



**gilvear planning**

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# Planning Report

Material Change of Use – Extension to  
Childcare Facility at 67 Constance St,  
Mareeba and 2-6 Hastie Street, Mareeba  
(Lot 2 on RP723297 and Lot 10 on  
SP270086)

Prepared for:  
Mareeba Shire Council

Prepared on behalf of:  
Kelly Developments

Our Reference	J001333: KEL: KG
Site	67 Constance St, Mareeba & 2-6 Hastie St, Mareeba Lot 2 on RP 723297 & Lot 10 on SP 270086
Date	01 September 2022
Author	Haylee Mlikota (Planner)
Approver	Kristy Gilvear (Director)

# Important Note

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This Report has been prepared for Kelly Developments for the sole purpose of making a Development Application seeking a Material Change of Use for a Childcare Facility at 67 Constance Street and 2-6 Hastie Street in Mareeba (Lot 2 on RP723297 & Lot 10 on SP270086). This report is strictly limited to the purpose, and facts and circumstances stated within. It is not to be utilized for any other purpose, use, matter or application.

Gilvear Planning has made certain assumptions in the preparation of this report, including:

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

Gilvear Planning is not aware of any particular fact or circumstance, which would render these assumptions incorrect, as at the date of preparation of the Report.

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

Signed on behalf of  
Gilvear Planning Pty Ltd



Kristy Gilvear

**DIRECTOR**  
September 2022



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# 1.0 Introduction

The following Planning Report has been prepared by Gilvear Planning Pty Ltd (Gilvear Planning) on behalf of Kelly Developments (the Applicant) in support of a Development Application submitted to the Mareeba Shire Council seeking Approval via a Material Change of Use for an extension to a Childcare Facility on land at 67 Constance Street and 2-6 Hastie Street in Mareeba described as Lot 2 on RP723297 and Lot 10 on SP270086 (the subject site), respectively.

The proposed development is for an extension to existing childcare facilities located at 67 Constance St, Mareeba and 2-6 Hastie Street, Mareeba. Whilst the proposed extensions forming part of this development application relate entirely to Lot 2 on RP723297, we note that both of the identified lots are currently being used for childcare operations. The subject site has a total area of 3,788m<sup>2</sup>. Existing childcare facilities are well established and currently operating at maximum capacity. The proposed extensions will help to facilitate an increase in capacity to meet the growing community need, with the current facility often at 100% and wait lists for certain times and age groups.

It is proposed to demolish all but one of the existing buildings and structures currently located on Lot 2 on RP723297, following which construction of an entirely new childcare centre will proceed. This new facility will cater for 109 children and 30 staff. No improvements have been proposed for existing buildings/structures located on Lot 10 on SP270086, which currently has approval to cater for 44 kindy and 50 out of school care children. A Traffic Impact Assessment has been completed for the site/proposed development, which demonstrates that vehicle/pedestrian access to the site, as well as vehicle parking provisions, are sufficient.

As per the Mareeba Shire Council Planning Scheme 2016, the subject site is within the Medium Residential Density Zone, whereunder the proposed development is listed as a Code Assessable land use.

Following a detailed analysis of the relevant assessment benchmarks within the Planning Scheme, Gilvear Planning submits that the proposed development is able to adequately comply with the applicable Performance and Accepted Outcomes specified within the relevant Zone, Local Plan and Development Codes as per the Table of Assessment.

This development Application is therefore submitted to the Council for consideration and Approval, subject to imposition of reasonable and relevant Conditions.

## 2.0 Summary

Table 1: Summary of application

PROPOSAL SUMMARY	
<b>Address:</b>	67 Constance Street, Mareeba 2-6 Hastie Street, Mareeba
<b>Real Property Description:</b>	Lot 2 on RP723297 Lot 10 on SP270086
<b>Site Area/Frontage:</b>	Lot 2 on RP723297 - 2223m <sup>2</sup> Lot 10 on SP270086 - 1565m <sup>2</sup>
<b>Owner / Applicant:</b>	Attachment 1 – Title Search
<b>Easements &amp; Encumbrances:</b>	Attachment 1 – Title Search
<b>Proposal:</b>	Material Change of Use – Childcare Facility
<b>Approvals Sought:</b>	Development Approval
<b>Level of Assessment:</b>	Code Assessable
<b>Zone:</b>	Medium Density Residential
<b>Overlays:</b>	Environmental Significance Overlay – MSES Waterway Buffer
<b>Local Area Plan:</b>	Mareeba Local Plan
<b>Regional Plan Designation:</b>	Urban Footprint
<b>State Interests – State Planning Policy:</b>	Natural Hazards Risk and Resilience <ul style="list-style-type: none"> <li>Flood hazard area – Level 1 - Queensland floodplain assessment overlay</li> </ul> Strategic airports and aviation facilities <ul style="list-style-type: none"> <li>Wildlife hazard buffer zone (13km)</li> </ul>
<b>State Interests – SARA Mapping:</b>	Water Resources <ul style="list-style-type: none"> <li>Water resource planning area boundaries</li> </ul>
<b>Referral Agencies:</b>	Nil

# 3.0 Site Description

The subject site is located at 67 Constance St, Mareeba and 2-6 Hastie Street, Mareeba, also referred to as Lot 2 on RP723297 and Lot 10 on SP270086, respectively. The subject site frontages are Constance Street and Hastie Street.

Whilst proposed extensions forming part of the is development application relate entirely to Lot 2 on RP723297, it should be noted that both of the identified lots are currently being used to run/operate a childcare facility. The existing childcare operations that span across both sites are owned and run as a single business – that being the Mareeba Kids Campus. In considering this, it is submitted that for the purpose of this development application, where referred to, the ‘subject site’ incorporates both Lot 2 on RP723297 and Lot 10 on SP270086. Additionally, we note that information provided in relation to site coverage, landscaping and gross floor areas throughout this planning report (including the attachments), is applicable to the entire subject site, given the likely possibility of and/or requirement to amalgamate in the future.

Mapped as being within the Medium Residential Density Zone under the Mareeba Shire Planning Scheme 2016, the subject site is surrounded by a mix of commercial, education and residential land uses.

The subject site has a total area of 3,788m<sup>2</sup> and is currently improved with buildings and shade sails. All vehicle parking associated with the Childcare Centre is located off-site, along Constance Street and Hastie St. Parking space for one small bus has been provided for within the subject site.

There is an easement that traverses through the south-east portion of Lot 2 on RP723297. The easement is for the existing sewer infrastructure.



Image 1: Subject Site and surrounding locality (Source: Queensland Globe)



# 4.0 Proposal

The proposed development is for an extension to existing childcare facilities located at 67 Constance St, Mareeba and 2-6 Hastie Street, Mareeba. Existing childcare facilities are well established and currently operating at maximum capacity. The proposed extensions will help to facilitate an increase in capacity to meet the growing community need with the current facility often at 100% and wait lists for certain times and age groups.

It is proposed to demolish all, but one, of the existing buildings and structures currently located on Lot 2 on RP723297, and furthermore construct an entirely new Childcare Centre. This new Childcare Centre will cater for 109 kids and 30 staff. No improvements have been proposed for existing buildings/structures located on Lot 10 on SP270086; which currently has approval to cater for 44 kindy and 50 out of school care children.

The proposed new childcare centre will have a total Gross Floor Area of 1440m<sup>2</sup> (including eaves) and will primarily cater for children ranging from newborns to pre-kindy. The proposed Childcare Centre will be a one storey structure, with a maximum height of 4.9m. Provision for separate areas within the proposed childcare centre, dedicated to separate age groups, has been included in the proposal. Designations are for the following age groups:

- One (1) Baby area (including adjacent sleep and nappy change rooms);
- Two (2) Pre-Kindy areas; and
- Three (3) Toddler Areas.

Some of the designated areas will also include their own toilet facilities, as well as shared preparation and store rooms. Additionally, the design also includes a kitchen, laundry, meeting rooms/offices, as well as areas that can be used as creative spaces and/or multipurpose uses. It is intended that the additional areas incorporated into the final design will be used by visiting medical practitioners or specialist and allied health services to complement the overall education and wellbeing services provided.

Access to the subject site is gained via both Constance Street and Hastie Street. Acceptable drop-off areas, vehicle parking and bus zones are provided for off-site, along both Constance Street and Hastie Street. On-site parking for one small bus, which is regularly used to service the childcare centre, is provided for within the proposed design.

In terms of the built form for the project, the design has specifically been formulated to adopt a lower scale built form which assists in maintaining the existing bulk and scale currently observed throughout the surrounding area.

Formalised landscaping at a rate of 34% will be provided across the subject site; contributing to the visual amenity and efficaciously breaking up the built form.

We note that the proposed development is located within proximity to the zone of influence, in relation to an existing Easement located within the subject site. The Easement is for existing sewer infrastructure. Should proposed development be located on/or near this Easement, it is our view that this will not result in any

significant impacts incursions are considered to be very minor in this instance. There will be no impact/disturbance to the ongoing use of existing sewer infrastructure.

## 4.2 Infrastructure Connections

The Childcare Facility has existing connections to all critical infrastructure including mains water, sewerage, stormwater, electricity and telecommunications. The anticipated increase in capacity can be sufficiently catered for with the existing services provisions.

# 5.0 Statutory Planning Considerations

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

## 5.1 Planning Act 2016

### 5.1.1 CONFIRMATION OF DEVELOPMENT

The proposed development is not prohibited. This has been established by considering all relevant instruments which can provide prohibitions under *Planning Act 2016* (The Act) including:

- Schedule 10 of the Planning Regulation 2017;
- Relevant categorising instruments.

### 5.1.2 ASSESSABLE DEVELOPMENT

The development proposed by this application includes development that is made assessable under the Mareeba Shire Council Planning Scheme 2016, in accordance with Section 43(1) of the Act.

### 5.1.3 ASSESSMENT MANAGER

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

### 5.1.4 LEVEL OF ASSESSMENT

Table 3 (below) summarises the assessable development subject to this application and the relevant level of assessment for each aspect of development.

Table 3: Category of Development and Assessment

ASPECT OF DEVELOPMENT	REFERENCE	LEVEL OF ASSESSMENT
<b>Material Change of Use – Extension to Childcare Facility</b>	Table 5.5.7	Code Assessable

As the proposed development is Code Assessable, the relevant assessment benchmarks applicable to the Assessment Manager are those within the applicable Assessment Codes as specified in Table 5.5.7 within the Planning Scheme.

### 5.1.5 STATUTORY CONSIDERATIONS FOR ASSESSABLE DEVELOPMENT

The relevant considerations of the Assessment Manager in making the decision pursuant to Section 60 of the Act, are outlined in:



- Section 45(3) of the Act;
- Section 25, 26 and 27 of the *Planning Regulation 2017*.

For Code Assessable development, Section 26(3) and Section 30(3) of the *Planning Regulation 2017* permit assessment to consider a nominated benchmark “only to the extent the assessment benchmark is relevant to the development.”

Furthermore, Section 5.4 of the Planning Scheme notes that Code Assessable development is Bound Assessment, and an applicable matter can only be considered in the context of the applicable Code.

#### 5.1.6 REFERRAL TRIGGERS

Referral to the State Assessment Referral Agency is not required.

#### 5.1.7 STATE RESOURCE

The proposed development does not involve any State Resources.

#### 5.1.8 STATE DEVELOPMENT ASSESSMENT PROVISIONS

The proposed development does not require assessment against any matters detailed within the State Development Assessment Provisions.

#### 5.1.9 REGIONAL PLAN

The proposed development does not require detailed assessment against the provisions contained within the Far North Queensland Regional Plan. Note: The Regional Plan has been appropriately advanced within the Mareeba Shire Planning Scheme 2016.

Pursuant to Section 2.2 of the Planning Scheme, the following is noted:

*“The minister has identified that the planning scheme, specifically the strategic framework, appropriately advances the Far North Queensland Regional Plan 2009-2031, as it applies in the planning scheme area”.*

#### 5.1.10 STATE PLANNING POLICY

Pursuant to Section 2.1 of the Mareeba Shire Planning Scheme 2016, it is noted that the Planning Scheme adequately integrates the applicable State Interests within the State Planning Policy.

# 6.0 Council Planning Considerations

## 6.1 Local Planning Scheme – Mareeba Shire Council Planning Scheme 2016

Within the Planning Scheme, the subject site is included within the Medium Residential Density Zone and the Mareeba Local Plan.

The following table identifies those Codes considered to be relevant and provides a summary of compliance with requirements of these Codes.

APPLICABLE CODES	COMPLIANCE SUMMARY
<b>Medium Residential Density Code</b>	<p>The proposed development is compliant with the relevant Acceptable Outcomes and Performance Outcomes specified within this Zone Code.</p> <p>Performance Outcomes are sought in relation to PO3 and PO5 of the Code with respect to:</p> <ul style="list-style-type: none"><li>- The requirement for a minimum 6m setback from the primary road frontage and a minimum 3m setback from any secondary road frontage;</li><li>- The restriction of Gross Floor Area to a maximum of 600m<sup>2</sup>.</li></ul> <p>It is noted that the Medium Density Residential Zone allows for the provision of community uses and small-scale services and facilities that cater for local residents. The proposed development is part of a broader area where community and educational facilities currently exist and are co-located. Properties located opposite to the subject sites' primary and secondary road frontages are currently used for community/recreational and/or educational purposes. In considering this, it is submitted that proposed reduced setbacks along the primary and secondary road frontages are not likely to significantly impact properties located on opposite sides of the identified roads – that being Constance Street and Hastie Street.</p> <p>Additionally, we note that there is already a well-established childcare centre in operation on Lot 2 on RP723297. This existing childcare centre is currently operating at maximum capacity and therefore it is being proposed that this building be demolished to allow for the construction of a larger building, to support identified increases in demand.</p>

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The proposed development has been appropriately designed and sited to maintain the privacy of adjoining premises.

The siting, bulk and scale of the proposed development ensures the efficient use/operation of childcare facilities and promotes a high level of safety, by situating outdoor play areas to the rear of the building, away from road frontages. This is considered to be a much better design outcome.

The proposed use and appearance of building bulk and scale is considered to be consistent with what is observed already on land located to the north, west and east of the subject site.

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**Mareeba Local Plan Code**

The proposed development is compliant with the relevant Acceptable Outcomes and Performance Outcomes specified within this Code.

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**Community Activities Code**

The proposed development is compliant with the relevant Acceptable Outcomes and Performance Outcomes specified within this Code.

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**Landscaping Code**

The proposed development is compliant with the relevant Acceptable Outcomes and Performance Outcomes specified within this Code.

A Performance Outcome is sought in relation to PO3 of the Landscaping Code with respect to the requirement of landscaping along the side and rear property boundaries.

Landscape treatment proposed along the side (southern) property boundary, being a common boundary adjoining a sensitive land use on land zoned Medium Density Residential, is minimal. This area will need to remain unobstructed, to allow for vehicle access to the site, should it ever be required.

In considering this, it is submitted that the development proposes a 1.8m high solid fence around the property boundary. In the absence of formalised landscaping, the proposed boundary fence is considered to sufficiently screen activities occurring on site and preserve the amenity of adjoining premises.

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**Parking and Access Code**

The proposed development is compliant with the relevant Acceptable Outcomes and Performance Outcomes specified within this Code.

A Performance Outcome is sought in relation to PO7 of the Parking and Access Code with respect to the requirement of on-site service vehicle area provisions.

The proposed development is for a childcare centre. The proposed design incorporates kitchen and laundry areas that will allow for

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activities usually requiring the need for service vehicles to be carried out internally and on-site. In considering this, it is submitted that service vehicles are not likely to frequent the site and therefore no loading/unloading/service areas have been proposed.

It is noted that service operations are likely to occur outside the normal operating hours of the proposed childcare centre and as such will not impede access to parking spaces and/or vehicle or pedestrian traffic movement.

Additionally, we note that single wheelie bins will be used to dispose of waste generated from the childcare centre. As such, access to the site for the removal of waste will not be required, given that the wheelie bins will be transported to the road side on designated collection days.

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**Works, Services and Infrastructure Code**

The proposed development is compliant with the relevant Acceptable Outcomes and Performance Outcomes specified within this Code.

Performance Outcomes are sought in relation to PO10 and PO11 of the Works, Services and Infrastructure Code with respect to necessary reporting required to demonstrate that stormwater is managed appropriately.

Storm water will be discharged from the site via an existing connection to Council's infrastructure. Additionally, the subject site is already developed and therefore no further earthworks are proposed, limiting impacts caused by erosion and/or sediment run-off.

In considering this, it is submitted that the proposed development will not result in a worsening effect on the site and surrounding land, nor will it cause any environmental harm. The proposed extensions are not considered to alter existing stormwater discharge rates and therefore no upgrades to existing service connections are proposed.

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A detailed assessment of the proposal against the applicable Codes is contained in [Attachment 3 – Code Compliance Responses](#) and demonstrates that the proposed development complies or can comply with the relevant assessment criteria.

