"> 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated outdoor play areas. 	No acceptable outcome is provided.	N/A

Performance outcomes	Acceptable outcomes	Response
PO48 Development including: 1. indoor education areas and indoor play areas in a childcare centre or educational establishment ; or 2. sleeping rooms in a childcare centre ; or 3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	N/A
Air, light and vibration		
PO49 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road .	AO49.1 Each dwelling or unit has access to a private open space which is shielded from a state-controlled road by a building, solid gap-free fence , or other solid gap-free structure . OR AO49.2 Each outdoor education area and outdoor play area is shielded from a state-controlled road by a building, solid gap-free fence , or other solid gap-free structure .	Proposal will provide acoustic fence in accordance with relevant standards. It is requested that this matter be dealt with by way of a condition requiring an acoustic report detailing the fence type prior to obtaining Building Works approval.
PO50 Patient care areas within hospitals are protected from vibration impacts from a state-controlled road or type 1 multi-modal corridor .	AO50.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$. AND AO50.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.	N/A

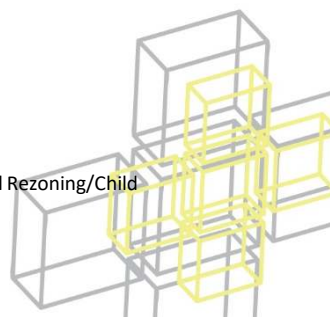
Performance outcomes	Acceptable outcomes	Response
PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a state-controlled road or type 1 multi-modal corridor , does not: <ol style="list-style-type: none"> 1. intrude into buildings during night hours (10pm to 6am); 2. create unreasonable disturbance during evening hours (6pm to 10pm). 	No acceptable outcomes are prescribed.	N/A

Table 1.6: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a future state-controlled road .	AO52.1 Development is not located in a future state-controlled road . OR ALL OF THE FOLLOWING APPLY: AO52.2 Development does not involve filling and excavation of, or material changes to, a future state-controlled road . AND AO52.3 The intensification of lots does not occur within a future state-controlled road . AND AO52.4 Development does not result in the landlocking of parcels once a future state-controlled road is delivered.	N/A
PO53 The location and design of new or changed access does not create a safety hazard for users of a future state-controlled road .	AO53.1 Development does not include new or changed access to a future state-controlled road .	N/A

Performance outcomes	Acceptable outcomes	Response
PO54 Filling, excavation, building foundations and retaining structures do not undermine, damage or cause subsidence of a future state-controlled road .	No acceptable outcome is prescribed.	N/A
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	N/A
PO56 Development ensures that stormwater is lawfully discharged.	<p>AO56.1 Development does not create any new points of discharge to a future state-controlled road.</p> <p>AND</p> <p>AO56.2 Development does not concentrate flows to a future state-controlled road.</p> <p>AND</p> <p>AO56.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO56.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.</p>	N/A

Annexure 8: Planning Scheme Code Assessment



6.2.6 Low density residential zone code

6.2.6.1 Application

- (1) This code applies to assessing development where:
 - (a) located in the Low density residential zone; 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.

6.2.6.2 Purpose

- (1) The purpose of the Low density residential zone code is to provide for predominantly dwelling houses supported by community uses and small-scale services and facilities that cater for local residents.
- (2) Mareeba Shire Council's purpose of the Low density residential zone code is to:
 - (a) maintain the integrity of established residential areas, which are characterised primarily by Dwelling houses and Dual occupancy development;
 - (b) provide opportunities for other forms of residential development where existing character and amenity will not be compromised; and
 - (c) facilitate non-residential development that directly supports the day to day needs of the immediate residential community, in new residential areas.
- (3) The purpose of the code will be achieved through the following overall outcomes:
 - (a) The dominant form of development is detached dwelling houses, on a range of lot sizes;
 - (b) In greenfield areas, in proximity to activity centres, a wider range of higher density residential development may occur where existing low density residential amenity is not compromised;
 - (c) High quality Residential care facilities and Retirement facilities are located on larger sites;
 - (d) Development provides for an efficient land use pattern and is well connected to other developments;
 - (e) Development is designed to provide safe and walkable neighbourhoods that connect residents to desirable destinations including schools, parks, shops and community facilities;
 - (f) Development facilitates other small-scale uses that integrate personal employment and residential activities, provided they complement local residential amenity;
 - (g) Development maintains a high level of residential amenity avoiding uses that introduce impacts associated with noise, hours of operation, traffic, advertising devices, visual amenity, privacy, lighting, odour and emissions;
 - (h) Development reflects and enhances the existing low density scale and character of the area;
 - (i) Development is supported by necessary transport infrastructure which is designed to provide and promote safe and efficient public transport use, walking and cycling;
 - (j) Development is supported by necessary community facilities, open space and recreational areas and appropriate infrastructure to meet the needs of the local community;
 - (k) Non-residential development may be supported in new residential areas where such uses directly support the day to day needs of the immediate residential community;
 - (l) Development takes account of the environmental constraints of the land; and

- (m) Any unavoidable impacts are minimised through location, design, operation and management requirements.

6.2.6.3 Criteria for assessment

Table 6.2.6.3A—Low density residential zone code - For accepted development subject to requirements and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			
Height			
PO1 Building height takes into consideration and respects the following: (a) the height of existing buildings on adjoining premises; (b) the development potential, with respect to height, on adjoining premises; (c) the height of buildings in the vicinity of the site; (d) access to sunlight and daylight for the site and adjoining sites; (e) privacy and overlooking; and (f) site area and street frontage length.	AO1 Development has a maximum building height of: (a) 8.5 metres; and (b) 2 storeys above ground level.	✓	Proposal is single storey so complies with this requirement.
Outbuildings and residential scale			
PO2 Domestic outbuildings: (a) do not dominate the lot on which they are located; and (b) are consistent with the scale and character of development in the Low-density residential zone.	AO2 Domestic outbuildings do not exceed: (a) 100m ² in gross floor area; and (b) 5.5 metres in height above natural ground level.	N/A	
Siting			
PO3	AO3.1 Buildings and structures include a minimum setback of: (a) 6 metres from the primary road frontage; and	✓	Complies

Performance outcomes	Acceptable outcomes	Complies	Comments
Development is sited in a manner that considers and respects: (a) the siting and use of adjoining premises; (b) access to sunlight and daylight for the site and adjoining sites; (c) privacy and overlooking; (d) opportunities for casual surveillance of adjoining public spaces; (e) air circulation and access to natural breezes; and (f) appearance of building bulk; and (g) relationship with road corridors.	(b) 3 metres from any secondary road frontage. AO3.2 Buildings and structures include a minimum setback of 2 metres from side and rear boundaries.	 ✓	 Complies
Accommodation density			
PO4 The density of Accommodation activities: (a) contributes to housing choice and affordability; (b) respects the nature and density of surrounding land use; (c) does not cause amenity impacts beyond the reasonable expectation of accommodation density for the zone; and (d) is commensurate to the scale and frontage of the site.	AO4 Development provides a maximum density for Accommodation activities in compliance with Table 6.2.6.3B .	N/A	
Gross floor area			
PO5 Buildings and structures occupy the site in a manner that: (a) makes efficient use of land;	AO5 Gross floor area does not exceed 600m ² .	Performance solution	Proposal includes a GFA of around 900m² however is considered to comply with PO5 in that it represents an