## 6.2 Infrastructure contributions

Notwithstanding the applicable charge rates, pursuant to Mareeba Shire Council's Infrastructure Charges Resolution (No.1) 2022, we ask that Council considers the long-standing use of subject site – that being for a Childcare Centre. This development application proposes extensions to the existing use and furthermore, we note that the proposed extensions are not likely to result in any increased pressures on Council services. In considering this, it is submitted that Council considers waiving any additional charge rates applicable to the subject site/proposed development.

# 7.0 Summary and Conclusions

The following Planning Report has been prepared by Gilvear Planning Pty Ltd (Gilvear Planning) on behalf of Kelly Developments (the Applicant) in support of a Development Application submitted to the Mareeba Shire Council seeking Approval via a Material Change of Use for an extension to a Childcare Facility on land at 67 Constance Street and 2-6 Hastie Street in Mareeba described as Lot 2 on RP723297 and Lot 10 on SP270086 (the subject site), respectively.

The proposed development is for an extension to existing childcare facilities located at 67 Constance St, Mareeba and 2-6 Hastie Street, Mareeba. The proposed extensions will help to facilitate an increase in capacity, providing space for approximately an additional 109 children and 30 employees.

As per the Mareeba Shire Council Planning Scheme 2016, the subject site is within the Medium Residential Density Zone and the proposed development is Code Assessable.

Following a detailed analysis of the relevant assessment benchmarks within the Planning Scheme, Gilvear Planning submits that the proposed development is able to adequately comply with the applicable Performance and Accepted Outcomes specified within the relevant Zone, Local Plan and Development Codes as per the Table of Assessment.

This development Application is therefore submitted to the Council for consideration and Approval, subject to imposition of reasonable and relevant Conditions.

# Attachment 1

Title Search and Owners Consent



Queensland Titles Registry Pty Ltd  
ABN 23 648 568 101

<b>Title Reference:</b> 50970050	<b>Search Date:</b> 30/11/2021 08:51
<b>Date Title Created:</b> 14/11/2014	<b>Request No:</b> 39444121
<b>Previous Title:</b> 50289035, 50499820	

#### ESTATE AND LAND

Estate in Fee Simple

LOT 10 SURVEY PLAN 270086

Local Government: MAREEBA

#### REGISTERED OWNER

Dealing No: 716138893 13/11/2014

MAREEBA CHILD CARE & KINDERGARTEN INC.

#### EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by  
Deed of Grant No. 20109118 (ALLOT 2 SUBN SEC 3)
2. MORTGAGE No 717151588 24/03/2016 at 09:54  
COMMONWEALTH BANK OF AUSTRALIA A.B.N. 48 123 123 124

#### ADMINISTRATIVE ADVICES

NIL

#### UNREGISTERED DEALINGS

NIL

Caution - Charges do not necessarily appear in order of priority

\*\* End of Current Title Search \*\*

Queensland Titles Registry Pty Ltd  
ABN 23 648 568 101

<b>Title Reference:</b> 21101139	<b>Search Date:</b> 30/11/2021 08:51
<b>Date Title Created:</b> 17/09/1979	<b>Request No:</b> 39444123
<b>Previous Title:</b> 20848217, 20848218	

#### ESTATE AND LAND

Estate in Fee Simple

LOT 2 REGISTERED PLAN 723297  
Local Government: MAREEBA

#### REGISTERED OWNER

MAREEBA CHILD CARE & KINDERGARTEN INC

#### EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by  
Deed of Grant No. 20109118 (ALLOT 2 SUBN SEC 3)
2. EASEMENT IN GROSS No 601531907 (T205721) 16/07/1985  
BURDENING THE LAND  
TO COUNCIL OF THE SHIRE OF MAREEBA  
OVER EASEMENT A ON RP43245
3. MORTGAGE No 717151590 24/03/2016 at 09:54  
COMMONWEALTH BANK OF AUSTRALIA A.B.N. 48 123 123 124

#### ADMINISTRATIVE ADVICES

NIL

#### UNREGISTERED DEALINGS

NIL

Caution - Charges do not necessarily appear in order of priority

\*\* End of Current Title Search \*\*

# Attachment 2

## Proposal Plans

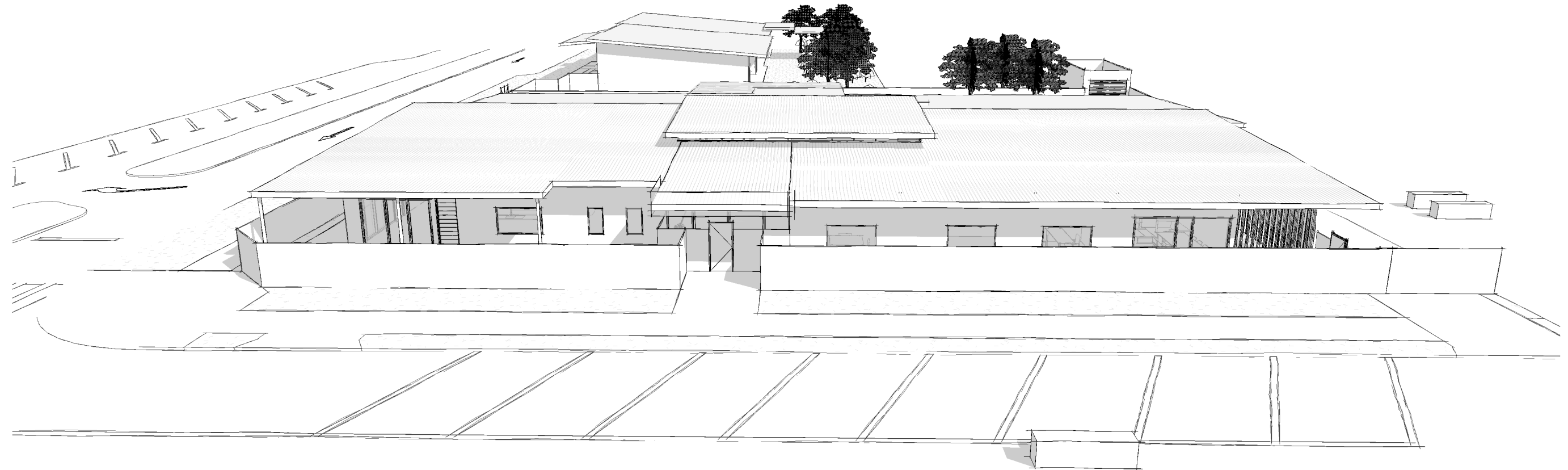
UNCONTROLLED

# KIDS CAMPUS MAREEBA

67 Constance Street Mareeba, Queensland 4880

## DEVELOPMENT APPLICATION

DA - DRAWING LIST			
Sheet Number	Sheet Name	Current Revision	Date Issued
A-00	COVER SHEET	1	08-08-2022
A-001	SITE PLAN	2	19-08-2022
A-101	PROPOSED GROUND FLOOR PLAN	1	08-08-2022
A-102	ROOF PLAN	1	08-08-2022
A-103	ELEVATIONS	2	19-08-2022
A-104	SECTIONS	1	08-08-2022
A-105	ADMIN ROOM LAYOUT	1	08-08-2022
A-106	TODDLERS & PREKINDY ROOM LAYOUT	1	08-08-2022
A-107	BABIES ROOM LAYOUT	1	08-08-2022
A-110	LICENSING PLAN - GROUND FLOOR	1	08-08-2022
A-112	3D VIEWS	1	28-04-2022



UNCONTROLLED



**KIDS CAMPUS MAREEBA**  
**67 Constance Street, Mareeba**

**CA Architects**  
 Cairns | Brisbane | Townsville  
 e: reception@caarchitects.com.au t: +617 4031 6367

**COVER SHEET**  
 2138\_DA A-00 Rev 1 19/08/2022 9:57:15 AM  
 Drawn: CB Check: CA DRAFT DA DRAWINGS ■

Kids Campus Mareeba

UNCONTROLLED

UNCONTROLLED



UNCONTROLLED



**PROPERTY ADDRESS**

67 CONSTANCE STREET, MAREEBA  
QLD. 4880

**TOTAL SITE AREA - 3702m<sup>2</sup>**

**RPD**

**LOCAL**

MAREEBA SHIRE COUNCIL

**BUILDING GFA EXISTING & NEW**

EXISTING INCLUDING EAVES	730m <sup>2</sup>
EXISTING EXCLUDING EAVES	465m <sup>2</sup>

NEW INCLUDING EAVES	1440m <sup>2</sup>
NEW EXCLUDING EAVES	1083m <sup>2</sup>

EXISTING SITE COVER	20%
Including eaves	
EXISTING SITE COVER	12.5%
Excluding eaves	

NEW SITE COVER	39%
Including eaves	
NEW SITE COVER	29%
Excluding eaves	

EXISTING & NEW	58%
Including eaves	
EXISTING & NEW	41%
Excluding eaves	

TOTAL LANDSCAPING	
SOFT LANDSCAPE	1263m <sup>2</sup>
HARD SCAPE + SPORT COURT	386m <sup>2</sup>

SOFT LANDSCAPE 34%

BLDG. HEIGHT 4.9m  
1-Storey

UNCONTROLLED

UNCONTROLLED

1 PROPOSED SITE PLAN  
1:500

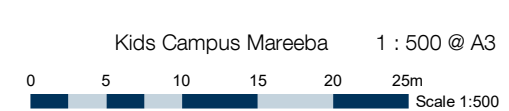
UNCONTROLLED



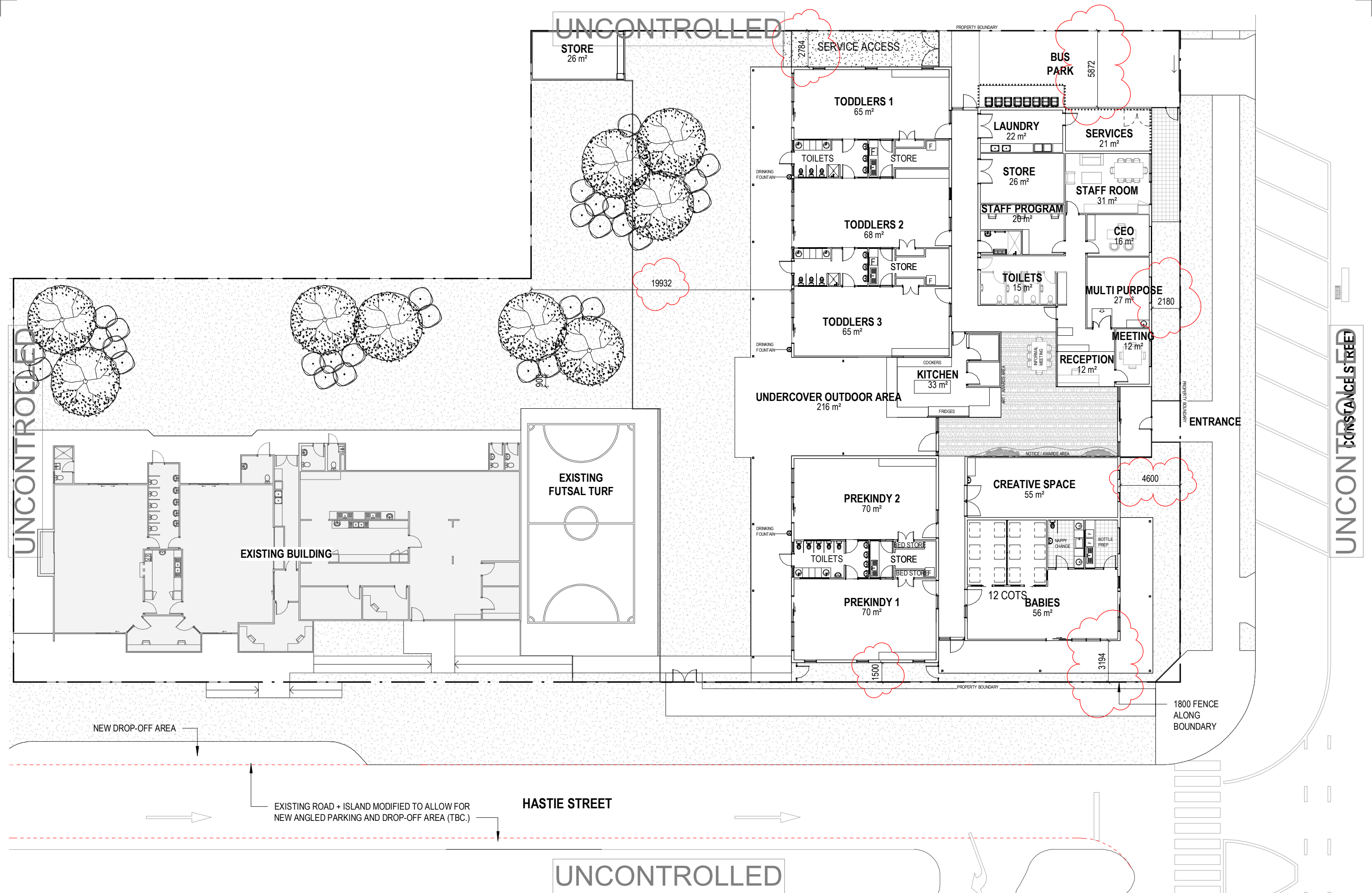
**KIDS CAMPUS MAREEBA**  
**67 Constance Street, Mareeba**

CA Architects  
Cairns | Brisbane | Townsville  
e: reception@caarchitects.com.au t: +617 4031 6367

**SITE PLAN**  
2138\_DA A-001 Rev 2 19/08/2022 9:57:20 AM  
Drawn: CB Check: CA DRAFT DA DRAWINGS







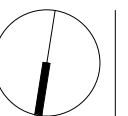
**KIDS CAMPUS MAREEBA**  
**67 Constance Street, Mareeba**

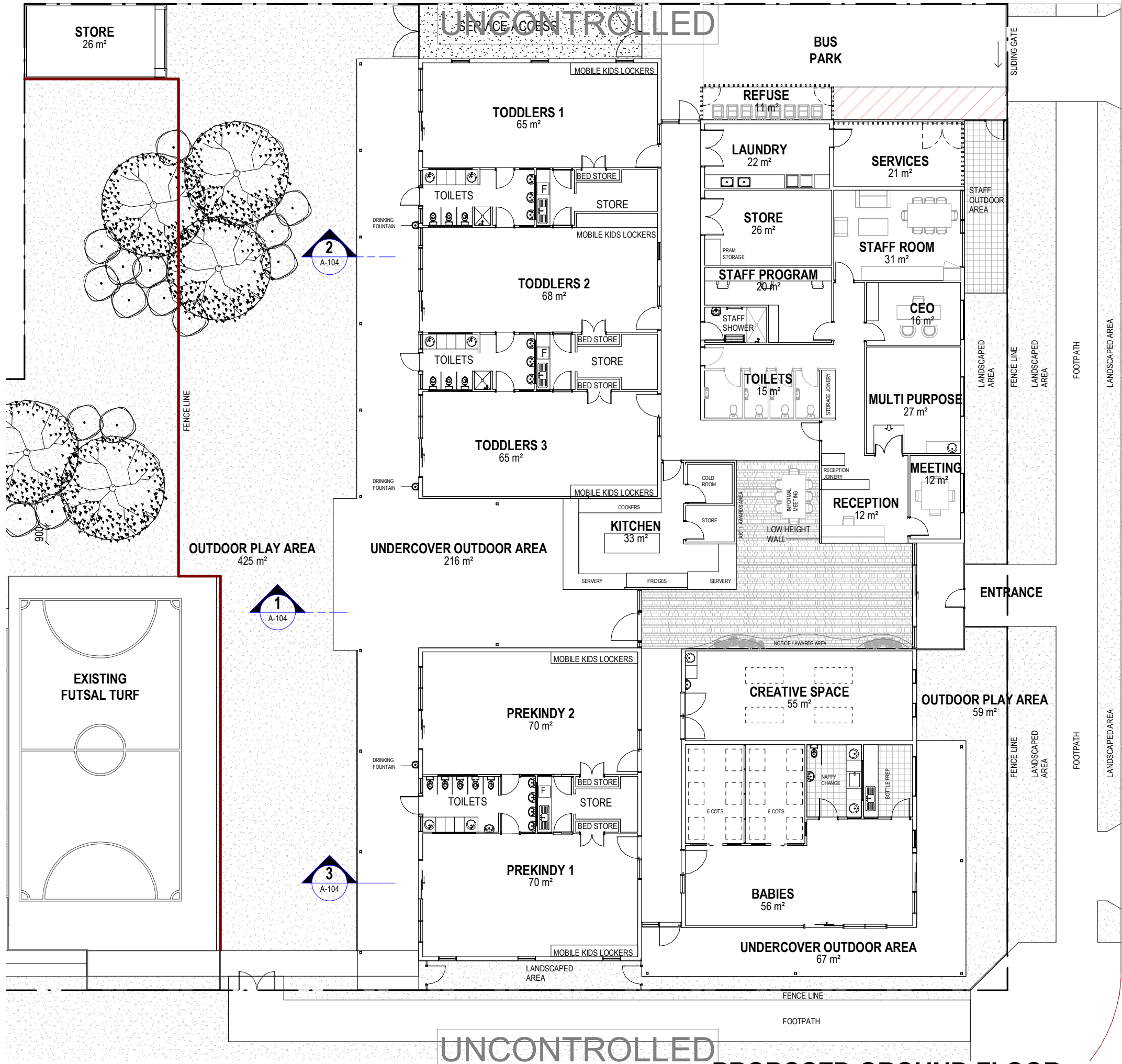
CA Architects  
 Cairns | Brisbane | Townsville  
 e: reception@caarchitects.com.au t: +617 4031 6367

**OVERALL FLOOR PLAN**

2138\_DA A-002 Rev 2 19/08/2022 9:57:26 AM  
 Drawn: CB Check: CA DRAFT DA DRAWINGS

Kids Campus Mareeba 1 : 250 @ A3  
 0 2 5 10m 12.5m  
 Scale 1:250





UNCONTROLLED

UNCONTROLLED

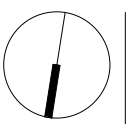
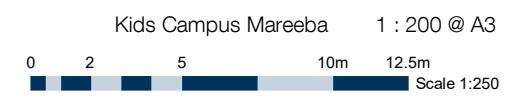
**PROPOSED GROUND FLOOR PLAN**



**KIDS CAMPUS MAREEBA**  
 67 Constance Street, Mareeba

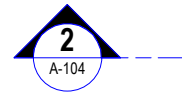
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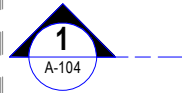
BUS PARK BELOW



3°

3°

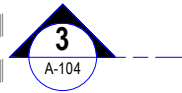
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POLY CARB ROOF SHEET



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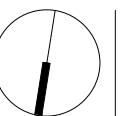
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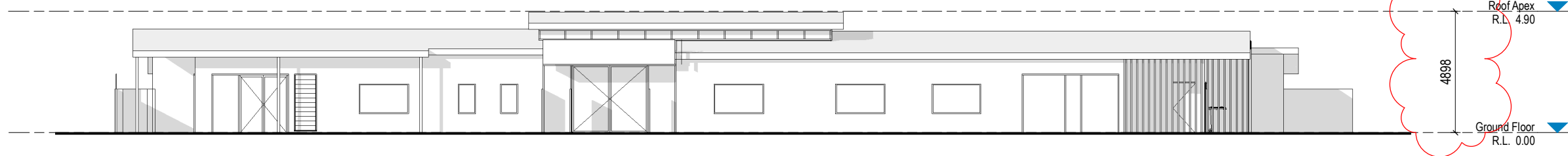
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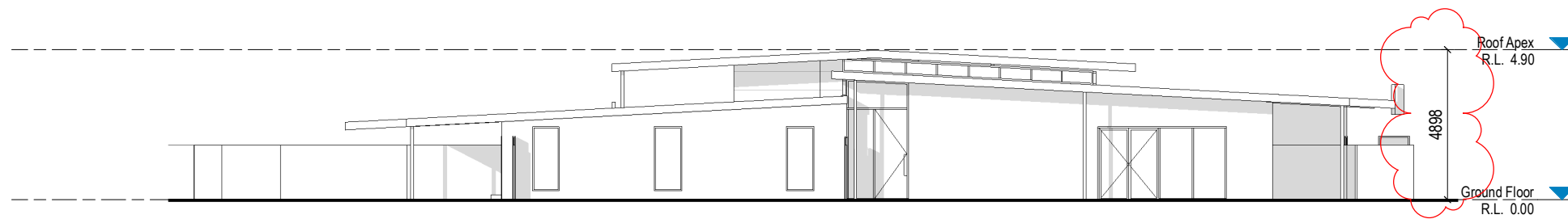
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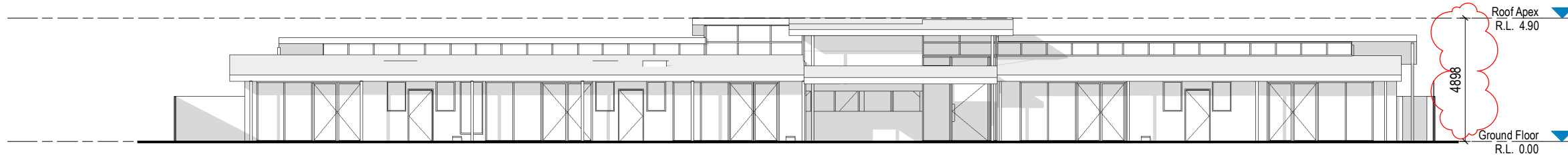
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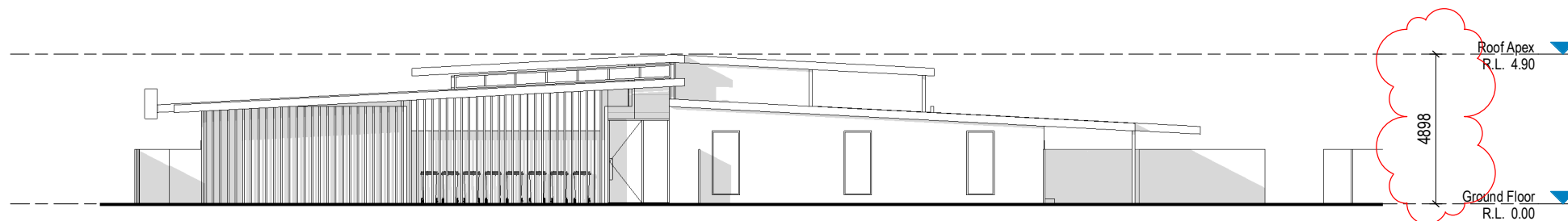
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1:200



2 HASTIE STREET ELEVATION  
1:200



3 COURTYARD ELEVATION  
1:200



4 SIDE ELEVATION  
1:200

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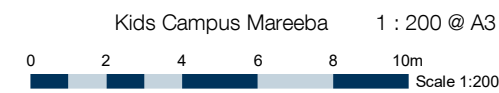
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**KIDS CAMPUS MAREEBA**  
**67 Constance Street, Mareeba**

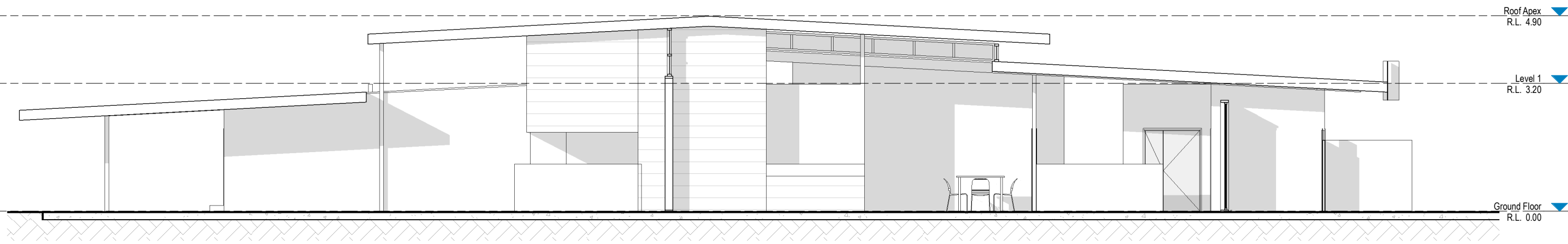
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**ELEVATIONS**  
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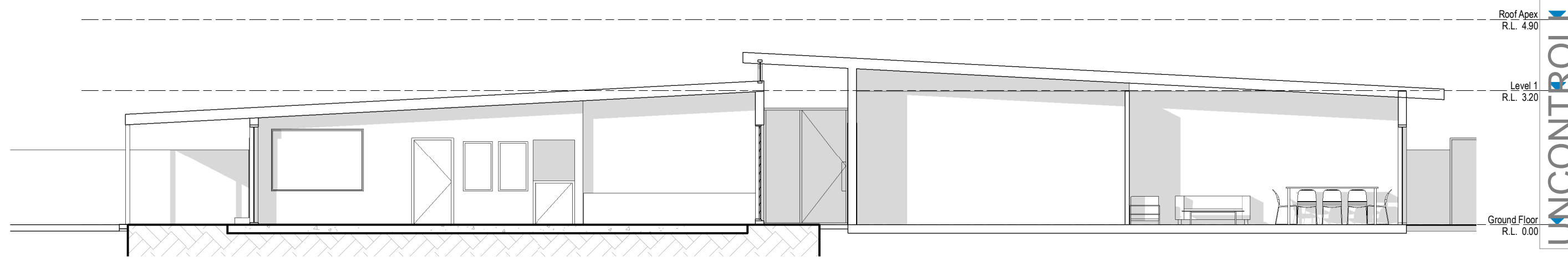


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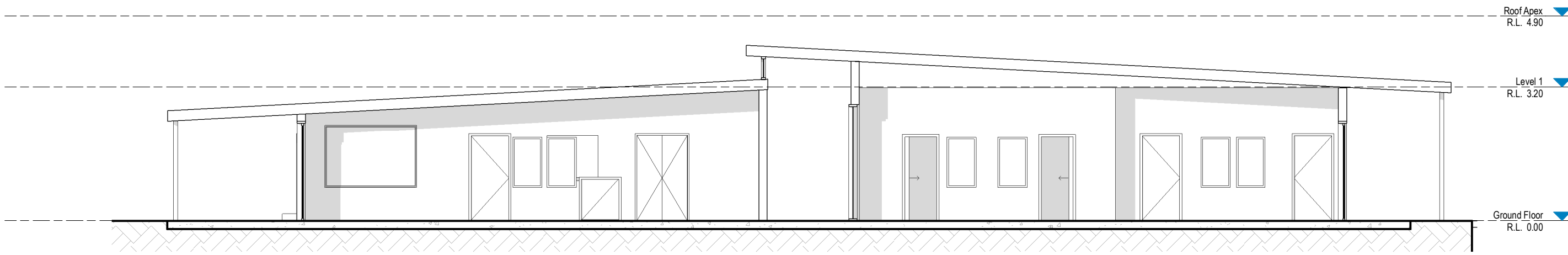
1 SECTIONAL VIEW 1  
A-101 1:100

UNCONTROLLED



2 SECTIONAL VIEW 2  
A-101 1:100

UNCONTROLLED



3 SECTIONAL VIEW 3  
A-101 1:100

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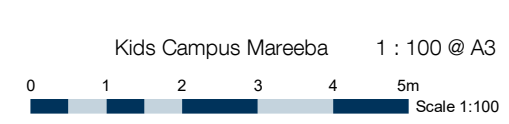


**KIDS CAMPUS MAREEBA**  
67 Constance Street, Mareeba

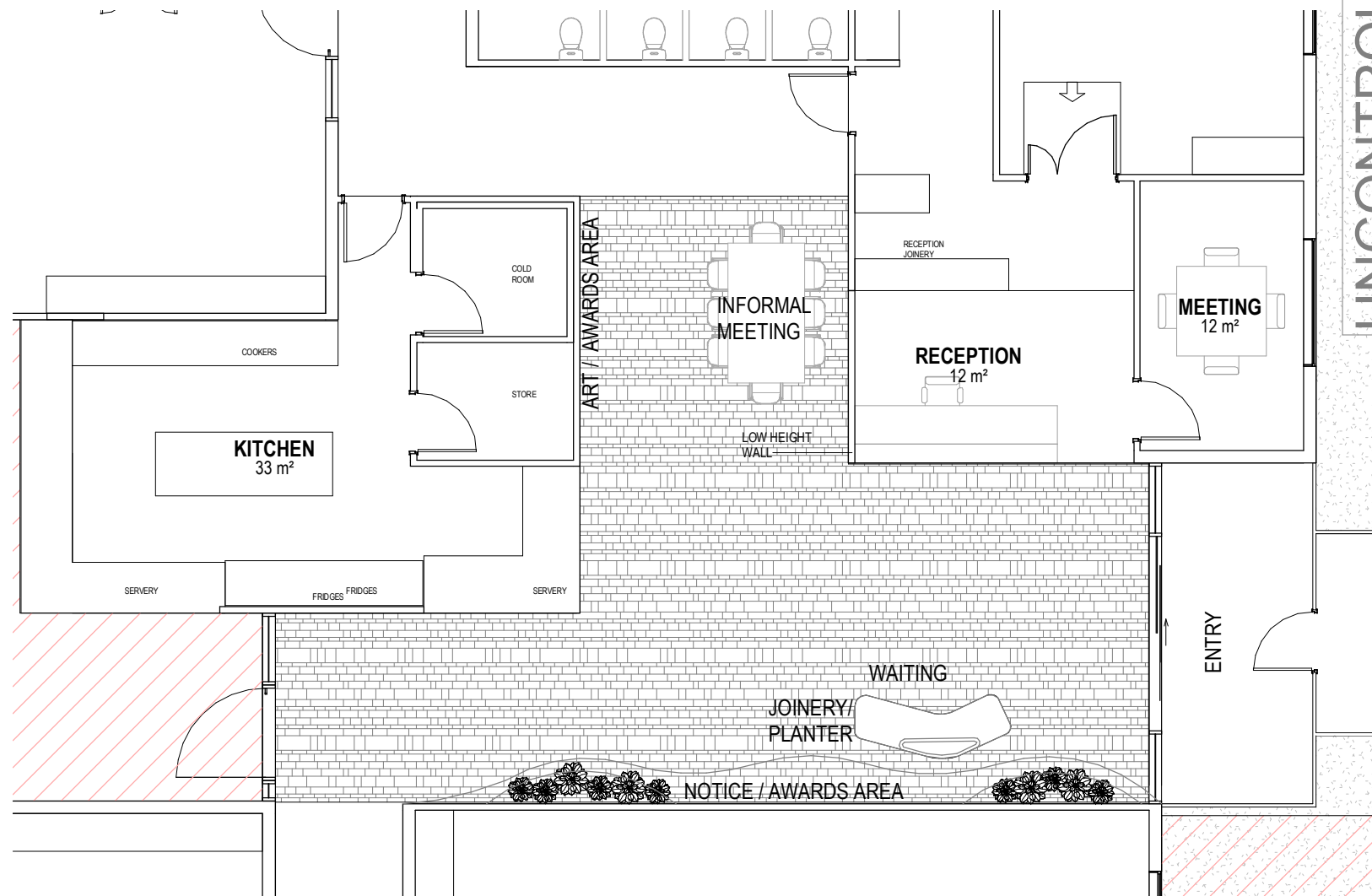
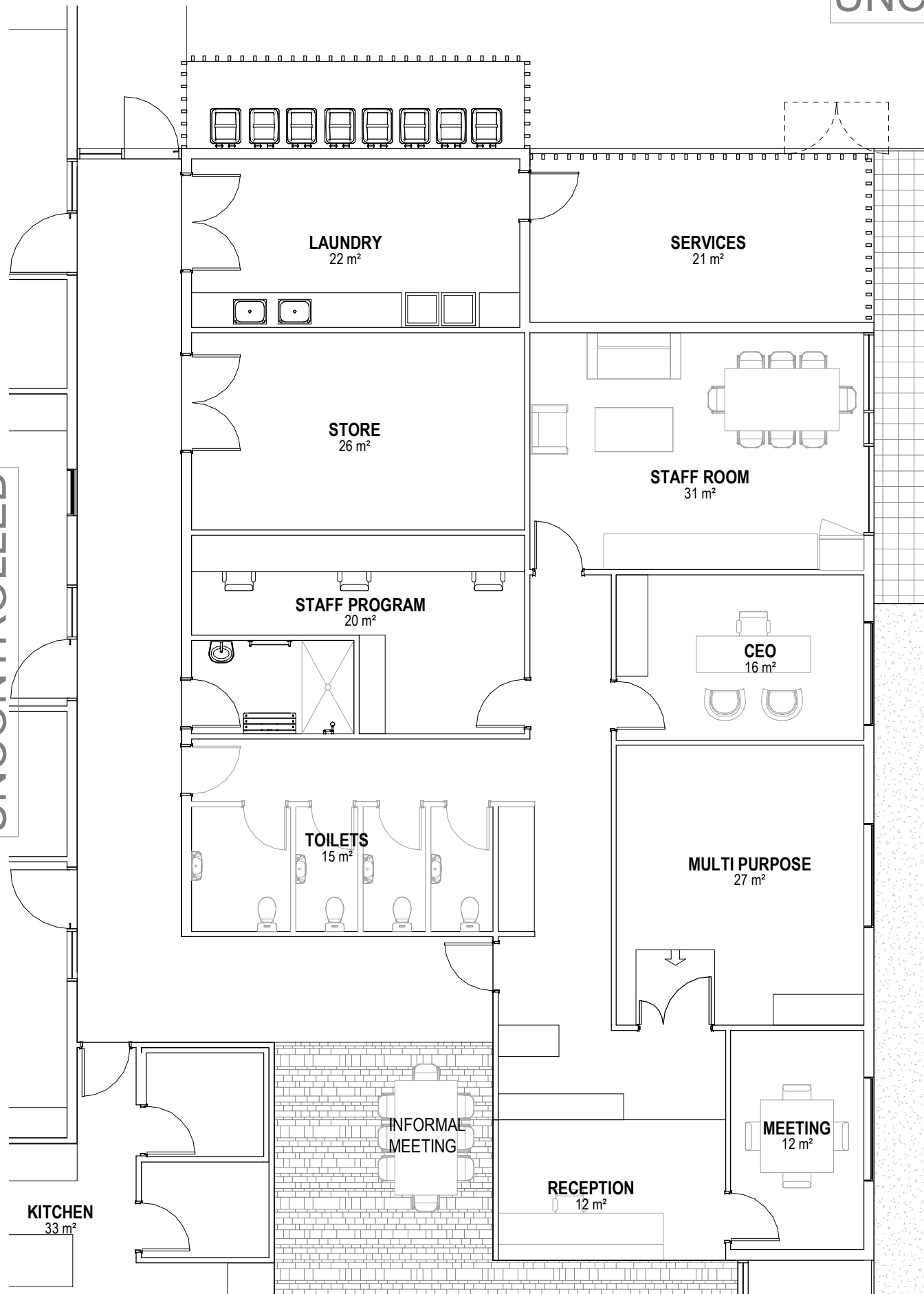
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**SECTIONS**  
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DRAFT DA DRAWINGS