Performance outcomes	Acceptable outcomes	Complies	Comments
(b) is consistent with the bulk and scale of surrounding buildings; and (c) appropriately balances built and natural features.			appropriate built outcome given the size and location of the site and nature of adjoining non-residential uses.
For assessable development			
Building design			
PO6 Building facades are appropriately designed to: (a) include visual interest and architectural variation; (b) maintain and enhance the character of the surrounds; (c) provide opportunities for casual surveillance; (d) include a human scale; and (e) encourage occupation of outdoor space.	AO6 Buildings include habitable space, pedestrian entrances and recreation space facing the primary road frontage.	✓	Complies
PO7 Development complements and integrates with the established built character of the Low density residential zone, having regard to: (a) roof form and pitch; (b) eaves and awnings; (c) building materials, colours and textures; and (d) window and door size and location.	AO7 No acceptable outcome is provided.	✓	Complies
Non-residential development			
PO8 Non-residential development is only located in new residential areas and: (a) is consistent with the scale of existing development;	AO8 No acceptable outcome is provided.	✓	Proposal represents an appropriate built outcome given the size and location of the site and nature of adjoining non-residential uses. The use also

Performance outcomes	Acceptable outcomes	Complies	Comments
(b) does not detract from the amenity of nearby residential uses; (c) directly supports the day to day needs of the immediate residential community; and (d) does not impact on the orderly provision of non-residential development in other locations in the shire.			serves the day to day needs of the immediate residential community.
Amenity			
PO9 Development must not detract from the amenity of the local area, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions.	AO9 No acceptable outcome is provided.	✓	Proposal is appropriately located with respect to amenity impacts, being at the junction of two higher order roads. The area is already impacted in terms of amenity due to these higher order roads and also accommodates similar non-residential land uses nearby.
PO10 Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions.	AO10 No acceptable outcome is provided.	✓	Proposal provides safe and efficient road access and adequate onsite parking and includes landscape buffering to the adjoining residential premises to mitigate impacts.

Table 6.2.6.3B—Maximum densities for Accommodation activities

Use	Maximum density
Dual occupancy	1 dwelling per 400m ² of site area
Multiple dwelling	(a) 1 dwelling per 400m ² of site area; and (b) 1 bedroom per 200m ² of site area.
Residential care facility	1 dwelling or accommodation unit per 250m ² of site area.
Retirement facility	1 dwelling or accommodation unit per 400m ² of site area

9.3.3 Community activities code

9.3.3.1 Application

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

9.3.3.2 Purpose

- (1) The purpose of the Community activities code is to ensure Community activities that are appropriately designed and located to:
 - (a) be conveniently accessible to the communities they serve; and
 - (b) not detrimentally impact on local amenity.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Community activities do not have an adverse impact on the amenity of the surrounding area;
 - (b) Community activities establish in appropriate locations that are highly accessible;
 - (c) Community activities are located with other community activities when the opportunity to achieve practical co-location of facilities exists;
 - (d) Community activities are designed to be accessible, functional and safe;
 - (e) Community activities are compatible and integrated with surrounding land uses; and
 - (f) Community activities enhance community identity and character.

9.3.3.3 Criteria for assessment

Table 9.3.3.3—Community activities code - For accepted development subject to requirements and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			
Amenity and privacy			
PO1 Community activities are appropriately located and designed to avoid adverse impacts on sensitive uses related to: <ol style="list-style-type: none"> (a) noise; (b) lighting; and (c) overlooking. Note—These provisions apply to any adjoining sensitive use, both on an adjoining site and on the same site as the Community activity.	AO1 Along any common boundary with a sensitive land use, development incorporates: <ol style="list-style-type: none"> (a) a 1.8 metre high solid screen fence; and (b) screening to windows which: <ol style="list-style-type: none"> (i) face the boundary; (ii) have a sill height less than 1.5 metres; and (iii) are not wholly screened by the boundary fence. 	✓	Proposal will include a solid fence to the adjoining residential property as well as a densely landscaped buffer strip.
If for Educational establishment or Child care centre			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO2 Development is located on a site that is capable of accommodating: (a) all facilities necessary for the use; (b) required landscaping and buffering; and (c) appropriately designed access, manoeuvring and parking areas.	AO2 The development is located on a site with a minimum: (a) site area of 800m ² ; (b) road frontage of 20 metres; and (c) road reserve width of 20 metres.	✓	Complies
PO3 The design of the development does not result in any safety hazard for children or other users of the facility.	AO3 A child proof fence or physical barrier is provided to prevent unintended access to the following areas, directly from indoor or outdoor areas intended to accommodate children: (a) Vehicle manoeuvring and parking areas; (b) Refuse storage and servicing areas; and (c) Air conditioning, refrigeration plant and mechanical plant.	✓	Proposal will include appropriate fencing to ensure child safety.
For assessable development			
Location			
AO4 Development is compatible with the amenity of the surrounding area, having regard to: (a) the location and type of vehicular access and parking; (b) hours of operation; (c) waste storage and collection; (d) advertising devices and signage; (e) visual amenity; (f) privacy; and (g) noise, odour and dust emissions.	AO4 No acceptable outcome is provided.	✓	Proposal is consistent with other existing development in the area and includes buffering to the adjoining residential premises to mitigate impacts.
PO5 Community activities are highly accessible to the	AO5.1 Community activities are not located in a cul-de-sac.	✓	Complies

Performance outcomes	Acceptable outcomes	Complies	Comments
community they serve and are located to encourage multi-purpose trips.	AO5.2 Development is located: <ul style="list-style-type: none"> (a) within 800 metres walking distance of the Centre zone; or (b) within 400 metres walking distance of a public transport stop; or (c) provided with a connection to the pedestrian and cycle network. 	✓	Proposal is located in a highly accessible location at the junction of two higher order roads.
Amenity and privacy			
PO6 Community activities protect and enhance the character and amenity of the locality and streetscape through the appropriate location and screening of: <ul style="list-style-type: none"> (a) air conditioning; (b) refrigeration plant; (c) mechanical plant; and (d) refuse bin storage areas. 	AO6 No acceptable outcome is provided.	✓	Proposal includes significant landscaping areas which will ensure an appropriate streetscape and overall level of amenity.
If for Educational establishment or Child care centre			
PO7 Educational establishments and Child care centres: <ul style="list-style-type: none"> (a) do not detrimentally impact on the amenity or operations of surrounding land uses; and (b) have suitable separation distances and buffering from sensitive uses. 	AO7 No acceptable outcome is provided.	✓	Proposal is consistent with other existing development in the area and includes buffering to the adjoining residential premises to mitigate impacts.

8.2.2 Airport environs overlay code

8.2.2.1 Application

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

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

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.