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1 STAFF FLOOR PLAN - PROPOSED  
1 : 100

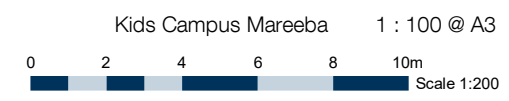
2 WAITING AREA + TUCKSHOP FLOOR PLAN  
1 : 100



**KIDS CAMPUS MAREEBA**  
67 Constance Street, Mareeba

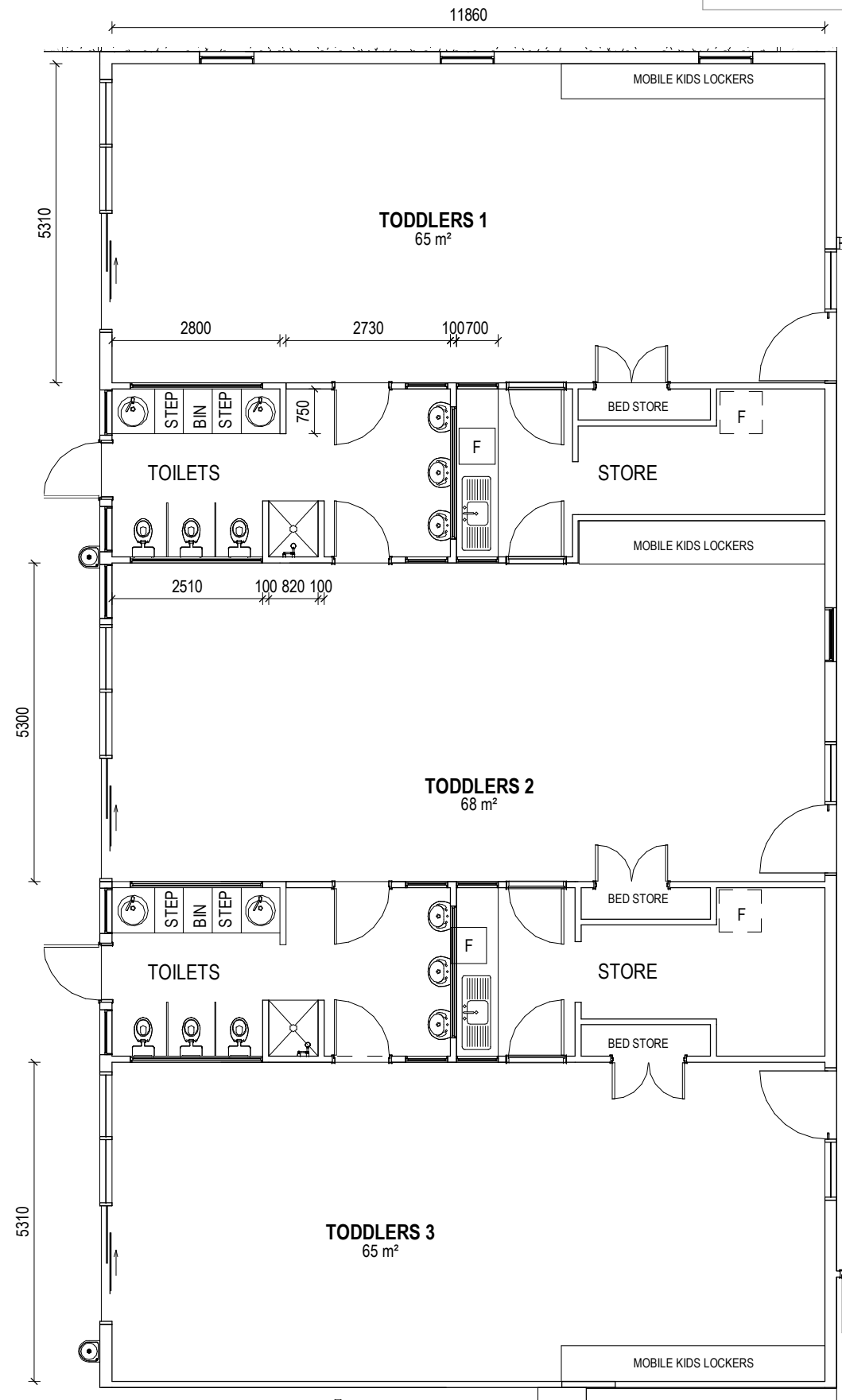
CA Architects  
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**ADMIN ROOM LAYOUT**  
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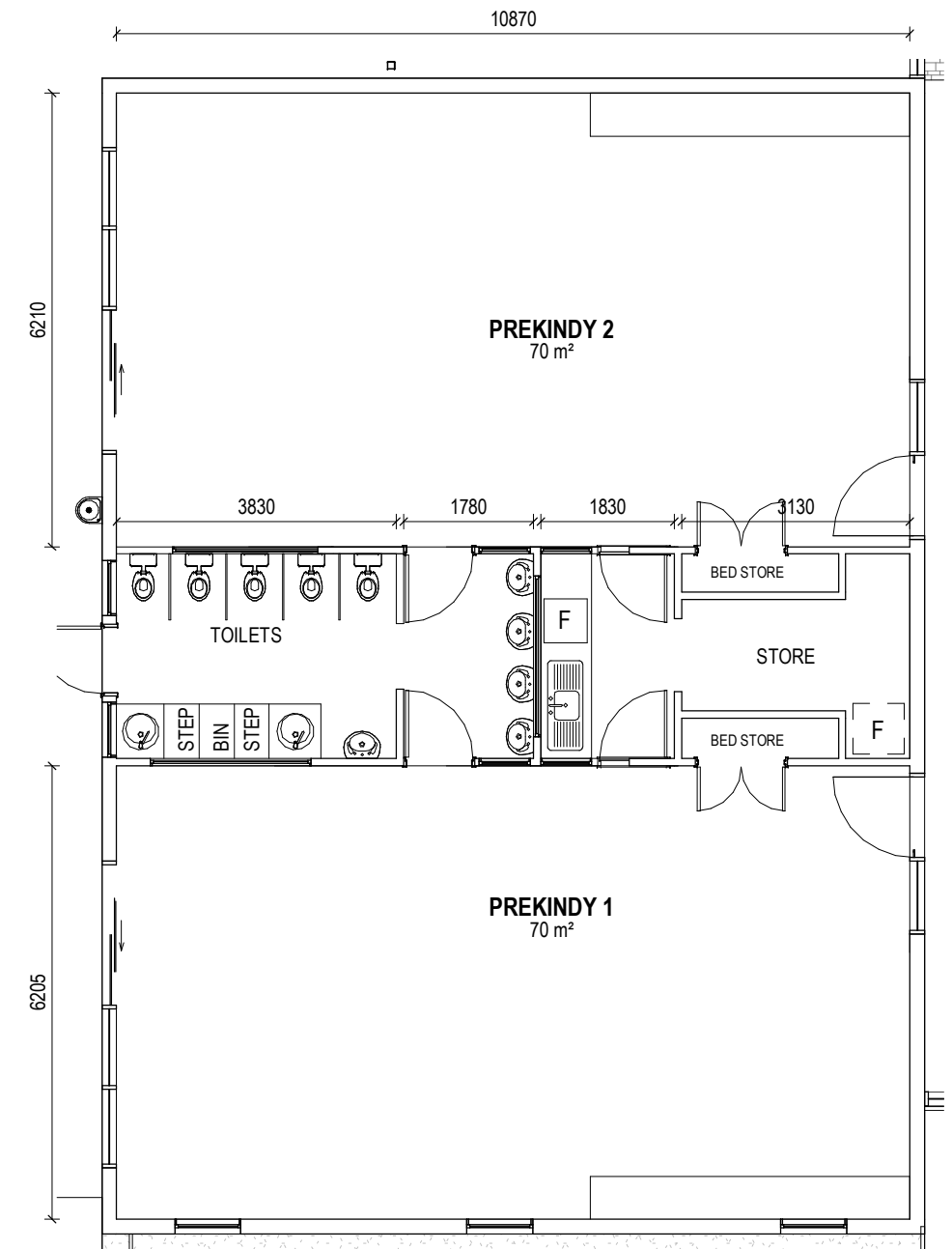
UNCONTROLLED



1

TODDLERS FLOOR PLAN - PROPOSED

1 : 100



2

PRE KINDY FLOOR PLAN - PROPOSED

1 : 100

UNCONTROLLED

### TODDLERS & PREKINDY ROOM LAYOUT

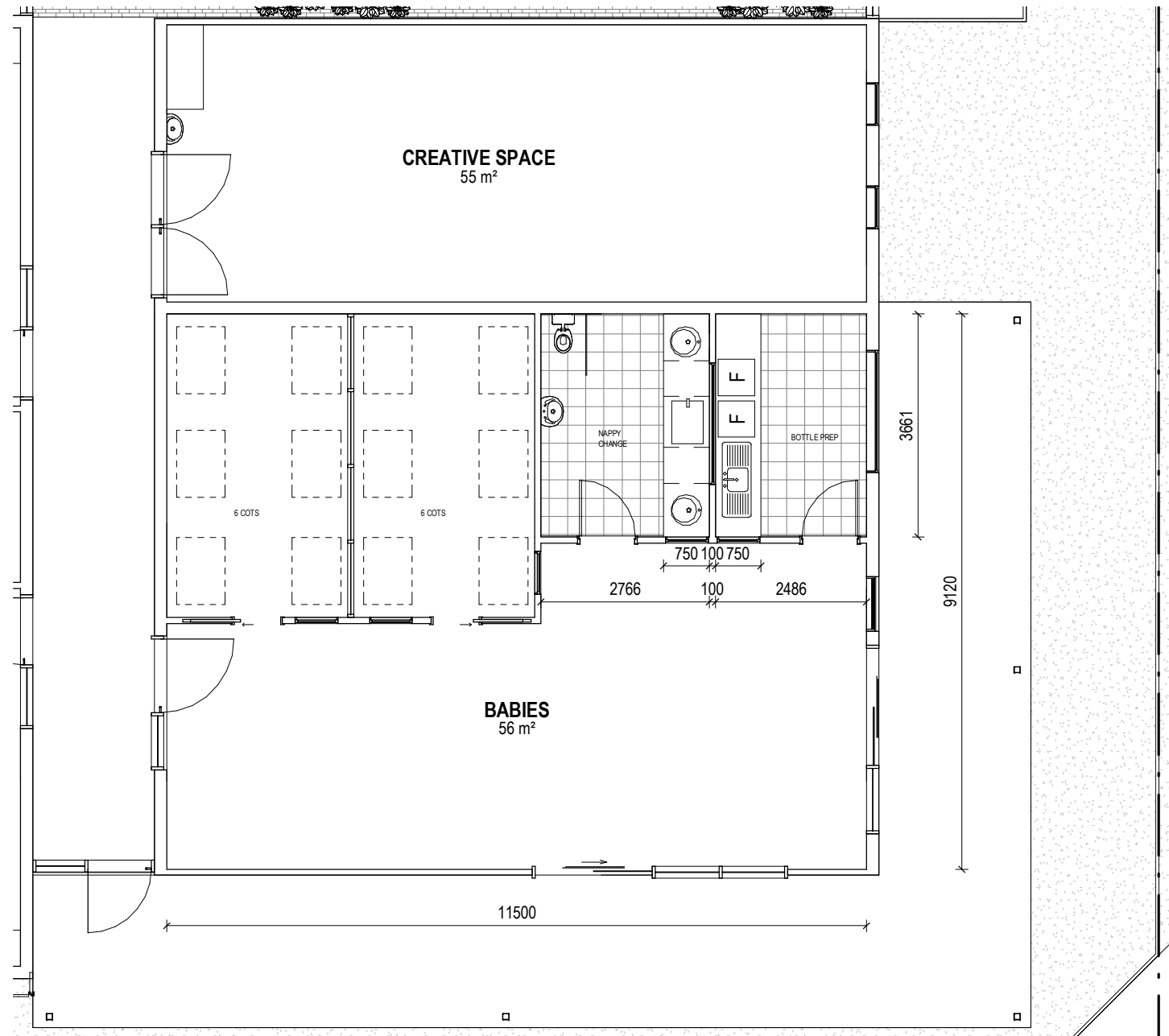


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Kids Campus Mareeba 1 : 100 @ A3  
0 2 4 6 8 10m  
Scale 1:200



1 BABIES FLOOR PLAN - PROPOSED  
1 : 100

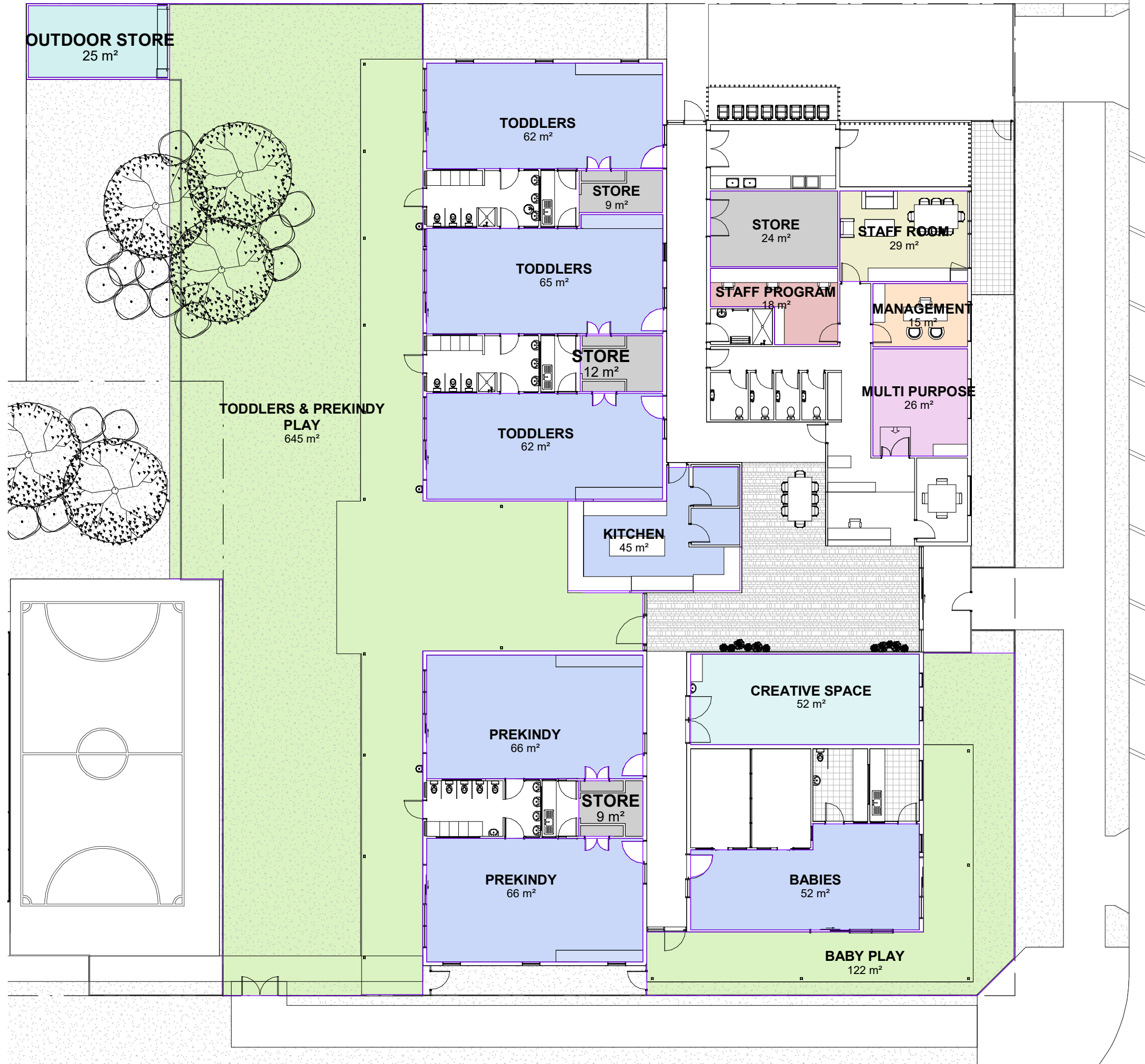


INDOOR AREA CALCULATION		
INDOOR PLAY	PROVIDED INDOOR AREA	No OF CHILDREN
PREKINDY	66 m <sup>2</sup>	20
PREKINDY	66 m <sup>2</sup>	20
TODDLERS	62 m <sup>2</sup>	19
TODDLERS	65 m <sup>2</sup>	20
TODDLERS	62 m <sup>2</sup>	19
	320 m <sup>2</sup>	110