8.2.2.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			
Protection of operational airspace			
PO1 Development does not interfere with movement of aircraft or the safe operation of an airport or aerodrome where within the: (a) Airport environs: OLS area of Mareeba Airport identified on Airport environs overlay map (OM-002c) ; or (b) Airport environs: OLS area of Cairns Airport identified on Airport environs overlay map (OM-002c.1) ; or (c) 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on Airport environs overlay map (OM-002f) ; or (d) 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) .	AO1.1 Development does not exceed the height of the Obstacle Limitation Surface (OLS) where located within the Airport environs: OLS area of: (a) Mareeba Airport identified on Airport environs overlay map (OM-002c) ; or (b) Cairns Airport identified on Airport environs overlay map (OM-002c.1) .	✓	
	AO1.2 Development has a maximum height of 10 metres where within the 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on Airport environs overlay map (OM-002f) .	N/A	
	AO1.3 Development has a maximum height of 15 metres where within the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) .	N/A	
Lighting			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO2 Development does not include lighting that: (a) has the potential to impact on the efficient and safe operation of Mareeba Airport or an aerodrome; or (b) could distract or confuse pilots.	AO2 Development within the 'Airport environs: Distance from airport - 6 kilometres' area for Mareeba Airport identified on Airport environs overlay map (OM-002b) or the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) does not: (a) involve external lighting, including street lighting, that creates straight parallel lines of lighting that are more than 500 metres long; and (b) does not contain reflective cladding upwards shining lights, flashing lights or sodium lights.	N/A	
Noise exposure			
PO3 Development not directly associated with Mareeba Airport is protected from aircraft noise levels that may cause harm or undue interference.	AO3 Sensitive land uses are acoustically insulated to at least the minimum standards specified by AS2021 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction where located within the 'Airport environs: 20-25 ANEF' area identified on Airport environs overlay map (OM-002d) .	N/A	
Public safety			
PO4 Development does not compromise public safety or risk to property.	AO4 Development is not located within the 'Airport environs: Mareeba Airport public safety area' identified on Airport environs overlay map (OM-002e) .	✓	
State significant aviation facilities associated with Mareeba Airport			
PO5 Development does not impair the function of state significant aviation facilities by creating: (a) physical obstructions; or	AO5.1 Development within 'Airport environs: Zone B (600 metre buffer)' for the 'Saddle Mountain VHF' facility identified on Airport environs overlay map (OM-002a.1) does not exceed a height of 640 metres AHD.	N/A	

Performance outcomes	Acceptable outcomes	Complies	Comments
(b) electrical or electro-magnetic interference; or (c) deflection of signals.	AO5.2 Development within 'Airport environs: Zone B (4,000 metre buffer)' for the 'Hahn Tableland Radar (RSR)' facility identified on Airport environs overlay map (OM-002a) does not exceed a height of 950 metres AHD, unless associated with Hann Tableland Radar facility.	N/A	
	AO5.3 Building work does not occur within 'Airport environs: Zone A (200 metre buffer)' of the 'Biboohra CVOR' facility identified on Airport environs overlay map (OM-002a) unless associated with the Biboohra CVOR facility.	N/A	
	AO5.4 Development within 'Airport environs: Zone B (1,500 metre buffer)' of the 'Biboohra CVOR' facility identified on Airport environs overlay map (OM-002a) , but outside 'Zone A (200 metre buffer)' identified on Airport environs overlay map (OM-002a) , does not include: (a) the creation of a permanent or temporary physical line of sight obstruction above 13 metres in height; or (b) overhead power lines exceeding 5 metres in height; or (c) metallic structures exceeding 7.5 metres in height; or (d) trees and open lattice towers exceeding 10 metres in height; or (e) wooden structures exceeding 13 metres in height.	N/A	
For assessable development			
Mareeba Airport			
Protection of operational airspace			

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

Performance outcomes	Acceptable outcomes	Complies	Comments
Managing bird and bat strike hazard to aircraft			
PO8 Development in the environs of Mareeba Airport or an aerodrome does not contribute to the potentially serious hazard from wildlife (bird or bat) strike.	AO8.1 Development within the 'Airport environs: Distance from airport - 8 kilometres' Bird and bat strike zone of Mareeba Airport identified on Airport environs overlay map (OM-002b) or the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) provides that potential food and waste sources are covered and collected so that they are not accessible to wildlife.	✓	Proposal will include appropriate waste facilities.
	AO8.2 Development within the 'Airport environs: Distance from airport - 3 kilometres' Bird and bat strike zone of Mareeba Airport identified on Airport environs overlay map (OM-002b) or the 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on Airport environs overlay map (OM-002f) does not include: (a) food processing; or (b) abattoir; or (c) intensive horticulture; or (d) intensive animal husbandry; or (e) garden centre; or (f) aquaculture.	N/A	
	AO8.3 Putrescible waste disposal sites do not occur within the 'Airport environs: Distance from airport - 13 kilometres' Bird and bat strike zone of: (a) Mareeba Airport identified on Airport environs overlay map (OM-002b) ; or (b) Cairns Airport identified on Airport environs overlay map (OM-002b.1) .	N/A	

9.4.2 Landscaping code

9.4.2.1 Application

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

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.

9.4.2.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			
PO1 Development, other than in the Rural zone, includes landscaping that: <ul style="list-style-type: none"> (a) contributes to the landscape character of the Shire; (b) compliments the character of the immediate surrounds; (c) provides an appropriate balance between built and natural elements; and (d) provides a source of visual interest. 	AO1 Development, other than in the Rural zone, provides: <ul style="list-style-type: none"> (a) a minimum of 10% of the site as landscaping; (b) planting in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species; (c) for the integration of retained significant vegetation into landscaping areas; (d) on-street landscaping works in accordance with the Design Guidelines set out in Section D9 Landscaping, of the Planning Scheme Policy 4 - FNQROC Regional Development Manual. <p>Note—Where development exceeds a site cover of 90%, areas of landscaping may be provided above ground level to achieve a total supply of landscaping equivalent to 10% of the site area.</p>	✓	Complies
PO2 Development, other than in the Rural zone, includes landscaping along site frontages that: <ul style="list-style-type: none"> (a) creates an attractive streetscape; (b) compliments the character of the immediate surrounds; (c) assists to break up and soften elements of built form; (d) screen areas of limited visual interest or servicing; (e) provide shade for pedestrians; and (f) includes a range and variety of planting. 	AO2 Development, other than in the Rural zone, includes a landscape strip along any site frontage: <ul style="list-style-type: none"> (a) with a minimum width of 2 metres where adjoining a car parking area; (b) with a minimum width of 1.5 metres in all other locations; and (c) in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species. <p>Note—Where development is setback from a frontage less than 1.5 metres, the setback area is provided as a landscape strip</p>	✓	Complies

Performance outcomes	Acceptable outcomes	Complies	Comments
PO3 Development includes landscaping and fencing along side and rear boundaries that: (a) screens and buffer land uses; (b) assists to break up and soften elements of built form; (c) screens areas of limited visual interest; (d) preserves the amenity of sensitive land uses; and (e) includes a range and variety of planting.	A03.1 Development provides landscape treatments along side and rear boundaries in accordance with Table 9.4.2.3B .	✓	Complies
	A03.2 Shrubs and trees provided in landscape strips along side and rear boundaries: (a) are planted at a maximum spacing of 1 metre; (b) will grow to a height of at least 2 metres; (c) will grow to form a screen of no less than 2 metres in height; and (d) are mulched to a minimum depth of 0.1 metres with organic mulch.	✓	Proposal is capable of complying – a detailed landscaping plan will be provided prior to Building Works.
	A03.3 Any landscape strip provided along a side or rear boundary is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.	✓	Proposal is capable of complying – a detailed landscaping plan will be provided prior to Building Works.

Performance outcomes	Acceptable outcomes	Complies	Comments
PO4 Car parking areas are improved with a variety of landscaping that: (a) provides visual interest; (b) provides a source of shade for pedestrians; (c) assists to break up and soften elements; and (d) improves legibility.	A04.1 Landscaping is provided in car parking areas which provides: (a) a minimum of 1 shade tree for every 4 parking spaces, or part thereof, where the car parking area includes 12 or more spaces; (b) a minimum of 1 shade tree for every 6 parking spaces, or part thereof, otherwise; and (c) where involving a car parking area in excess of 500m ² : (i) shade structures are provided for 50% of parking spaces; and (ii) a minimum of 10% of the parking area as landscaping. Note—Where a shade structure is provided over part of a car parking area, shade tree planting is not required in this area of the car parking area.	✓	Proposal is capable of complying – a detailed landscaping plan will be provided prior to Building Works.
	A04.2 Landscaping in car parking areas is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.	✓	Proposal is capable of complying – a detailed landscaping plan will be provided prior to Building Works.
PO5 Landscaping areas include a range and variety of planting that: (a) is suitable for the intended purpose and local conditions;	A05.1 Plant species are selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.	✓	Proposal is capable of complying – a detailed landscaping plan will be provided prior to Building Works.

Performance outcomes	Acceptable outcomes	Complies	Comments
(b) contributes to the natural character of the Shire; (c) includes native species; (d) includes locally endemic species, where practical; and (e) does not include invasive plants or weeds.	AO5.2 A minimum of 25% of (new and existing) plants is provided as larger, advanced stock with a minimum plant height of 0.7 metres and mulched to a minimum depth of 0.1 metres with organic mulch.	✓	Proposal is capable of complying – a detailed landscaping plan will be provided prior to Building Works.
PO6 Landscaping does not impact on the ongoing provision of infrastructure and services to the Shire.	AO6.1 Tree planting is a minimum of (a) 2 metres from any underground water, sewer, gas, electricity or telecommunications infrastructure; and (b) 4 metres from any inspection chamber.	✓	Proposal is capable of complying – a detailed landscaping plan will be provided prior to Building Works.
	AO6.2 Vegetation below or within 4 metres of overhead electricity lines and power poles has a maximum height of 3.5 metres at maturity.	✓	Proposal is capable of complying – a detailed landscaping plan will be provided prior to Building Works.
	AO6.3 Vegetation adjoining an electricity substation boundary, at maturity, will have: (a) a height of less than 4 metres; and (b) no foliage within 3 metres of the substation boundary, unless the substation has a solid wall along any boundary.	✓	Proposal is capable of complying – a detailed landscaping plan will be provided prior to Building Works.
For assessable development			

Performance outcomes	Acceptable outcomes	Complies	Comments
P07 Landscaping areas are designed to: (a) be easily maintained throughout the ongoing use of the site; (b) allow sufficient area and access to sunlight and water for plant growth; (c) not cause a nuisance to occupants of the site or members of the public; and (d) maintain or enhance the safety of pedestrians through the use of Crime Prevention Through Environmental Design principles.	A07 No acceptable outcome is provided.	✓	Proposal is capable of complying – a detailed landscaping plan will be provided prior to Building Works.

Table 9.4.2.3B—Side and rear boundary landscape treatments

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

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

9.4.3 Parking and access code

9.4.3.1 Application

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

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.

9.4.3.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			
Car parking spaces			
PO1 Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the: <ol style="list-style-type: none"> (a) nature of the use; (b) location of the site; (c) proximity of the use to public transport services; (d) availability of active transport infrastructure; and (e) accessibility of the use to all members of the community. 	AO1 The number of car parking spaces provided for the use is in accordance with Table 9.4.3.3B . Note—Car parking spaces provided for persons with a disability are to be considered in determining compliance with AO1.	✓	Proposal exceeds carparking requirements.
Vehicle crossovers			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO2 Vehicle crossovers are provided to:: (a) ensure safe and efficient access between the road and premises; (b) minimize interference with the function and operation of roads; and (c) minimise pedestrian to vehicle conflict.	AO2.1 Vehicular access to/from Council roads is designed and constructed in accordance with the Standard drawings in Planning Scheme Policy 4 - FNQROC Regional Development Manual.	✓	Proposal is capable of complying.
	AO2.2 Development on a site with two or more road frontages provides vehicular access from: (a) the primary frontage where involving Community activities or Sport and recreation activities, unless the primary road frontage is a State-controlled road; or (b) from the lowest order road in all other instances.	N/A	
	AO2.3 Vehicular access for particular uses is provided in accordance with Table 9.4.3.3E .	N/A	
PO3 Access, manoeuvring and car parking areas include appropriate pavement treatments having regard to: (a) the intensity of anticipated vehicle movements; (b) the nature of the use that they service; and (c) the character of the surrounding locality.	AO3 Access, manoeuvring and car parking areas include pavements that are constructed in accordance with Table 9.4.3.3C .	✓	Proposal is capable of complying.
For assessable development			
Parking area location and design			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO4 Car parking areas are located and designed to: (a) ensure safety and efficiency in operation; and (b) be consistent with the character of the surrounding locality.	AO4.1 Car parking spaces, access and circulation areas have dimensions in accordance with AS/NZS 2890.1 Off-street car parking.	✓	Proposal is capable of complying.
	AO4.2 Disabled access and car parking spaces are located and designed in accordance with AS/NZS 2890.6 Parking facilities - Off-street parking for people with disabilities.	✓	Proposal is capable of complying.
	AO4.3 The car parking area includes designated pedestrian routes that provide connections to building entrances.	✓	Complies
	AO4.4 Parking and any set down areas are: (a) wholly contained within the site; (b) visible from the street where involving Commercial activities, Community activities, Industrial activities or a use in the Recreation and open space zone; (c) are set back behind the main building line where involving a Dual occupancy, Multiple dwelling, Residential care facility or Retirement facility; and (d) provided at the side or rear of a building in all other instances.	✓	Complies
Site access and manoeuvring			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO5 Access to, and manoeuvring within, the site is designed and located to: <ul style="list-style-type: none"> (a) ensure the safety and efficiency of the external road network; (b) ensure the safety of pedestrians; (c) provide a functional and convenient layout; and (d) accommodate all vehicles intended to use the site. 	AO5.1 Access and manoeuvrability is in accordance with : <ul style="list-style-type: none"> (a) AS28901 – Car Parking Facilities (Off Street Parking); and (b) AS2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities. <p>Note—Proposal plans should include turning circles designed in accordance with AP34/95 (Austroads 1995) Design Vehicles and Turning Path Templates.</p>	✓	Proposal is capable of complying.
	AO5.2 Vehicular access has a minimum sight distance in accordance with Part 5 of AUSTROADS.	✓	Complies
	AO5.3 Vehicular access is located and designed so that all vehicles enter and exit the site in a forward gear.	✓	Complies
	AO5.4 Pedestrian and cyclist access to the site: <ul style="list-style-type: none"> (a) is clearly defined; (b) easily identifiable; and (c) provides a connection between the site frontage and the entrance to buildings and end of trip facilities (where provided). 	✓	Proposal is capable of complying.
PO6 Development that involves an internal road network ensures that it's design: <ul style="list-style-type: none"> (a) ensure safety and efficiency in operation; 	AO6.1 Internal roads for a Tourist park have a minimum width of: <ul style="list-style-type: none"> (a) 4 metres if one way; or (b) 6 metres if two way. 	N/A	

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>(b) does not impact on the amenity of residential uses on the site and on adjoining sites, having regard to matters of:</p> <p>(i) hours of operation;</p> <p>(ii) noise</p> <p>(iii) light; and</p> <p>(iv) odour;</p> <p>(c) accommodates the nature and volume of vehicle movements anticipated to be generated by the use;</p> <p>(d) allows for convenient access to key on-site features by pedestrians, cyclists and motor vehicles; and</p> <p>(e) in the Rural zone, avoids environmental degradation.</p>	<p>AO6.2</p> <p>For a Tourist park, internal road design avoids the use of cul-de-sacs in favour of circulating roads, where unavoidable, cul-de-sacs provide a full turning circle for vehicles towing caravans having:</p> <p>(a) a minimum approach and departure curve radius of 12 metres; and</p> <p>(b) a minimum turning circle radius of 8 metres.</p>	N/A	
	<p>AO6.3</p> <p>Internal roads are imperviously sealed and drained, apart from those for an Energy and infrastructure activity or Rural activity.</p>	✓	Proposal is capable of complying.
	<p>AO6.4</p> <p>Speed control devices are installed along all internal roads, apart from those for an Energy and infrastructure activity or Rural activity, in accordance with Complete Streets.</p>	✓	Proposal is capable of complying.
	<p>AO6.5</p> <p>Internal roads, apart from those for an Energy and infrastructure activity or Rural activity, are illuminated in accordance with AS 4282 (as amended) - Control of Obtrusive effects of outdoor lighting.</p>	✓	Proposal is capable of complying.