OUTDOOR AREA CALCULATION		
OUTDOOR PLAY	PROVIDED OUTDOOR AREA	No OF CHILDREN
TODDLERS & PREKINDY PLAY	645 m <sup>2</sup>	92
BABY PLAY	122 m <sup>2</sup>	17
	767 m <sup>2</sup>	109

STORAGE AREAS	
STORAGE	PROVIDED STORE
OUTDOOR STORE	25 m <sup>2</sup>
STORE	24 m <sup>2</sup>
STORE	12 m <sup>2</sup>
STORE	9 m <sup>2</sup>
STORE	9 m <sup>2</sup>
	79 m <sup>2</sup>

OTHER INDOOR AREAS	
ROOM NAME	PROVIDED INDOOR AREA
BABIES	52 m <sup>2</sup>
CREATIVE SPACE	52 m <sup>2</sup>
KITCHEN	45 m <sup>2</sup>
MANAGEMENT	15 m <sup>2</sup>
MULTI PURPOSE	26 m <sup>2</sup>
STAFF PROGRAM	18 m <sup>2</sup>
STAFF ROOM	29 m <sup>2</sup>
	238 m <sup>2</sup>



## LICENSING PLAN - GROUND FLOOR



**KIDS CAMPUS MAREEBA**  
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Kids Campus Mareeba 1 : 200 @ A3

# Attachment 3

## Code Compliance Responses

J000### - Address

## 6.2.7 Medium density residential zone code

### 6.2.7.1 Application

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

### 6.2.7.2 Purpose

- (1) The purpose of the medium density residential zone code is to provide for medium density multiple dwellings supported by community uses and small-scale services and facilities that cater for local residents.
- (2) Mareeba Shire Council's purpose of the Medium density residential zone code is to facilitate medium residential densities and a diversity of housing which caters for a range of households in locations which are proximate to town centres, community facilities and open space.

Small lot housing is facilitated and medium density development may include Dual occupancy and Multiple dwelling development in the form of town houses, apartments and units.

- (3) The purpose of the code will be achieved through the following overall outcomes:
- Development provides a range of residential dwelling choices including Multiple dwellings in locations clustered around or near activity centres and transport networks;
  - Development encourages and facilitates urban consolidation and the efficient use of physical and social infrastructure;
  - Development is supported by employment nodes, community facilities and services, transport and commercial hubs where appropriate; Development provides and maintains a high level of amenity in the zone and is reflective of the desired character of the area;
  - The scale and density of development facilitates an efficient land use pattern that supports safe and walkable neighbourhoods that are well connected to employment nodes, centres, open space and recreational areas, community services and educational opportunities;
  - Other small-scale development that integrates personal employment and residential activities is encouraged, provided it complements local residential amenity;
  - 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;
  - Non-residential development may be supported where such uses directly support the day to day needs of the immediate residential community; and
  - Development responds to land constraints and mitigates any adverse impacts on adjacent land uses and the environment.

### 6.2.7.3 Criteria for assessment

**Table 6.2.7.3A—Medium density residential zone code - For accepted development subject to requirements and assessable development**

Performance outcomes	Acceptable outcomes	Compliance
<b>For accepted development subject to requirements and assessable development</b>		
<b>Height</b>		



J000### - Address

Performance outcomes	Acceptable outcomes	Compliance
<b>PO1</b> 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.	<b>AO1</b> Development has a maximum building height of: (a) 8.5 metres; and (b) 2 storeys above ground level.	<b>Complies with AO1.</b> The proposed development has a maximum building height of 4.9m, comprising of a single storey.
<b>Outbuildings and residential scale</b>		
<b>PO2</b> 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 Medium density residential zone.	<b>AO2</b> Domestic outbuildings do not exceed: (a) 100m <sup>2</sup> in gross floor area; and (b) 5.5 metres in height above natural ground level.	<b>Not applicable.</b> The proposed development is for a childcare centre. No Residential Uses or Domestic Outbuildings are proposed.
<b>Siting</b>		
<b>PO3</b> 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; (f) appearance of building bulk; and (g) relationship with road corridors.	<b>AO3.1</b> Buildings and structures include a minimum setback of: (a) 6 metres from the primary road frontage; and (b) 3 metres from any secondary road frontage.	<b>Complies with PO3.</b> The proposed development is setback as follows: - 0.61m from the primary road frontage (Constance Street); and - 0.694m from the secondary road frontage (Hastie Street).  The proposed development is located on land which is mapped as being within the Medium Density Residential Zone. Mareeba St Thomas' Primary School is located directly north of the subject site.  The proposed development has been appropriately designed and sited to maintain the privacy of adjoining premises. The proposed use and appearance of building bulk and scale is considered to be consistent with what is observed already on land located to the north, west and east of the subject site.  The development proposes to construct a suitable 1.8m

J000### - Address

Performance outcomes	Acceptable outcomes	Compliance
	<p><b>AO3.2</b> Buildings and structures include a minimum setback of 2 metres from side and rear boundaries.</p>	<p>high boundary fence around the perimeter of the subject site that will provide opportunities for casual surveillance of adjoining public spaces, as well as enhance the safety of children and employees using the Childcare Centre.</p> <p><b>Complies with AO3.2.</b> The proposed development is setback as follows:</p> <ul style="list-style-type: none"> <li>- 2.184m from the southern property boundary; and</li> <li>- 14.815m from the eastern property boundary.</li> </ul> <p>Further to this, a 1.8m high boundary fence will be constructed around the perimeter of the subject site, to ensure impacts on adjoining residential premises is minimised.</p>
<b>Accommodation density</b>		
<p><b>PO4</b> The density of Accommodation activities:</p> <ul style="list-style-type: none"> <li>(a) contributes to housing choice and affordability;</li> <li>(b) respects the nature and density of surrounding land use;</li> <li>(c) does not cause amenity impacts beyond the reasonable expectation of accommodation density for the zone; and</li> <li>(d) is commensurate to the scale and frontage of the site.</li> </ul>	<p><b>AO4</b> Development provides a maximum density for Accommodation activities in compliance with <b>Table 6.2.7.3B.</b></p>	<p><b>Not applicable.</b> No accommodation activities are proposed.</p>
<b>Gross floor area</b>		
<p><b>PO5</b> Buildings and structures occupy the site in a manner that:</p> <ul style="list-style-type: none"> <li>(a) makes efficient use of land;</li> <li>(b) is consistent with the bulk and scale of surrounding buildings; and</li> <li>(c) appropriately balances built and natural features.</li> </ul>	<p><b>AO5</b> Gross floor area does not exceed 600m<sup>2</sup>.</p>	<p><b>Complies with PO5.</b></p> <p>The development proposes demolition of the existing childcare centre located on Lot 2 on RP723297 and subsequent construction of a new childcare centre with a Gross Floor Area of 1083m<sup>3</sup>.</p> <p>Notwithstanding this, the childcare centre is suitably located and within proximity to other similar land uses, including:</p> <ul style="list-style-type: none"> <li>- Mareeba St Thomas's Primary School, located to the north; and</li> <li>- Mareeba Kids Campus – Kindergarten/Out of Hours</li> </ul>

J000### - Address

Performance outcomes	Acceptable outcomes	Compliance
		<p>School Care, located to the east.</p> <p>The siting, bulk and scale of the proposed development ensures the efficient use/operation of childcare facilities and promotes a high level of safety, by situating outdoor play areas to the rear of the building, away from road frontages. Although the proposed development exceeds the maximum Gross Floor Area by approximately 483m<sup>3</sup>, it is submitted that the development will not likely result in a bulk and scale considered to be inconsistent with other nearby buildings.</p> <p>Land located to the west of the proposed development, consists of several vacant (vegetated) Lots – including Arnold Park. In considering this, the proposed bulk and scale is not considered to detract from the existing balance of built and natural features observed throughout the surrounding area.</p>
<b>For assessable development</b>		
<b>Building design</b>		
<p><b>PO6</b> Building facades are appropriately designed to:</p> <ul style="list-style-type: none"> <li>(a) include visual interest and architectural variation;</li> <li>(b) maintain and enhance the character of the surrounds;</li> <li>(c) provide opportunities for casual surveillance;</li> <li>(d) include a human scale; and</li> <li>(e) encourage occupation of outdoor space.</li> </ul>	<p><b>AO6</b> Buildings include habitable space, pedestrian entrances and recreation space facing the primary road frontage.</p>	<p><b>Not applicable.</b> The development is not for a residential use and therefore does not include any habitable space/s.</p> <p>The proposed development is for a childcare centre and as such requires increased safety measures. In considering this, recreation space/s, in the form of outdoor areas, are to be located at the rear of the building.</p> <p>Notwithstanding this, pedestrian entrance to the proposed new childcare centre will be gained via Constance Street, being the primary road frontage.</p> <p>The proposed development has been suitably designed and sited to enhance visual interest and existing character of the surrounding area.</p>
<b>PO7</b>	<b>A07</b>	<b>Complies with PO7.</b>

J000### - Address

Performance outcomes	Acceptable outcomes	Compliance
<p>Development complements and integrates with the established built character of the Medium density residential zone, having regard to:</p> <ul style="list-style-type: none"> <li>(a) roof form and pitch;</li> <li>(b) eaves and awnings;</li> <li>(c) building materials, colours and textures; and</li> <li>(d) window and door size and location.</li> </ul>	<p>No acceptable outcome is provided.</p>	<p>The proposed built form aims to complement the existing built character of similar land uses located to the north and east, whilst continuing to ensure the amenity of adjoining residential properties is maintained. Built form characteristics will be similar to those already observed within the surrounding area.</p>
Non-residential development		
<p><b>PO8</b> Non-residential development:</p> <ul style="list-style-type: none"> <li>(a) is consistent with the scale of existing development;</li> <li>(b) does not detract from the amenity of nearby residential uses;</li> <li>(c) directly supports the day to day needs of the immediate residential community; and</li> <li>(d) does not impact on the orderly provision of non-residential development in other locations in the shire.</li> </ul>	<p><b>AO8</b> No acceptable outcome is provided.</p>	<p><b>Complies with PO8.</b> The proposed development is for a childcare centre on Lot 2 on RP723297.</p> <p>We note that there is already a well establish childcare centre in operation on Lot 2 on RP723297. This existing childcare centre is currently operating at maximum capacity and therefore it is being proposed that this building be demolished to allow for the construction of a larger building, to support identified increases in demand.</p> <p>In considering this, it is submitted that there will be no resulting changes to the current use and therefore it is unlikely that the development will further detract from the amenity of neighbouring residential uses.</p> <p>Existing childcare facilities located within the subject site, currently, and will continue to directly support the day to day needs of the immediate residential community. The identified need to expand and increase existing services clearly demonstrates the level of support this facility provides to the community.</p>
Amenity		
<p><b>PO9</b> Development must not detract from the amenity of the local area, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) hours of operation;</li> </ul>	<p><b>AO9</b> No acceptable outcome is provided.</p>	<p><b>Complies with PO9.</b> Proposed expansions to the existing use – that being for a childcare centre – are not likely to result in the increased generation of noise, lighting, odour and/or emissions. We</p>

J000### - Address

Performance outcomes	Acceptable outcomes	Compliance
<ul style="list-style-type: none"> <li>(c) traffic;</li> <li>(d) advertising devices;</li> <li>(e) visual amenity;</li> <li>(f) privacy;</li> <li>(g) lighting;</li> <li>(h) odour; and</li> <li>(i) emissions.</li> </ul>		<p>also note that the current hours or operation will be maintained.</p> <p>While it is expected that the proposed expansions may result in an increase in traffic to the site, this increase is not likely to result in any significant impacts for reasons highlighted in the attached Traffic Impact Assessment (<a href="#">Attachment 4 – Traffic Impact Assessment Report</a>).</p> <p>Compliance with this requirement can be confirmed by imposition of Condition, if necessary.</p>
<p><b>PO10</b> Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) hours of operation;</li> <li>(c) traffic;</li> <li>(d) advertising devices;</li> <li>(e) visual amenity;</li> <li>(f) privacy;</li> <li>(g) lighting;</li> <li>(h) odour; and</li> <li>(i) emissions.</li> </ul>	<p><b>AO10</b> No acceptable outcome is provided.</p>	<p><b>Complies with PO10.</b></p> <p>The subject site is located in a developed area and is within close proximity to the Town Centre Core and Town Centre Fringe Precincts, identified in the Mareeba Local Plan.</p> <p>The site is void of significant environmental values given that there is an existing Childcare Centre, which occupies majority of the site. In considering this, it is submitted that the proposed development is not likely to result in any negative environmental impacts.</p>

## **7.2.2 Mareeba local plan code**

### **7.2.2.1 Application**

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

### **7.2.2.2 Purpose**

- (1) The purpose of the Mareeba local plan code is to:
  - (a) facilitate the continued use of the historic stables area adjacent to the Mareeba Racecourse for residential horse keeping;
  - (b) facilitate the continued development of the Mareeba Airport;
  - (c) facilitate efficient development that accords with local lifestyle and amenity expectations;
  - (d) identify and direct urban growth opportunities;
  - (e) facilitate a more vibrant and integrated town centre;
  - (f) enhance accessibility to, and activation of, the Barron River and Centenary Lakes as important physical assets for Mareeba;
  - (g) enhance Mareeba's heritage and cultural elements; and
  - (h) facilitate the development of an appropriate site for special industry.
- (2) Ten precincts have been identified in the Mareeba local plan to achieve this purpose:
  - (a) The Town centre core precinct will be maintained as the retail and cultural heart of Mareeba. Development will be managed to increase the walkability of the precinct and better integrate the street and built environments. Character elements of the precinct will be maintained and new buildings or works to existing buildings will be respectful of character values.
  - (b) The Town centre fringe precinct consists of commercial and residential uses. The precinct will facilitate destination specific commercial development where it can be demonstrated that design measures can be incorporated to adequately mitigate any impacts upon residential amenity. The precinct will not detract from the role of the Town centre core precinct as the town's primary retail and commercial precinct.
  - (c) The Mareeba Airport precinct includes the existing airport facilities and an area on the south west side of the runway that is intended to be development for aviation based industry. The precinct will facilitate the continuing development of the Mareeba Airport, for passenger and freight movements, and other activities associated with the airport's primary function including industry, where it is demonstrated that these uses do not compromise efficient aircraft operation.
  - (d) The Mareeba northern investigation precinct is intended to support long term future urban development beyond the life of the planning scheme. Development in this precinct (particularly subdivision) is limited so that the future urban intent is not compromised.
  - (e) The Mareeba north-eastern expansion precinct, the Mareeba south-eastern expansion precinct and the Mareeba south-western expansion precinct are intended for urban residential development. These precincts are constrained by a range of important features including slopes, gullies, watercourses, open space and riparian linkages and the Mareeba Bypass. Development in these precincts preserves and enhances these features while supporting the development of a walkable and well connected transport network. Development in the Mareeba north-eastern expansion precinct supports the construction of a new bridge over the Barron River connecting Hastie Road with Lloyd Street to enable greater access to the town centre while small scale local centres are encouraged in the Mareeba south-western expansion precinct.
  - (f) The Stable precinct defines an established area of residential properties incorporating horse stables adjoining the Mareeba Racecourse. The precinct is intended to protect the ongoing use of the stables on these properties, in association with residential uses.



J001333 – 67 Constance Street & 2-6 Hastie Street, Mareeba

- (g) The Industrial park precinct provides for the expansion, establishment and operation of General industry and Heavy industry uses within this precinct, where they are appropriately separated from incompatible uses.
- (h) The Noxious and hazardous industry precinct provides for the expansion, establishment and relatively unconstrained operation of Special industry in the precinct where the use is sufficiently isolated from other land uses and potential on and off site impacts can be adequately managed. Uses other than Special industry and High impact industry should not occur in this precinct in order to prevent compromising the intended function of the precinct.