Performance outcomes	Acceptable outcomes	Complies	Comments
	AO6.6 Where involving an accommodation activity, internal roads facilitate unobstructed access to every dwelling, accommodation unit, accommodation site and building by emergency services vehicles.	N/A	
	AO6.7 For an Energy and infrastructure activity or Rural activity, internal road gradients: (a) are no steeper than 1:5; or (b) are steeper than 1:5 and are sealed.	N/A	
Servicing			
PO7 Development provides access, maneuvering and servicing areas on site that: (a) accommodate a service vehicle commensurate with the likely demand generated by the use; (b) do not impact on the safety or efficiency of internal car parking or maneuvering areas; (c) do not adversely impact on the safety or efficiency of the road network; (d) provide for all servicing functions associated with the use; and (e) are located and designed to minimise their impacts on adjoining sensitive land uses and streetscape quality.	AO7.1 All unloading, loading, service and waste disposal areas are located: (a) on the site; (b) to the side or rear of the building, behind the main building line; (c) not adjacent to a site boundary where the adjoining property is used for a sensitive use.	Performance solution	Waste facilities are surrounded by landscaping area and will be heavily screened.
	AO7.2 Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.	✓	Complies
	AO7.3 Development provides a servicing area, site access and maneuvering areas to accommodate the applicable minimum servicing vehicle specified in Table 9.4.3.3B .	✓	Complies

Performance outcomes	Acceptable outcomes	Complies	Comments
Maintenance			
PO8 Parking areas are used and maintained for their intended purpose.	AO8.1 Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking and circulation of vehicles.	✓	Proposal is capable of complying.
	AO8.2 All parking areas will be compacted, sealed, drained, line marked and maintained until such time as the development ceases.	✓	Proposal is capable of complying.
End of trip facilities			
PO9 Development within the Centre zone; Industry zone or Emerging community zone provides facilities for active transport users that: (a) meet the anticipated demand generated from the use; (b) comprise secure and convenient bicycle parking and storage; and (c) provide end of trip facilities for all active transport users.	AO9.1 The number of bicycle parking spaces provided for the use is in accordance with Table 9.4.3.3D .	✓	Proposal is capable of complying.
	AO9.2 End of trip facilities are provided in accordance with Table 9.4.3.3D .	✓	Proposal is capable of complying.
If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park			
PO10 The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.	AO10 A traffic impact report is prepared by a suitably qualified person that identifies: (a) the expected traffic movements to be generated by the facility; (b) any associated impacts on the road network; and (c) any works that will be required to address the identified impacts.	✓	Complies – traffic report provided.
If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park			

Performance outcomes	Acceptable outcomes	Complies	Comments
P011 The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.	AO11 A traffic impact report is prepared by a suitably qualified person that identifies: (d) the expected traffic movements to be generated by the facility; (e) any associated impacts on the road network; and (f) any works that will be required to address the identified impacts.	✓	Complies – traffic report provided.

Table 9.4.3.3B—Vehicle Parking and Service Vehicle Space Requirements

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Adult store	<p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 20m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p>	One SRV space.
Agricultural supplies store	<p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 30m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p>Queuing for 3 vehicles should be supplied where a GFA is greater than 600m².</p>	One HRV space.
Air services	<p><u>If accepted development subject to requirements development:</u> One space per 90m² or part thereof of net lettable area; or</p> <p><u>If Assessable development:</u> As determined by Council.</p>	<p><u>If accepted development subject to requirements:</u> One space per 200m² or part thereof of net lettable area.</p> <p><u>If assessable development:</u> As determined by Council.</p>
Animal husbandry	<p><u>If accepted development subject to requirements :</u> One space.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Animal keeping	Minimum of three spaces or one space per 200m ² of use area, whichever is greater.	One SRV space.
Aquaculture	<u>If accepted development subject to requirements:</u> <ul style="list-style-type: none"> In the rural or rural residential zones - two spaces; or Enclosed within a building - one space per 90m² of net lettable area. <u>If assessable development:</u> As determined by Council.	<u>If accepted development subject to requirements:</u> Nil. <u>If assessable development:</u> As determined by Council.
Brothel	As determined by Council.	As determined by Council.
Bulk landscape supplies	Minimum of five spaces or one space per 250m ² of use area, whichever is greater.	One AV if the site has an area of greater than 2,000m ² ; or One HRV space.
Car wash	Minimum of two parking spaces plus 1 car queuing space for each car wash or service bay and parking at rates applicable to ancillary use/s.	One AV space.
Caretaker's accommodation	One space per dwelling unit.	Nil.
Cemetery	As determined by Council.	As determined by Council.
Child care centre	A minimum of 3 spaces will be required to be used for setting down and picking up of children, plus one space per 10 children for staff parking.	One SRV space.
Club	Minimum of 5 spaces per use or one space per 25m ² or part thereof of GFA, whichever is greater.	One SRV space; and One HRV space if greater than 500m ² .
Community care centre	Minimum of 5 spaces per use or one space per 25m ² or part thereof of GFA, whichever is greater.	One SRV space.
Community residence	Three spaces.	Nil.
Community use	Minimum of 5 spaces per use or one space per 50m ² or part thereof of GFA, whichever is greater.	One SRV space if greater than 500m ² GFA.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Crematorium	One space per 30m ² GFA or part thereof.	As determined by Council.
Cropping	<p><u>If accepted development subject to requirements:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
Detention facility	As determined by Council.	As determined by Council.
Dual occupancy	One covered space per dwelling; and One visitor space.	Nil.
Dwelling house	One covered space per dwelling house. One space per secondary dwelling.	Nil.
Dwelling unit	One covered space per dwelling unit. A minimum of 0.25 spaces per dwelling is to remain in common property for visitor use.	Nil
Educational establishment	<p><u>For all establishments:</u> 1 space per every 10 students plus 1 space per employee, and</p> <p>Provision for 3 vehicles for loading and unloading of passengers in addition to the requirements above.</p>	<p><u>For accepted development subject to requirements:</u> One HRV space; and One SRV space; and A minimum of 3 Bus / coach parking / set down areas.</p> <p><u>For assessable development:</u> As determined by Council.</p>
Emergency services	Minimum of 5 spaces per use or one space per 25m ² or part thereof of GFA, whichever is greater.	As determined by Council.
Environment facility	As determined by Council.	As determined by Council.
Extractive industry	As determined by Council.	As determined by Council.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Food and drink outlet	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA and one space per 15m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Drive-through:</u> Queuing spaces for 6 passenger vehicles within the site boundaries.</p> <p>One service vehicle space per use or one service vehicle space per 1,000m² GFA, whichever is greater.</p>	One HRV space.
Function facility	One space per 30m ² or part thereof of GFA.	One SRV space.
Funeral parlour	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 20m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p>	One SRV space.
Garden centre	<p>A minimum of 5 spaces for customer parking or one space per 150m² or part thereof of use area, whichever is greater.</p> <p>One service vehicle space per use or one service vehicle space per 800m² use area, whichever is greater.</p>	One AV if the site has an area of greater than 2,000m ² , otherwise One HRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Hardware and trade supplies	Accepted in an existing building within the Centre zone. <u>Inside the Centre zone:</u> One space per 50m ² or part thereof of GFA up to 400m ² GFA, and one space per or part thereof of GFA above 400m ² . <u>Outside the Centre zone:</u> One space per or part thereof of GFA up to 400m ² GFA, and one space per 15m ² or part thereof of GFA above 400m ² .	One AV if the site has an area of greater than 2,000m ² , otherwise One HRV space.
Health care services	Accepted in an existing building within the Centre zone. <u>Inside the Centre zone:</u> One space per 40m ² or part thereof of net lettable area. <u>Outside the Centre zone:</u> One space per 20m ² of or part thereof of net lettable area.	One SRV space per 500m ² GFA.
High impact industry	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Home based business	<u>Bed and breakfasts:</u> One space per guest room. <u>Other home based business:</u> One space for home based business and one covered space for the dwelling.	Nil.
Hospital	One space per 6 residential care beds. One space per 4 hostel unit beds. Visitor parking at 30% of resident parking requirements.	One HRV space. One SRV for every 800m ² of GFA and part thereof; and One space for an emergency vehicle.
Hotel	One space per 10m ² or part thereof of GFA per bar, beer garden and other public area. One space per 50m ² or part thereof of GFA per bulk liquor sales area. One space per guest room.	One HRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Indoor sport and recreation	<p><u>If accepted development subject to requirements:</u> One space per 25m² of net lettable area.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p>An internal bus set down and pick up area that enables the bus to be in a forward motion at all times whilst onsite</p> <p>Internal dedicated taxi bays provided within 200 metres of the site entrance.</p>
Intensive animal industries	<p><u>If accepted development subject to requirements:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p>	One SRV space.
Intensive horticulture	<p><u>If accepted development subject to requirements:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
Landing	As determined by Council.	As determined by Council.
Low impact industry	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Major electricity infrastructure	As determined by Council.	As determined by Council.
Major sport, recreation and entertainment facility	As determined by Council.	As determined by Council.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Marine industry	One space per 90m ² GFA or part thereof.	One HRV space if the site has an area greater than 1,000m ² , otherwise One SRV space.
Market	As determined by Council.	As determined by Council.
Medium impact industry	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Motor sport facility	As determined by Council.	As determined by Council.
Multiple dwelling	<p>One covered space per dwelling.</p> <p>One dedicated vehicle wash-down bay for premises containing 5 or more dwellings.</p> <p>A minimum of 0.25 spaces per dwelling is to remain in common property for visitor use.</p>	Nil.
Nature-based tourism	One space per dwelling; or 0.75 spaces per guest room if in dormitory or shared facilities.	As determined by Council.
Nightclub entertainment facility	One space per 60m ² GFA or part thereof.	Nil.
Non-resident workforce accommodation	One space per dwelling unit.	Nil.
Office	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 20m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p>	One SRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Outdoor sales	<p>A minimum of 5 spaces for customer parking or one space per 150m² of use area, whichever is greater.</p> <p>One service vehicle space per use or one service vehicle space per 800m², whichever is greater.</p>	One AV if the site has an area of greater than 2,000m ² , otherwise One HRV space.
Outdoor sport and recreation	<p>Coursing, horse racing, pacing or trotting:</p> <ul style="list-style-type: none"> One space per five seated spectators; plus One space per 5m² of other spectator areas. <p>Football:</p> <ul style="list-style-type: none"> 50 spaces per field. <p>Lawn bowls:</p> <ul style="list-style-type: none"> 30 spaces per green. <p>Swimming pool:</p> <ul style="list-style-type: none"> 15 spaces; plus One space per 100m² of useable site area. <p>Tennis or other Court:</p> <ul style="list-style-type: none"> Four spaces per court. <p>Golf Course:</p> <ul style="list-style-type: none"> Four spaces per tee on the course; plus One space per 50m² of net lettable area. <p><u>Any other use:</u> As determined by council.</p>	<p>An internal bus set down and pick up area that enables the bus to be in a forward motion at all times whilst onsite</p> <p>Internal dedicated taxi bays provided within 200 metres of the site entrance.</p>
Park	As determined by Council.	As determined by Council.
Parking station	Not applicable	Nil.
Permanent plantation	<p><u>If accepted development subject to requirements:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
Place of worship	Minimum of 5 spaces per use or one space per 25m ² or part thereof of GFA, whichever is greater.	One SRV space.
Port services	As determined by Council.	As determined by Council.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Relocatable home park	One space for each home site plus 1 space for each 5 home sites or part thereof for visitors.	One HRV space.
Renewable energy facility	As determined by Council.	As determined by Council.
Research and technology industry	One space per 90m ² GFA or part thereof.	One HRV space if the site has an area greater than 1,000m ² , otherwise One SRV space.
Residential care facility	One space per 4 hostel unit beds. Visitor parking at 30% of resident parking requirements.	One SRV space; and One space for an emergency vehicle.
Resort complex	As determined by Council.	As determined by Council.
Retirement facility	One covered space per unit and 0.5 spaces for visitors parking.	One SRV space; and One space for an emergency vehicle.
Roadside stall	One space per stall.	Nil.
Rooming accommodation	<u>Inside the Centre zone:</u> One space per 15 beds. <u>Outside the Centre zone:</u> One space per 8 beds.	One SRV space. One space for a 20 seater bus.
Rural industry	One space per 90m ² GFA or part thereof.	One AV space.
Rural workers' accommodation	<u>If accepted development subject to requirements:</u> Nil <u>If Assessable development:</u> As determined by Council.	<u>If accepted development subject to requirements:</u> Nil <u>If Assessable development:</u> As determined by Council.
Sales office	One space per 25m ² GFA or part thereof.	Nil.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Service industry	<p>Accepted where in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p>	One HRV space if the site is greater than 2,000m ² , otherwise One SRV space.
Service station	Minimum of four spaces plus car parking at rates applicable to ancillary use/s.	One AV space.
Shop	<p>Accepted where in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p>	One HRV space if the site is greater than 2,000m ² , otherwise One SRV space.
Shopping centre	<p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA and one space per 25m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA and one space per 15m² or part thereof of GFA above 400m².</p>	<p>One AV space per 1,000m²; and</p> <p>One SRV space per 500m²; or</p> <p>One SRV space per every 2 specialty uses, whichever the greater.</p>
Short-term accommodation	One space per unit.	One HRV space if involves the serving of food or beverage; otherwise One SRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Showroom	Accepted in an existing building within the Centre zone. <u>Inside the Centre zone:</u> One space per 25m ² or part thereof of GFA up to 400m ² GFA, and one space per 10m ² or part thereof of GFA above 400m ² . <u>Outside the Centre zone:</u> One space per 50m ² or part thereof of GFA up to 400m ² GFA, and one space per 15m ² or part thereof of GFA above 400m ² .	One AV space and One SRV space if the site is greater than 2,000m ² ; or One HRV space; and One SRV Space.
Special industry	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Substation	<u>If assessable development:</u> As determined by Council.	As determined by Council.
Telecommunication s facility	<u>If accepted development subject to requirements:</u> Nil. <u>If assessable development:</u> As determined by Council.	<u>If accepted development subject to requirements:</u> Nil. <u>If assessable development:</u> As determined by Council.
Theatre	One space per 15m ² or part thereof of net lettable area, or one space per 5 seated spectators whichever is the greater.	One SRV space.
Tourist attraction	As determined by Council.	As determined by Council.
Tourist park	One space within each accommodation site plus 1 additional visitor space per 10 accommodation sites. Queuing for 2 vehicles towing caravans and 1 holding bay for a vehicle towing a caravan plus additional queuing for 1 vehicle towing a caravan per 40 accommodation sites.	One HRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Transport depot	One space per 125m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Utility installation	<p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
Veterinary services	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside Centre zone:</u> One space per 40m² or part thereof of net lettable area.</p> <p><u>Outside Centre zone:</u> One space per 20m² or part thereof of net lettable area.</p>	One HRV space if greater than 500m ² GFA; and One SRV space per 500m ² GFA.
Warehouse	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Wholesale nursery	As determined by Council.	As determined by Council.
Winery	As determined by Council.	As determined by Council.