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

- (a) Development recognises and protects the town centre as Mareeba’s most important commercial and social asset that is supported by substantial public and private investment in buildings, infrastructure and culture;
- (b) Development within the Town centre core precinct promotes greater walkability and integration between street and built environments through the consolidation and effective design of retail and commercial facilities;
- (c) Development within the Town centre fringe precinct, accommodates destination-specific premises that requires car and service vehicle access;
- (d) Development provides opportunities for greater utilisation of, and improved public access to, the Barron River and open spaces;
- (e) Development protects Mareeba’s heritage places and tourist and cultural assets and enhances opportunities for their public appreciation;
- (f) Development facilitates the continuing growth of the Mareeba Airport for passenger and freight movements and industry associated with the airport’s primary function. Activities in the Mareeba Airport precinct will be limited to ensure they do not compromise efficient aircraft operation;
- (g) Development in the Stable precinct facilitates the combination of stables and houses whilst maintaining a low density to minimise impacts;
- (h) Development provides for the expansion, establishment and relatively unconstrained operation of Special industry in the Noxious and hazardous industry precinct; and
- (i) The establishment and operation of a range of industries in the Industrial park precinct is supported.

### 7.2.2.3 Criteria for assessment

**Table 7.2.2.3—Mareeba local plan - For accepted development subject to requirements and assessable development**

Performance outcomes	Acceptable outcomes	Compliance
<b>For accepted development subject to requirements and assessable development</b>		
<b>If affected by the vegetated buffer area element</b>		
<b>PO1</b> Industrial development is appropriately screened from view to minimise impacts on the: (a) visual amenity and character of the local plan area; and (b) amenity of nearby land uses.	<b>AO1</b> A minimum 5 metre wide vegetated buffer area is provided in all areas of the site affected by the vegetated buffer element.	<b>Not applicable.</b> The subject site is not affected by the Vegetated Buffer Element identified within the Mareeba Local Plan.
<b>If in the Stable precinct</b>		
<b>PO2</b> Development facilitates the co-location of houses and stables while maintaining an appropriate level of amenity, having regard to emissions of: (a) noise; (b) odour; and (c) light	<b>AO2</b> Stables house no more than 10 animals and are: (a) separated by a minimum distance of 3 metres from any residential building on the same site; (b) separated by a minimum distance of 5 metres from any residential building on an adjoining site; and (c) setback a minimum of 6 metres from any road frontage.	<b>Not applicable.</b> The subject site is not mapped as being within the Stable Precinct.
<b>If on a site with a frontage to the Byrnes Street core element</b>		

Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO3</b> Development with a frontage to the Byrnes Street core element is designed to minimise the dominance of vehicular access within the streetscape by:</p> <ul style="list-style-type: none"> <li>(a) providing vehicular access from an alternative frontage;</li> <li>(b) minimising the size of necessary vehicle access; and</li> <li>(c) maximising the area of the frontage used for pedestrian focussed activities.</li> </ul>	<p><b>AO3.1</b> Where development has a frontage to the Byrnes Street core element, buildings are built to side boundaries, except for pedestrian access-ways and where alternative vehicular access is not available. In such instances, vehicular and pedestrian access-ways are not wider than 7 metres.</p> <p>Note—Refer to Figure A for further detail.</p> <p><b>AO3.2</b> Vehicular access is not provided from Byrnes Street where a site has more than one frontage.</p>	<p><b>Not applicable.</b> The subject site is not mapped as being within the Town Centre Core Precinct and is not affected by the Byrnes Street Core Element, identified within the Mareeba Local Plan.</p>
<b>If on a site affected by the Town centre fringe 6 metre setback element</b>		
<p><b>PO4</b> Larger destination-specific premises that require increased provision for car and service vehicle access are supported where it can be demonstrated that sufficient separation is provided between the use and adjoining residential uses to adequately mitigate any potential impacts on the amenity of adjoining premises, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) odour;</li> <li>(c) light; and</li> <li>(d) overlooking and privacy.</li> </ul>	<p><b>AO4</b> Buildings and structures are setback a minimum of 6 metres from the boundary affected by the Town centre fringe 6 metre setback element.</p>	<p><b>Not applicable.</b> The subject site is not affected by the Town Centre Fringe 6 Metre Setback Element, identified within the Mareeba Local Plan.</p>
<b>If in the Town centre fringe precinct</b>		
<p><b>PO5</b> Development's address to the primary street frontage ensures:</p> <ul style="list-style-type: none"> <li>(a) car parking areas are not a dominant feature; and</li> <li>(b) sources of visual interest and casual surveillance of the street frontage are provided.</li> </ul>	<p><b>AO5.1</b> No more than 50% of car parking is to be located between the building and the primary street frontage.</p> <p><b>AO5.2</b> Buildings include uses that orientated toward the primary street frontage with entrances and windows addressing the street.</p>	<p><b>Not applicable.</b> The subject site is not mapped as being within the Town Centre Fringe Precinct.</p>
<b>For assessable development</b>		
<p><b>PO6</b> Development in the Mareeba local plan area:</p> <ul style="list-style-type: none"> <li>(a) promotes and does not prejudice the ongoing operation of Mareeba as the major regional activity centre of the Shire;</li> <li>(b) provides growth or redevelopment in areas</li> </ul>	<p><b>AO6</b> No acceptable outcome is provided.</p>	<p><b>Complies with PO6.</b> The development proposes expansions to the existing Childcare Facilities located at 67 Constance St, and 2-6 Hastie Street, Mareeba; and is considered to be a compatible use that is</p>

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Performance outcomes	Acceptable outcomes	Compliance
<p>within close proximity to the Town centre core precinct;</p> <p>(c) locates Community facilities in accessible locations within walking distance of the Town centre core precinct; and</p> <p>(d) contributes to the vibrancy and local identity of the Mareeba community.</p>		<p>responsive to the ongoing operation of Mareeba as the major regional activity centre of the Shire.</p> <p>The subject site is located adjacent to an area designated as the Town Centre Core Precinct, within the Mareeba Local Plan. The extent of the Town Centre Core Precinct incorporates parcels of land located to the west of Constance Street, and furthermore, the subject site; ensuring accessibility to and from this Precinct.</p> <p>The proposed Childcare Centre will provide support for the growing Mareeba community and contribute to vibrancy and local identity of the local community.</p>
<p><b>PO7</b> Development does prejudice the future construction of the Mareeba Bypass.</p>	<p><b>AO7</b> Development involving permanent buildings or structures does not occur on land affected by the Mareeba bypass element.</p>	<p><b>Not applicable.</b> The subject site is not affected by the Mareeba Bypass Element, identified within the Mareeba Local Plan.</p>
<p><b>PO8</b> Development integrates the following elements identified on the Mareeba local plan maps:</p> <p>(a) open space elements;</p> <p>(b) indicative collector roads as higher order road linkages;</p> <p>(c) indicative minor roads in a similar design as shown as mapped; and</p> <p>(d) possible connections as important road linkages between developments.</p>	<p><b>AO8</b> No acceptable outcome is provided.</p>	<p><b>Not applicable.</b> The subject site is located within a developed area and is not affected by Open Space Elements nor any identified Indicative Collector and/or Minor Roads. Notwithstanding this, there have been no Possible Connections identified within proximity to the proposed development.</p>
<p><b>PO9</b> Development integrates small-scale local retail centres that:</p> <p>(a) service the local neighbourhood; and</p> <p>(b) do not prejudice the ongoing operation of the Mareeba town centre.</p>	<p><b>AO9</b> No acceptable outcome is provided.</p>	<p><b>Not applicable.</b> The development is for a Childcare Centre and does not propose any small-scale retail uses.</p>
<p><b>If in the Stable precinct</b></p>		

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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO10</b> Development does not involve a density of residential development that is likely to prejudice the ongoing use of land within the precinct for stables, having regard to the existing level of amenity.</p>	<p><b>AO10.1</b> Development does not result in a higher accommodation density than currently exists.</p> <p><b>AO10.2</b> Development does not result in the creation of any new lots.</p>	<p><b>Not applicable.</b> The subject site is not mapped as being within the Stable Precinct.</p>
<b>If in the Mareeba Airport precinct</b>		
<p><b>PO11</b> Development does not prejudice the ongoing operations or future development intentions of the Mareeba Airport.</p>	<p><b>AO11</b> Development is limited to activities which have a direct associated with aviation.</p>	<p><b>Not applicable.</b> The subject site is not mapped as being within the Mareeba Airport Precinct.</p>
<b>If in the Town centre core precinct</b>		
<p><b>PO12</b> Development is to be of a scale and form which complements the character of the precinct, having regard to:</p> <ul style="list-style-type: none"> <li>(a) building location;</li> <li>(b) building height;</li> <li>(c) interface with the street; and</li> <li>(d) scale of windows, doors and structural elements</li> </ul>	<p><b>AO12</b> No acceptable outcome is provided.</p>	<p><b>Not applicable.</b> The subject site is not mapped as being within the Town Centre Core Precinct.</p>
<p><b>PO13</b> The character and style of buildings in the main street, including those representing the booming tobacco period of the 1950's and 1960's is maintained and protected.</p>	<p><b>AO13.1</b> Buildings are re-used for new uses without alteration to their :</p> <ul style="list-style-type: none"> <li>(a) height;</li> <li>(b) width (at street frontage);</li> <li>(c) vertical or horizontal patterning; and</li> <li>(d) materials.</li> </ul> <p>Note—Refer to Planning Scheme Policy 1 – Character Area Design Guidelines for additional guidance in relation to the development outcomes sought.</p> <p><b>AO13.2</b> Development on sites identified as building façade to be retained that retains the external (street facing) facade(s) of the building will qualify for a 10% reduction on car parking.</p>	<p><b>Not applicable.</b> The subject site is not mapped as being within the Town Centre Core Precinct.</p>
<b>If in the Town centre fringe precinct</b>		
<p><b>PO14</b> Development does not undermine the role of the Town centre core precinct as Mareeba's primary retail</p>	<p><b>AO14</b> No acceptable outcome is provided.</p>	<p><b>Not applicable.</b> The subject site is not mapped as being within the Town Centre Fringe Precinct.</p>

Performance outcomes	Acceptable outcomes	Compliance
and commercial precinct.		
<b>If in the Noxious and hazardous industry precinct</b>		
<b>PO15</b> Appropriate provision is made for siting, managing and buffering uses in the Noxious and hazardous industry precinct to limit impacts on adjoining properties, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions.  Note—A facility management plan can be prepared to demonstrate that the ongoing operation of the use will maintain compliance with this outcome.	<b>AO15</b> No acceptable outcome is provided.	<b>Not applicable.</b> The subject site is not mapped as being within the Noxious and Hazardous Industry Precinct.
<b>If in the Industrial park precinct</b>		
<b>PO16</b> Development that attracts the public into the Industrial park precinct does not develop within the Industrial park precinct.	<b>AO16</b> No acceptable outcome is provided.	<b>Not applicable.</b> The subject site is not mapped as being within the Industrial Park Precinct.
<b>If in the Northern investigation precinct</b>		
<b>PO17</b> Development does not compromise the long term future urban intent of this precinct.	<b>AO17</b> No acceptable outcome is provided.	<b>Not applicable.</b> The subject site is not mapped as being within the Northern Investigation Precinct.
<b>If in the North-eastern expansion precinct, South-eastern expansion precinct or South-western expansion precinct</b>		
<b>PO18</b> Development provides an average net accommodation density of at least 12 dwellings or accommodation units per hectare.  Note—Calculation of accommodation density excludes areas not developed as a result of provisions of an overlay.	<b>AO18</b> No acceptable outcome is provided.	<b>Not applicable.</b> The subject site is not mapped as being within the North-Eastern Expansion, South-Eastern Expansion or South-Western Expansion Precincts.
<b>PO19</b>	<b>AO19</b>	

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Performance outcomes	Acceptable outcomes	Compliance
Development provides a wide range of housing options, including different dwelling sizes and types that meet the needs of a range of household compositions.	No acceptable outcome is provided.	
<b>PO20</b> The road network is to be developed in a logical and sequential manner to provide for the co-ordinated development of the precinct.	<b>AO20</b> No acceptable outcome is provided.	
<b>PO21</b> The road network provides encourages walking and cycling to daily activities to reduce local vehicle trips by: <ul style="list-style-type: none"> <li>(a) being based on a street grid network;</li> <li>(b) having walkable block sizes;</li> <li>(c) providing safe, efficient and provides for the needs of all users;</li> <li>(d) having a high level of connectivity for all users; and</li> <li>(e) being linked to destinations such as shops, open space and schools.</li> </ul>	<b>AO21</b> No acceptable outcome is provided.	



### 9.3.3 Community activities code

#### 9.3.3.1 Application

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

#### 9.3.3.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Compliance
<b>For accepted development subject to requirements and assessable development</b>		
<b>Amenity and privacy</b>		
<p><b>PO1</b> Community activities are appropriately located and designed to avoid adverse impacts on sensitive uses related to:</p> <ol style="list-style-type: none"> <li>noise;</li> <li>lighting; and</li> <li>overlooking.</li> </ol> <p>Note—These provisions apply to any adjoining sensitive use, both on an adjoining site and on the same site as the Community activity</p>	<p><b>AO1</b> Along any common boundary with a sensitive land use, development incorporates:</p> <ol style="list-style-type: none"> <li>a 1.8 metre high solid screen fence; and</li> <li>screening to windows which:               <ol style="list-style-type: none"> <li>face the boundary;</li> <li>have a sill height less than 1.5 metres; and</li> <li>are not wholly screened by the boundary fence.</li> </ol> </li> </ol>	<p><b>Complies with AO1.</b> The proposed development will be adequately screened to reduce impacts on existing adjacent, sensitive land uses.</p> <p>A 1.8m high boundary fence will be constructed around the perimeter of the subject site.</p> <p>The boundary fence will provide sufficient screening to all windows which face common boundaries with sensitive land uses.</p>
<b>If for Educational establishment or Childcare centre</b>		

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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO2</b> Development is located on a site that is capable of accommodating:</p> <ul style="list-style-type: none"> <li>(a) all facilities necessary for the use;</li> <li>(b) required landscaping and buffering; and</li> <li>(c) appropriately designed access, manoeuvring and parking areas.</li> </ul>	<p><b>AO2</b> The development is located on a site with a minimum:</p> <ul style="list-style-type: none"> <li>(a) site area of 800m<sup>2</sup>;</li> <li>(b) road frontage of 20 metres; and</li> <li>(c) road reserve width of 20 metres.</li> </ul>	<p><b>Complies with AO2.</b> The subject site has a total area of 2,223m<sup>2</sup> and approximately 50m of road frontage along Constance Street; being the Primary Road Frontage. In addition to this, the Constance Street road reserve is approximately 30m wide and is considered to be sufficient enough to support the anticipated vehicle and pedestrian movements associated with the proposed development.</p>
<p><b>PO3</b> The design of the development does not result in any safety hazard for children or other users of the facility.</p>	<p><b>AO3</b> 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:</p> <ul style="list-style-type: none"> <li>(a) Vehicle manoeuvring and parking areas;</li> <li>(b) Refuse storage and servicing areas; and</li> <li>(c) Air conditioning, refrigeration plant and mechanical plant.</li> </ul>	<p><b>Complies with AO3.</b> Refuse storage and servicing areas are located in the southern section of the building; away from designated areas likely to be occupied by children.  On-site vehicle access and parking is located adjacent to the southern property boundary and is also suitably separated from indoor and/or outdoor areas likely to be occupied by children.  There are a number of physical barriers in the form of doors, gates, external/internal walls and boundary fencing, that facilitate the adequate separation of these areas.</p>
For assessable development		
Location		
<p><b>PO4</b> Development is compatible with the amenity of the surrounding area, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the location and type of vehicular access and parking;</li> <li>(b) hours of operation;</li> <li>(c) waste storage and collection;</li> <li>(d) advertising devices and signage;</li> <li>(e) visual amenity;</li> <li>(f) privacy; and</li> <li>(g) noise, odour and dust emissions.</li> </ul>	<p><b>AO4</b> No acceptable outcome is provided.</p>	<p><b>Complies with PO4.</b> The proposed development is for a Childcare Centre on Lot 2 on RP723297.  We note that there is already a well establish Childcare Centre in operation on Lot 2 on RP723297. This existing Childcare Centre is currently operating at maximum capacity and therefore it is being proposed that this building is demolished to allow for the construction of a larger building, to support identified increases in demand.  In considering this, it is submitted that there will be no proposed changes to the current use and therefore it is unlikely that the development will further detract from the existing amenity of the surrounding area.</p>