Note—Any use not herein defined - as determined by Council.

Table 9.4.3.3C—Pavement Standards for Access, Manoeuvring and Car Parking areas

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

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

Table 9.4.3.3D—Bicycle Parking and End of Trip Facility Requirements

Definition	Minimum number of bicycle parking spaces	Minimum end of trip facilities
Commercial activities	<p>New or redeveloped commercial activities buildings (other than a shopping centre), provide:</p> <ul style="list-style-type: none"> • For employees - secure bicycle storage for 8% of building staff (based on one person per 60m² Gross leasable area). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and • visitor facilities: <ul style="list-style-type: none"> - one bicycle rack space per 750m² NLA or part thereof; and - bicycle parking, signposted; and adjacent to a major public entrance to the building. 	<p>New or redeveloped commercial activities buildings (other than a shopping centre), provide the following employee facilities, which are continually accessible to employees:</p> <ul style="list-style-type: none"> • accessible showers at the rate of one shower per 10 bicycle spaces provided or part thereof; • changing facilities adjacent to showers; and • secure lockers in the changing facilities for 20% of building staff (based on one person per 60m² GLA to cater for walkers, cyclists and other active users.
Community use	Four spaces per 1,500m ² GFA.	As determined by Council.

Definition	Minimum number of bicycle parking spaces	Minimum end of trip facilities
Educational establishment	<p>New or redeveloped education facilities, provide:</p> <ul style="list-style-type: none"> • For employees - secure bicycle storage for 8% of building staff (based on one person per 75m² GLA). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and • For students: <ul style="list-style-type: none"> - minimum of 8% of the peak number of students using the building at any one time (with 75% occupancy); and - bicycle storage within 100m of the building front entrance(s); or added to the campus central bicycle storage area. 	<p>New or redeveloped education facilities, provide the following employee facilities, which are continually accessible to employees:</p> <ul style="list-style-type: none"> • accessible showers at the rate of one per 10 bicycle spaces provided or part thereof; • changing facilities adjacent to showers; and • secure lockers in changing facilities for 20% of building staff (based on one person per 75m² GLA) to cater for cyclists, walkers and other active users.
Food & drink outlet	One space per 100m ² GFA.	As determined by Council.
Function facility	One space per 300m ² GFA.	As determined by Council.

Definition	Minimum number of bicycle parking spaces	Minimum end of trip facilities
Health care services	<p>New or redeveloped healthcare facilities, provide the following facilities:</p> <ul style="list-style-type: none"> • For employees - secure bicycle storage for 5% of building staff (based on one person per 75m² GLA). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and • For visitors: <ul style="list-style-type: none"> - facilities with in-patient accommodation provide one space per each 30 beds; - facilities without in-patient accommodation provide one space per each 4 practitioners; - aged care facilities provide one space per each 60 beds; - In every instance above, provide a minimum of 5 bicycle parking spaces; and - bicycle parking provided: in an accessible location, signposted and within 10m a major public entrance to the building. 	<p>New or redeveloped healthcare facilities, provide the following employee facilities, which are continually accessible to employees:</p> <ul style="list-style-type: none"> • accessible showers at the rate of one per 10 bicycle spaces provided or part thereof; • changing facilities adjacent to showers; and • secure lockers in changing facilities for 20% of building staff (based on one person per 75m² GLA) to cater for cyclists, walkers and other active users.
Hospital	As determined by Council.	As determined by Council.
Indoor sport and recreation	One space per employee plus 1 space per 200m ² GFA	As determined by Council.
Park	As determined by Council.	As determined by Council.
Rooming accommodation	One space per 4 letting rooms.	As determined by Council.
Short term accommodation	One space per 4 letting rooms.	As determined by Council.

Definition	Minimum number of bicycle parking spaces	Minimum end of trip facilities
Shop or Shopping centre	<p>New or redeveloped shopping centres, provide:</p> <ul style="list-style-type: none"> For employees - secure bicycle storage for 8% of building staff (based on one person per 60m² Gross leasable area). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and visitor facilities: <ul style="list-style-type: none"> one space per 500m² GLA or part thereof for centres under 30,000m²; or one space per 750m² GLA or part thereof for centres between 30,000m² and 50,000m²; and bicycle parking is signposted and within 10m of a major public entrance to the building. 	<p>New or redeveloped shopping centres, provide the following employee facilities, which are continually accessible to employees:</p> <ul style="list-style-type: none"> accessible showers at the rate of one shower per 10 bicycle spaces provided or part thereof; changing facilities adjacent to showers; and secure lockers in the changing facilities for 20% of building staff (based on one person per 60m² GLA to cater for walkers, cyclists and other active users.
Theatre	One space per 100m ² GFA.	As determined by Council.

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	<p>Site access involves:</p> <p>(a) a maximum width of 9 metres of any vehicle crossover across a footpath;</p> <p>(b) a minimum separation of 12 metres between any vehicle crossover and a road intersection;</p> <p>(c) a separate entrance and exit; and</p> <p>(d) a minimum separation between vehicle crossovers of 14 metres.</p>
Service station	
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	<p>(a) a single vehicular access point is provided to the site; and</p> <p>(b) no accommodation site has individual vehicular access.</p>

9.4.5 Works, services and infrastructure code

9.4.5.1 Application

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

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.

9.4.5.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			
Water supply			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO1 Each lot has an adequate volume and supply of water that: <ul style="list-style-type: none"> (a) meets the needs of users; (b) is adequate for fire-fighting purposes; (c) ensures the health, safety and convenience of the community; and (d) minimises adverse impacts on the receiving environment. 	AO1.1 Development is connected to a reticulated water supply system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located: <ul style="list-style-type: none"> (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated water supply service area. 	✓	Proposal is capable of complying.
	AO1.2 Development, where located outside a reticulated water supply service area and in the Conservation zone, Rural zone or Rural residential zone is provided with: <ul style="list-style-type: none"> (a) a bore or bores are provided in accordance with the Design Guidelines set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual; or (b) on-site water storage tank/s: <ul style="list-style-type: none"> (i) with a minimum capacity of 90,000L; (ii) fitted with a 50mm ball valve with a camlock fitting; and (iii) which are installed and connected prior to the occupation or use of the development. 	N/A	
Wastewater disposal			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO2 Each lot provides for the treatment and disposal of effluent and other waste water that: (a) meets the needs of users; (b) is adequate for fire-fighting purposes; (c) ensures the health, safety and convenience of the community; and (d) minimises adverse impacts on the receiving environment.	AO2.1 Development is connected to a reticulated sewerage system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located: (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated sewerage service area.	✓	Proposal is capable of complying.
	AO2.2 An effluent disposal system is provided in accordance with ASNZ 1547 On-Site Domestic Wastewater Management (as amended) where development is located: (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated sewerage service area.	N/A	
Stormwater infrastructure			
PO3 Stormwater infrastructure is designed and constructed to collect and convey the design storm event to a lawful point of discharge in a manner that mitigates impacts on life and property.	AO3.1 Where located within a Priority infrastructure area or where stormwater infrastructure is available, development is connected to Council's stormwater network in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	✓	Proposal is capable of complying.

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

Performance outcomes	Acceptable outcomes	Complies	Comments
PO5 Each lot is provided with an adequate supply of telecommunication infrastructure	AO5 Development is provided with a connection to the national broadband network or telecommunication services.	✓	Proposal is capable of complying.
Existing public utility services			
PO6 Development and associated works do not affect the efficient functioning of public utility mains, services or installations.	AO6 Public utility mains, services are relocated, altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	✓	Proposal is capable of complying.
Excavation or filling			
PO7 Excavation or filling must not have an adverse impact on the: (a) streetscape; (b) scenic amenity; (c) environmental values; (d) slope stability; (e) accessibility; or (f) privacy of adjoining premises.	AO7.1 Excavation or filling does not occur within 1.5 metres of any site boundary.	✓	Proposal is capable of complying.
	AO7.2 Excavation or filling at any point on a lot is to be no greater than 1.5 metres above or below natural ground level.	✓	Proposal is capable of complying.
	AO7.3 Earthworks batters: (a) are no greater than 1.5 metres in height; (b) are stepped with a minimum width 2 metre berm; (c) do not exceed a maximum of two batters and two berms (not greater than 3.6 metres in total height) on any one lot; (d) have a slope no greater than 1 in 4; and (e) are retained.	✓	Proposal is capable of complying.

Performance outcomes	Acceptable outcomes	Complies	Comments
	A07.4 Soil used for filling or spoil from excavation is not stockpiled in locations that can be viewed from: (a) adjoining premises; or (b) a road frontage, for a period exceeding 1 month from the commencement of the filling or excavation.	✓	Proposal is capable of complying.
	A07.5 All batters and berms to be constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	✓	Proposal is capable of complying.
	A07.6 Retaining walls have a maximum height of 1.5 metres and are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.	✓	Proposal is capable of complying.
	A07.7 Excavation or filling at any point on a lot is to include measures that protect trees at the foot or top of cut or fill batters by the use of appropriate retaining methods and sensitive earth removal or placement and in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.	✓	Proposal is capable of complying.
For assessable development			
Transport network			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO8 The development has access to a transport network of adequate standard to provide for the safe and efficient movement of vehicles, pedestrians and cyclists.	A08.1 Vehicle access, crossovers, road geometry, pavement, utilities and landscaping to the frontage/s of the site are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.	✓	Proposal is capable of complying.
	A08.2 Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.	✓	Proposal is capable of complying.
Public infrastructure			
PO9 The design, construction and provision of any infrastructure that is to be dedicated to Council is cost effective over its life cycle and incorporates provisions to minimise adverse impacts.	A09 Development is in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	✓	Proposal is capable of complying.
Stormwater quality			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>PO10 Development has a non-worsening effect on the site and surrounding land and is designed to:</p> <ul style="list-style-type: none"> (a) optimise the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters; (b) protect the environmental values of waterbodies affected by the development, including upstream, on-site and downstream waterbodies; (c) achieve specified water quality objectives; (d) minimise flooding; (e) maximise the use of natural channel design principles; (f) maximise community benefit; and (g) minimise risk to public safety. 	<p>AO10.1 The following reporting is prepared for all Material change of use or Reconfiguring a lot proposals:</p> <ul style="list-style-type: none"> (a) a Stormwater Management Plan and Report that meets or exceeds the standards of design and construction set out in the Queensland Urban Drainage Manual (QUDM) and the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual; and (b) an Erosion and Sediment Control Plan that meets or exceeds the Soil Erosion and Sedimentation Control Guidelines (Institute of Engineers Australia), including: <ul style="list-style-type: none"> (i) drainage control; (ii) erosion control; (iii) sediment control; and (iv) water quality outcomes. 	✓	Proposal is capable of complying.

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

Performance outcomes	Acceptable outcomes	Complies	Comments
PO11 Storage areas for stormwater detention and retention: (a) protect or enhance the environmental values of receiving waters; (b) achieve specified water quality objectives; (c) where possible, provide for recreational use; (d) maximise community benefit; and (e) minimise risk to public safety.	AO11 No acceptable outcome is provided.	N/A	
Excavation or filling			
PO12 Traffic generated by filling or excavation does not impact on the amenity of the surrounding area.	AO12.1 Haul routes used for transportation of fill to or from the site only use major roads and avoid residential areas.	✓	Proposal is capable of complying.
	AO12.2 Transportation of fill to or from the site does not occur: (a) within peak traffic times; and (b) before 7am or after 6pm Monday to Friday; (c) before 7am or after 1pm Saturdays; and (d) on Sundays or Public Holidays.	✓	Proposal is capable of complying.

Performance outcomes	Acceptable outcomes	Complies	Comments
PO13 Air pollutants, dust and sediment particles from excavation or filling, do not cause significant environmental harm or nuisance impacts.	AO13.1 Dust emissions do not extend beyond the boundary of the site.	✓	Proposal is capable of complying.
	AO13.2 No other air pollutants, including odours, are detectable at the boundary of the site.	✓	Proposal is capable of complying.
	AO13.3 A management plan for control of dust and air pollutants is prepared and implemented.	✓	Proposal is capable of complying.
PO14 Access to the premises (including driveways and paths) does not have an adverse impact on: (a) safety; (b) drainage; (c) visual amenity; and (d) privacy of adjoining premises.	AO14 Access to the premises (including all works associated with the access): (a) must follow as close as possible to the existing contours; (b) be contained within the premises and not the road reserve, and (c) are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.	✓	Proposal is capable of complying.
Weed and pest management			
PO15 Development prevents the spread of weeds, seeds or other pests into clean areas or away from infested areas.	AO15 No acceptable outcome is provided.	✓	Proposal is capable of complying.
Contaminated land			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO16 Development is located and designed to ensure that users and nearby sensitive land uses are not exposed to unacceptable levels of contaminants	AO16 Development is located where: (a) soils are not contaminated by pollutants which represent a health or safety risk to users; or (b) contaminated soils are remediated prior to plan sealing, operational works permit, or issuing of building works permit.	✓	Proposal complies.
Fire services in developments accessed by common private title			
PO17 Fire hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.	AO17.1 Fire hydrants are located in accessways or private roads held in common private title at a maximum spacing of: (a) 120 metres for residential development; and (b) 90 metres for any other development.	N/A	
	AO17.2 Fire hydrants are located at all intersections of accessways or private roads held in common private title.	N/A	