Performance outcomes	Acceptable outcomes	Compliance
		<p>Proposed expansions to the existing use – that being for a Childcare Centre – are not likely to result in the increased generation of noise, lighting, odour and/or emissions. We also note that the current hours of operation will be maintained.</p> <p>While it is expected that the proposed expansions may result in an increase in traffic to the site, this increase is not likely to result in any significant impacts for reasons highlighted in the attached Traffic Impact Assessment (<a href="#">Attachment 4 – Traffic Impact Assessment Report</a>). Associated vehicle parking is provided for off-site, by way of using the existing car parking spaces available on both sides of Constance Street and Hastie Street. Some of these car parking spaces will be designated drop off zones, where parking may be limited to a specified amount of time (usually 10 – 15 minutes).</p>
<p><b>PO5</b> Community activities are highly accessible to the community they serve and are located to encourage multi-purpose trips.</p>	<p><b>AO5.1</b> Community activities are not located in a cul-de-sac.</p>	<p><b>Complies with AO5.1.</b> The proposed development is not located within a cul-de-sac.</p>
	<p><b>AO5.2</b> Development is located:</p> <ul style="list-style-type: none"> <li>(a) within 800 metres walking distance of the Centre zone; or</li> <li>(b) within 400 metres walking distance of a public transport stop; or</li> <li>(c) provided with a connection to the pedestrian and cycle network.</li> </ul>	<p><b>Complies with AO5.2.</b> The proposed development is:</p> <ul style="list-style-type: none"> <li>- located within walking distance (approximately 30m) of the Centre Zone;</li> <li>- Not applicable. There are no public transport services provided for within Mareeba.</li> <li>- Constance Street is identified as a Principal Cycle Route. The proposed development has direct connections to the pedestrian and cycle networks.</li> </ul>
<b>Amenity and privacy</b>		
<p><b>PO6</b> Community activities protect and enhance the character and amenity of the locality and streetscape through the appropriate location and screening of:</p> <ul style="list-style-type: none"> <li>(a) air conditioning;</li> <li>(b) refrigeration plant;</li> <li>(c) mechanical plant; and</li> <li>(d) refuse bin storage areas.</li> </ul>	<p><b>AO6</b> No acceptable outcome is provided.</p>	<p><b>Complies with PO6.</b> The proposed development has been suitably designed and ensures the appropriate siting/location, as well as the adequate screening of all services and/or refuse storage areas – neither of which will be viewed from the public realm.</p>
<b>If for Educational establishment or Child care centre</b>		

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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO7</b> Educational establishments and Child care centres:</p> <ul style="list-style-type: none"> <li>(a) do not detrimentally impact on the amenity or operations of surrounding land uses; and</li> <li>(b) have suitable separation distances and buffering from sensitive uses.</li> </ul>	<p><b>AO7</b> No acceptable outcome is provided.</p>	<p><b>Complies with PO7.</b></p> <p>The development proposes extensions/enhancements to an existing Childcare Centre Use, on Lot 2 on RP723297. Given that the use is existing, it is submitted that this ongoing use will continue to have no detrimental impacts of the amenity or operations of surrounding land uses.</p> <p>The design and location of the proposed new building will facilitate the relocation of activities likely to impact on adjoining sensitive uses, such as outdoor play areas, to a more appropriate area within the subject site – that being further away from common boundaries with sensitive land uses, allowing for appropriate separation distances.</p>

## 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	Compliance
<b>For accepted development subject to requirements and assessable development</b>		
<b>PO1</b>	<b>AO1</b>	<b>Complies with AO1.</b>



Performance outcomes	Acceptable outcomes	Compliance
<p>Development, other than in the Rural zone, includes landscaping that:</p> <ul style="list-style-type: none"> <li>a. contributes to the landscape character of the Shire;</li> <li>b. compliments the character of the immediate surrounds;</li> <li>c. provides an appropriate balance between built and natural elements; and</li> <li>d. provides a source of visual interest.</li> </ul>	<p>Development, other than in the Rural zone, provides:</p> <ul style="list-style-type: none"> <li>a. a minimum of 10% of the site as landscaping;</li> <li>b. planting in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species;</li> <li>c. for the integration of retained significant vegetation into landscaping areas;</li> <li>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.</li> </ul> <p>Note—Where development exceeds a site cover of 90%, areas of landscaping may be provided above ground level to achieve a total supply of landscaping equivalent to 10% of the site area.</p>	<p>The proposed development includes 1,263m<sup>2</sup> of landscaping across the subject site, which equates to 34% of the subject site.</p> <p>All landscaping will be consistent with the Planning Scheme Policy 6 – Landscaping and preferred plant species.</p> <p>There is no significant vegetation present within the subject site, given the site is currently developed and being used for a childcare centre.</p> <p>The development does not propose any on-street landscaping works.</p>
<p><b>PO2</b></p> <p>Development, other than in the Rural zone, includes landscaping along site frontages that:</p> <ul style="list-style-type: none"> <li>a. creates an attractive streetscape;</li> <li>b. compliments the character of the immediate surrounds;</li> <li>c. assists to break up and soften elements of built form;</li> <li>d. screen areas of limited visual interest or servicing;</li> <li>e. provide shade for pedestrians; and</li> <li>f. includes a range and variety of planting.</li> </ul>	<p><b>AO2</b></p> <p>Development, other than in the Rural zone, includes a landscape strip along any site frontage:</p> <ul style="list-style-type: none"> <li>a. with a minimum width of 2 metres where adjoining a car parking area;</li> <li>b. with a minimum width of 1.5 metres in all other locations; and</li> <li>c. in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</li> </ul> <p>Note—Where development is setback from a frontage less than 1.5 metres, the setback area is provided as a landscape strip</p>	<p><b>Complies with AO2.</b></p> <p>The development proposes a setback area averaging 1.9m from Constance Street, being the primary frontage. The landscaped setback along the primary frontage area adjoins the proposed new building, given that vehicle parking is to be located off-site.</p> <p>The setback area will be appropriately landscaped to ensure elements of the built form are broken up/softened.</p>
<p><b>PO3</b></p> <p>Development includes landscaping and fencing along side and rear boundaries that:</p> <ul style="list-style-type: none"> <li>a. screens and buffer land uses;</li> </ul>	<p><b>AO3.1</b></p> <p>Development provides landscape treatments along side and rear boundaries in accordance with Table 9.4.2.3B.</p> <hr/> <p><b>AO3.2</b></p>	<p><b>Complies with PO3.</b></p> <p>Landscape treatment proposed along the side (southern) property boundary, being a common boundary adjoining a sensitive land use on land zoned Medium Density</p>

Performance outcomes	Acceptable outcomes	Compliance
<ul style="list-style-type: none"> <li>b. assists to break up and soften elements of built form;</li> <li>c. screens areas of limited visual interest;</li> <li>d. preserves the amenity of sensitive land uses; and</li> <li>e. includes a range and variety of planting.</li> </ul>	<p>Shrubs and trees provided in landscape strips along side and rear boundaries:</p> <ul style="list-style-type: none"> <li>a. are planted at a maximum spacing of 1 metre;</li> <li>b. will grow to a height of at least 2 metres;</li> <li>c. will grow to form a screen of no less than 2 metres in height; and</li> <li>d. are mulched to a minimum depth of 0.1 metres with organic mulch.</li> </ul> <p><b>AO3.3</b></p> <p>Any landscape strip provided along a side or rear boundary is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	<p>Residential, is minimal.</p> <p>The proposed development incorporates bus parking provisions as well as site access for service vehicles – all of which are located south of the proposed new building. Bus parking and site access about the southern property boundary, and therefore no landscaping is proposed along the southern property (side) boundary. This is not inconsistent with the 0m setback/reduced landscaping observed along the southern property boundary, towards the rear of the lot, where there is an existing shed. Notwithstanding this, uninterrupted site access for service vehicles (including emergency services) is a requirement and ensures the ongoing safety of individuals using the Childcare Centre.</p> <p>In considering this, it is submitted that the development proposes a 1.8m high solid fence around the property boundary. In the absence of formalised landscaping, the proposed boundary fence is considered to sufficiently screen activities occurring on site and preserve the amenity of adjoining premises.</p> <p>In addition to this, the proposed new design and siting of the Childcare Centre is considered to be a better outcome and ensures the further separation of land uses by relocating the outdoor play area/s (currently adjacent to the neighbouring property to the south) to the rear of the property.</p>
<p><b>PO4</b></p> <p>Car parking areas are improved with a variety of landscaping that:</p> <ul style="list-style-type: none"> <li>a. provides visual interest;</li> <li>b. provides a source of shade for pedestrians;</li> <li>c. assists to break up and soften elements; and</li> <li>d. improves legibility.</li> </ul>	<p><b>AO4.1</b></p> <p>Landscaping is provided in car parking areas which provides:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b. a minimum of 1 shade tree for every 6 parking spaces, or part thereof, otherwise; and</li> <li>c. where involving a car parking area in excess of 500m<sup>2</sup>:</li> </ul>	<p><b>Not applicable.</b></p> <p>No on-site car parking is proposed.</p>

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Performance outcomes	Acceptable outcomes	Compliance
	<ul style="list-style-type: none"> <li>d. shade structures are provided for 50% of parking spaces; and</li> <li>e. a minimum of 10% of the parking area as landscaping.</li> </ul> <p>Note—Where a shade structure is provided over part of a car parking area, shade tree planting is not required in this area of the car parking area.</p> <p><b>AO4.2</b> Landscaping in car parking areas is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	
<p><b>PO5</b> Landscaping areas include a range and variety of planting that:</p> <ul style="list-style-type: none"> <li>a. is suitable for the intended purpose and local conditions;</li> <li>b. contributes to the natural character of the Shire;</li> <li>c. includes native species;</li> <li>d. includes locally endemic species, where practical; and</li> <li>e. does not include invasive plants or weeds.</li> </ul>	<p><b>AO5.1</b> Plant species are selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.</p> <p><b>AO5.2</b> A minimum of 25% of (new and existing) plants is provided as larger, advanced stock with a minimum plant height of 0.7 metres and mulched to a minimum depth of 0.1 metres with organic mulch.</p>	<p><b>Complies with AO5.1 and AO5.2.</b> All landscaping will be consistent with the Planning Scheme Policy 6 – Landscaping and preferred plant species. Compliance with this requirement can be confirmed by imposition of Condition, if necessary.</p>
<p><b>PO6</b> Landscaping does not impact on the ongoing provision of infrastructure and services to the Shire.</p>	<p><b>AO6.1</b> Tree planting is a minimum of:</p> <ul style="list-style-type: none"> <li>a. 2 metres from any underground water, sewer, gas, electricity or telecommunications infrastructure; and</li> <li>b. 4 metres from any inspection chamber.</li> </ul> <p><b>AO6.2</b> Vegetation below or within 4 metres of overhead electricity lines and power poles has a maximum height of 3.5 metres at</p>	<p><b>Complies with AO6.1, AO6.2 and AO6.3.</b> All landscaping will be consistent with the Planning Scheme Policy 6 – Landscaping and preferred plant species. Compliance with this requirement can be confirmed by imposition of an appropriate condition(s), if necessary.</p>

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Performance outcomes	Acceptable outcomes	Compliance
	<p>maturity.</p> <p><b>AO6.3</b> Vegetation adjoining an electricity substation boundary, at maturity, will have:</p> <ul style="list-style-type: none"> <li>a. a height of less than 4 metres; and</li> <li>b. no foliage within 3 metres of the substation boundary, unless the substation has a solid wall along any boundary.</li> </ul>	
<b>For assessable development</b>		
<p><b>PO7</b> Landscaping areas are designed to:</p> <ul style="list-style-type: none"> <li>a. be easily maintained throughout the ongoing use of the site;</li> <li>b. allow sufficient area and access to sunlight and water for plant growth;</li> <li>c. not cause a nuisance to occupants of the site or members of the public; and</li> <li>d. maintain or enhance the safety of pedestrians through the use of Crime Prevention Through Environmental Design principles.</li> </ul>	<p><b>AO7</b> No acceptable outcome is provided.</p>	<p><b>Complies with PO7.</b> All landscaping will be consistent with the Planning Scheme Policy 6 – Landscaping and preferred plant species. Compliance with this requirement can be confirmed by imposition of an appropriate condition(s), if necessary.</p>

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### 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	Compliance
<b>For accepted development subject to requirements and assessable development</b>		
<b>Car parking spaces</b>		
<b>PO1</b> 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"> <li>a. nature of the use;</li> <li>b. location of the site;</li> <li>c. proximity of the use to public transport services;</li> </ol>	<b>AO1</b> 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.	<b>Complies with AO1.</b> Carparking provisions exceed the requirements set out in Table 9.4.3.3B. Trinity Engineering and Consulting were engaged to undertake a Traffic Impact Assessment of the proposed development to help demonstrate that the anticipated increase in traffic, generated from the proposed use and increased capacity, will not result in any significant impacts.

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Performance outcomes	Acceptable outcomes	Compliance
<p>d. availability of active transport infrastructure; and</p> <p>e. accessibility of the use to all members of the community.</p>		<p>A summary of the proposed car parking provisions is provided below (refer to Image 1).</p> <ul style="list-style-type: none"> <li>- 8 designated drop-off/pick-up parking spaces are to be provided for on Constance Street – with an allocated set down time of 10 minutes;</li> <li>- A further 4 carparking spaces are available in front of 69 Constance Street and 18 on the opposite side of Constance Street.</li> </ul>  <p>Image 1: Available car parking provisions.</p>

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Performance outcomes	Acceptable outcomes	Compliance
		For further details and justification on proposed car parking provisions, please refer to the attached Traffic Impact Assessment Report ( <a href="#">Attachment 4 – Traffic Impact Assessment Report</a> ).
<b>Vehicle crossovers</b>		
<b>PO2</b> Vehicle crossovers are provided to: <ul style="list-style-type: none"> <li>a. ensure safe and efficient access between the road and premises;</li> <li>b. minimize interference with the function and operation of roads; and</li> <li>c. minimize pedestrian to vehicle conflict.</li> </ul>	<b>AO2.1</b> 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.	<b>Complies with AO2.1.</b> All vehicle access to/from Council roads has been designed and will be constructed in accordance with the Standards drawings in Planning Scheme Policy 4 – FNQROC Regional Development Manual.
	<b>AO2.2</b> Development on a site with two or more road frontages provides vehicular access from: <ul style="list-style-type: none"> <li>a. the primary frontage where involving Community activities or Sport and recreation activities, unless the primary road frontage is a State-controlled road; or</li> <li>b. from the lowest order road in all other instances.</li> </ul>	<b>Complies with A2.2.</b> Vehicle access to the site will be gained via Constance Street, being the primary road frontage. Constance Street is designated as a Collector Road.
	<b>AO2.3</b> Vehicular access for particular uses is provided in accordance with Table 9.4.3.3E.	<b>Not applicable.</b> The proposed development is for a childcare centre and does not involve any uses specified within Table 9.4.3E.
<b>PO3</b> Access, manoeuvring and car parking areas include appropriate pavement treatments having regard to: <ul style="list-style-type: none"> <li>a. the intensity of anticipated vehicle movements;</li> <li>b. the nature of the use that they service; and</li> <li>c. the character of the surrounding locality.</li> </ul>	<b>AO3</b> Access, manoeuvring and car parking areas include pavements that are constructed in accordance with Table 9.4.3.3C.	<b>Complies with AO3.</b> Access and car parking will be constructed in accordance with Table 9.4.3.3C. Compliance with the requirements of AO3 can be ensured through the imposition of appropriate condition(s) on the Development Permit.
<b>For assessable development</b>		
<b>Parking area location and design</b>		

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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO4</b></p> <p>Car parking areas are located and designed to: ensure safety and efficiency in operation; and be consistent with the character of the surrounding locality.</p>	<p><b>AO4.1</b></p> <p>Car parking spaces, access and circulation areas have dimensions in accordance with AS/NZS 2890.1 Off-street car parking.</p>	<p><b>Complies with AO4.1.</b></p> <p>Access and car parking will be constructed in accordance with AS/NZS 2890.1 Off-street car parking. Compliance with the requirements of AO4.1 can be ensured through the imposition of appropriate condition(s) on the Development Permit.</p>
	<p><b>AO4.2</b></p> <p>Disabled access and car parking spaces are located and designed in accordance with AS/NZS 2890.6 Parking facilities - Off-street parking for people with disabilities.</p>	<p><b>Not applicable.</b></p> <p>No disabled carparking is proposed within the subject site.</p>
	<p><b>AO4.3</b></p> <p>The car parking area includes designated pedestrian routes that provide connections to building entrances.</p>	<p><b>Not applicable.</b></p> <p>All carparking is to be provided for off-site. Notwithstanding this, there is an existing pedestrian footpath located within the road verge that provides connections from street car parking to the proposed building entrance.</p>
	<p><b>AO4.4</b></p> <p>Parking and any set down areas are:</p> <ul style="list-style-type: none"> <li>a. wholly contained within the site;</li> <li>b. visible from the street where involving Commercial activities, Community activities, Industrial activities or a use in the Recreation and open space zone;</li> <li>c. are set back behind the main building line where involving a Dual occupancy, Multiple dwelling, Residential care facility or Retirement facility; and</li> <li>d. provided at the side or rear of a building in all other instances.</li> </ul>	<p><b>Complies with AO4.4.</b></p> <p>Car parking associated with the proposed development is provided for off-site, along Constance Street and Hastie Street.</p> <p>Notwithstanding this, the development proposes one on-site parking space, suitable for accommodating a small bus, wholly within the subject site. The proposed bus parking is located in the south-west corner of the property, on the right-hand side of the proposed new building and will be visible from the street.</p>
<p><b>Site access and manoeuvring</b></p>		

Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO5</b></p> <p>Access to, and manoeuvring within, the site is designed and located to:</p> <ul style="list-style-type: none"> <li>a. ensure the safety and efficiency of the external road network;</li> <li>b. ensure the safety of pedestrians;</li> <li>c. provide a functional and convenient layout; and</li> <li>d. accommodate all vehicles intended to use the site.</li> </ul>	<p><b>AO5.1</b></p> <p>Access and manoeuvrability is in accordance with:</p> <ul style="list-style-type: none"> <li>a. AS2890.1 – Car Parking Facilities (Off Street Parking); and</li> <li>b. AS2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities.</li> </ul> <p>Note—Proposal plans should include turning circles designed in accordance with AP34/95 (Austroads 1995) Design Vehicles and Turning Path Templates.</p>	<p><b>Complies with AO5.1 to AO5.3.</b></p> <p>Access and car parking will be constructed in accordance with the relevant standards:</p> <ul style="list-style-type: none"> <li>a. AS2890.1 – Car Parking Facilities (Off Street Parking);</li> <li>b. AS2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities; and</li> <li>c. Part 5 of AUSTRROADS.</li> </ul> <p>Compliance with the requirements of AO4.1 can be ensured through the imposition of a Condition on the Development Permit.</p>
	<p><b>AO5.2</b></p> <p>Vehicular access has a minimum sight distance in accordance with Part 5 of AUSTRROADS.</p>	
	<p><b>AO5.3</b></p> <p>Vehicular access is located and designed so that all vehicles enter and exit the site in a forward gear.</p>	
	<p><b>AO5.4</b></p> <p>Pedestrian and cyclist access to the site:</p> <ul style="list-style-type: none"> <li>a. is clearly defined;</li> <li>b. easily identifiable; and</li> <li>c. provides a connection between the site frontage and the entrance to buildings and end of trip facilities (where provided).</li> </ul>	
<p><b>PO6</b></p> <p>Development that involves an internal road network ensures that it's design:</p> <ul style="list-style-type: none"> <li>a. ensure safety and efficiency in operation;</li> </ul>	<p><b>AO6.1</b></p> <p>Internal roads for a Tourist Park have a minimum width of:</p> <ul style="list-style-type: none"> <li>a. 4 metres if one way; or</li> <li>b. 6 metres if two way.</li> </ul>	<p><b>Not applicable.</b></p> <p>The proposed development is not for a Tourist Park and does not include any internal roads.</p>
	<p><b>AO6.2</b></p>	

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Performance outcomes	Acceptable outcomes	Compliance
<ul style="list-style-type: none"> <li>b. does not impact on the amenity of residential uses on the site and on adjoining sites, having regard to matters of:</li> <li>c. hours of operation;</li> <li>d. noise</li> <li>e. light; and</li> <li>f. odour;</li> <li>g. accommodates the nature and volume of vehicle movements anticipated to be generated by the use;</li> <li>h. allows for convenient access to key on-site features by pedestrians, cyclists and motor vehicles; and</li> <li>i. in the Rural zone, avoids environmental degradation.</li> </ul>	<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> <ul style="list-style-type: none"> <li>a. a minimum approach and departure curve radius of 12 metres; and</li> <li>b. a minimum turning circle radius of 8 metres.</li> </ul> <p><b>AO6.3</b> Internal roads are imperviously sealed and drained, apart from those for an Energy and infrastructure activity or Rural activity.</p> <p><b>AO6.4</b> Speed control devices are installed along all internal roads, apart from those for an Energy and infrastructure activity or Rural activity, in accordance with Complete Streets.</p> <p><b>AO6.5</b> Internal roads, apart from those for an Energy and infrastructure activity or Rural activity, are illuminated in accordance with AS 4282 (as amended) - Control of Obtrusive effects of outdoor lighting.</p> <p><b>AO6.6</b> Where involving an accommodation activity, internal roads facilitate unobstructed access to every dwelling, accommodation unit, accommodation site and building by emergency services vehicles.</p> <p><b>AO6.7</b> For an Energy and infrastructure activity or Rural activity, internal road gradients:</p> <ul style="list-style-type: none"> <li>a. are no steeper than 1:5; or</li> </ul>	



Performance outcomes	Acceptable outcomes	Compliance
	<ul style="list-style-type: none"> <li>b. are steeper than 1:5 and are sealed.</li> </ul>	
<b>Servicing</b>		
<p><b>PO7</b></p> <p>Development provides access, maneuvering and servicing areas on site that:</p> <ul style="list-style-type: none"> <li>a. accommodate a service vehicle commensurate with the likely demand generated by the use;</li> <li>b. do not impact on the safety or efficiency of internal car parking or maneuvering areas;</li> <li>c. do not adversely impact on the safety or efficiency of the road network;</li> <li>d. provide for all servicing functions associated with the use; and</li> <li>e. are located and designed to minimise their impacts on adjoining sensitive land uses and streetscape quality.</li> </ul>	<p><b>AO7.1</b></p> <p>All unloading, loading, service and waste disposal areas are located:</p> <ul style="list-style-type: none"> <li>a. on the site;</li> <li>b. to the side or rear of the building, behind the main building line;</li> <li>c. not adjacent to a site boundary where the adjoining property is used for a sensitive use.</li> </ul> <p><b>AO7.2</b></p> <p>Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.</p> <p><b>AO7.3</b></p> <p>Development provides a servicing area, site access and maneuvering areas to accommodate the applicable minimum servicing vehicle specified in Table 9.4.3.3B.</p>	<p><b>Complies with PO7.</b></p> <p>The proposed development is for a childcare centre. The proposed design incorporates kitchen and laundry areas, that will allow for activities usually requiring the need for service vehicles, to be carried out internally and on-site. In considering this, it is submitted that service vehicles are not likely to frequent the site and therefore no loading/unloading/service areas have been proposed.</p> <p>It is noted that service operations are likely to occur outside the normal operating hours of the proposed childcare centre and as such will not impede access to parking spaces and/or vehicle or pedestrian traffic movement.</p> <p>Additionally, we note that single wheelie bins will be used to dispose of waste generated from the childcare centre. As such, access to the site for the removal of waste will not be required, given that the wheelie bins will be transported to the road side on designated collection days. This approach would also be adopted, should Council require the use of larger industrial waste disposal bins.</p>
<b>Maintenance</b>		
<p><b>PO8</b></p> <p>Parking areas are used and maintained for their intended purpose.</p>	<p><b>AO8.1</b></p> <p>Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking and circulation of vehicles.</p> <p><b>AO8.2</b></p> <p>All parking areas will be compacted, sealed, drained, line marked and maintained until such time as the development ceases.</p>	<p><b>Complies with AO8.1 and AO8.2.</b></p> <p>On-site bus parking will be suitably maintained and kept exclusively for parking. Council will be responsible for the maintenance of street car parking.</p>
<b>End of trip facilities</b>		

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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO9</b></p> <p>Development within the Centre zone; Industry zone or Emerging community zone provides facilities for active transport users that:</p> <ul style="list-style-type: none"> <li>a. meet the anticipated demand generated from the use;</li> <li>b. comprise secure and convenient bicycle parking and storage; and</li> <li>c. provide end of trip facilities for all active transport users.</li> </ul>	<p><b>AO9.1</b></p> <p>The number of bicycle parking spaces provided for the use is in accordance with Table 9.4.3.3D.</p> <hr/> <p><b>AO9.2</b></p> <p>End of trip facilities are provided in accordance with Table 9.4.3.3D.</p>	<p><b>Not applicable.</b></p> <p>End of trip facilities are not proposed.</p>
<p><b>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</b></p>		
<p><b>PO10</b></p> <p>The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.</p>	<p><b>AO10</b></p> <p>A traffic impact report is prepared by a suitably qualified person that identifies:</p> <ul style="list-style-type: none"> <li>a. the expected traffic movements to be generated by the facility;</li> <li>b. any associated impacts on the road network; and</li> <li>c. any works that will be required to address the identified impacts.</li> </ul>	<p><b>Complies with AO10.</b></p> <p>Trinity Engineering and Consulting were engaged to undertake a Traffic Impact Assessment of the proposed development to help demonstrate that the anticipated increase in traffic, generated from the proposed use and increased capacity, will not result in any significant impacts.</p> <p>The Traffic Impact Assessment Report provided in Attachment 4 sufficiently responds to:</p> <ul style="list-style-type: none"> <li>a. the expected traffic movements to be generated by the facility;</li> <li>b. any associated impacts on the road network; and</li> <li>c. any works that will be required to address the identified impacts.</li> </ul> <p>For further details and justifications, please refer to the attached Traffic Impact Assessment Report (<a href="#">Attachment 4 – Traffic Impact Assessment Report</a>).</p>

## 9.4.5 Works, services and infrastructure code

### 9.4.5.1 Application

This code applies to assessing development where it is identified in the assessment 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 9.4.5.3A—Works, services and Infrastructure code - For accepted development subject to requirements and assessable development**

Performance outcomes	Acceptable outcomes	Proposal Compliance
<b>For accepted development subject to requirements and assessable development</b>		
<b>Water Supply</b>		

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Performance outcomes	Acceptable outcomes	Proposal Compliance
<p><b>PO1</b></p> <p>Each lot has an adequate volume and supply of water that:</p> <ul style="list-style-type: none"> <li>a. meets the needs of users;</li> <li>b. is adequate for fire-fighting purposes;</li> <li>c. ensures the health, safety and convenience of the community; and</li> <li>d. minimises adverse impacts on the receiving environment.</li> </ul>	<p><b>AO1.1</b></p> <p>Development is connected to a reticulated water supply system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located:</p> <ul style="list-style-type: none"> <li>a. in the Conservation zone, Rural zone or Rural residential zone; and</li> <li>b. outside a reticulated water supply service area.</li> </ul>	<p><b>Complies with AO1.1.</b></p> <p>The proposed development is for a childcare centre on Lot 2 on RP723297.</p> <p>We note that there is already a well establish childcare centre in operation on Lot 2 on RP723297. This existing childcare centre is currently operating at maximum capacity and therefore it is being proposed that this building is demolished to allow for the construction of a larger building, to support the identified increases in demand.</p> <p>In considering this, it is submitted that connections to Council’s reticulated water supply are existing and in accordance with relevant standards. Increases in capacity are not considered to be significant and therefore no upgrades to existing service connections are proposed.</p>
	<p><b>AO1.2</b></p> <p>Development, where located outside a reticulated water supply service area and in the Conservation zone, Rural zone or Rural residential zone is provided with:</p> <ul style="list-style-type: none"> <li>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</li> <li>b. on-site water storage tank/s:</li> <li>c. with a minimum capacity of 90,000L;</li> <li>d. fitted with a 50mm ball valve with a camlock fitting; and</li> <li>e. which are installed and connected prior to the occupation or use of the development.</li> </ul>	<p><b>Not applicable.</b></p> <p>The proposed development is connected to Council’s reticulated water supply.</p>
<p><b>Wastewater Disposal</b></p>		

Performance outcomes	Acceptable outcomes	Proposal Compliance
<p><b>PO2</b></p> <p>Each lot provides for the treatment and disposal of effluent and other waste water that:</p> <ul style="list-style-type: none"> <li>a. meets the needs of users;</li> <li>b. is adequate for fire-fighting purposes;</li> <li>c. ensures the health, safety and convenience of the community; and</li> <li>d. minimises adverse impacts on the receiving environment.</li> </ul>	<p><b>AO2.1</b></p> <p>Development is connected to a reticulated sewerage system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located:</p> <ul style="list-style-type: none"> <li>a. in the Conservation zone, Rural zone or Rural residential zone; and</li> <li>b. outside a reticulated sewerage service area.</li> </ul>	<p><b>Complies with AO2.1.</b></p> <p>The proposed development is for a childcare centre on Lot 2 on RP723297.</p> <p>We note that there is already a well establish childcare centre in operation on Lot 2 on RP723297. This existing childcare centre is currently operating at maximum capacity and therefore it is being proposed that this building is demolished to allow for the construction of a larger building, to support the identified increases in demand.</p> <p>In considering this, it is submitted that connections to Council's reticulated sewerage system are existing and in accordance with relevant standards. Increases in capacity are not considered to be significant and therefore no upgrades to existing service connections are proposed.</p>
	<p><b>AO2.2</b></p> <p>An effluent disposal system is provided in accordance with ASNZ 1547 On-Site Domestic Wastewater Management (as amended) where development is located:</p> <ul style="list-style-type: none"> <li>a. in the Conservation zone, Rural zone or Rural residential zone; and</li> <li>b. outside a reticulated sewerage service area.</li> </ul>	<p><b>Not applicable.</b></p> <p>The proposed development is connected to Council's reticulated sewerage system.</p>
<b>Stormwater infrastructure</b>		
<p><b>PO3</b></p> <p>Stormwater infrastructure is designed and constructed to collect and convey the design storm event to a lawful point of discharge in a manner that mitigates impacts on life and property.</p>	<p><b>AO3.1</b></p> <p>Where located within a Priority infrastructure area or where stormwater infrastructure is available, development is connected to Council's stormwater network in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	<p><b>Complies with AO3.1.</b></p> <p>The proposed development is for a childcare centre on Lot 2 on RP723297.</p> <p>We note that there is already a well establish childcare centre in operation on Lot 2 on RP723297. This</p>

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Performance outcomes	Acceptable outcomes	Proposal Compliance
		<p>existing childcare centre is currently operating at maximum capacity and therefore it is being proposed that this building is demolished to allow for the construction of a larger building, to support the identified increases in demand.</p> <p>In considering this, it is submitted that connections to Council's stormwater network are existing and in accordance with relevant standards. Increases in capacity are not considered to be significant and therefore no upgrades to existing service connections are proposed.</p>
<b>Electricity supply</b>		
<p><b>PO4</b> Each lot is provided with an adequate supply of electricity</p>	<p><b>AO4.1</b> The premises:</p> <ul style="list-style-type: none"> <li>a. is connected to the electricity supply network; or</li> <li>b. has arranged a connection to the transmission grid; or</li> <li>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:</li> <li>d. it is approved by the relevant regulatory authority; and</li> <li>e. it can be demonstrated that no air or noise emissions; and</li> </ul>	<p><b>Complies with AO4.1.</b> The subject site has existing connections to an electricity supply network.</p>



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Performance outcomes	Acceptable outcomes	Proposal Compliance
	<p>f. it can be demonstrated that no adverse impact on visual amenity will occur.</p>	
<b>Telecommunications infrastructure</b>		
<p><b>PO5</b> Each lot is provided with an adequate supply of telecommunication infrastructure</p>	<p><b>AO5.1</b> Development is provided with a connection to the national broadband network or telecommunication services.</p>	<p><b>Complies with AO5.1.</b> The subject site has existing connections to the national broadband network as well as telecommunication services.</p>
<b>Existing public utility services</b>		
<p><b>PO6</b> Development and associated works do not affect the efficient functioning of public utility mains, services or installations.</p>	<p><b>AO6</b> Public utility mains, services are relocated, altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	<p><b>Complies with AO6.</b> Although not anticipated, the relocation, alteration and/or repair of public utility mains/services will be done so in accordance with the relevant Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>
<b>Excavation and filling</b>		
<p><b>PO7</b> Excavation or filling must not have an adverse impact on the:</p> <ul style="list-style-type: none"> <li>a. streetscape;</li> <li>b. scenic amenity;</li> <li>c. environmental values;</li> <li>d. slope stability;</li> <li>e. accessibility; or</li> <li>f. privacy of adjoining premises.</li> </ul>	<p><b>AO7.1</b> Excavation or filling does not occur within 1.5 metres of any site boundary.</p>	<p><b>Not applicable.</b> No excavation and/or filling is proposed.</p>
	<p><b>AO7.2</b> Excavation or filling at any point on a lot is to be no greater than 1.5 metres above or below natural ground level.</p>	
	<p><b>AO7.3</b> Earthworks batters:</p> <ul style="list-style-type: none"> <li>a. are no greater than 1.5 metres in height;</li> <li>b. are stepped with a minimum width 2 metre berm;</li> </ul>	

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Performance outcomes	Acceptable outcomes	Proposal Compliance
	<ul style="list-style-type: none"> <li>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;</li> <li>d. have a slope no greater than 1 in 4; and</li> <li>e. are retained.</li> </ul> <p><b>AO7.4</b> Soil used for filling or spoil from excavation is not stockpiled in locations that can be viewed from: adjoining premises; or a road frontage, for a period exceeding 1 month from the commencement of the filling or excavation.</p> <p><b>AO7.5</b> All batters and berms to be constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p> <p><b>AO7.6</b> Retaining walls have a maximum height of 1.5 metres and are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p> <p><b>AO7.7</b> Excavation or filling at any point on a lot is to include measures that protect trees at the foot or top of cut or fill batters by the use of appropriate retaining methods and sensitive earth removal or placement and in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p>	
<b>Transport Network</b>		

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Performance outcomes	Acceptable outcomes	Proposal Compliance
<b>PO8</b> The development has access to a transport network of adequate standard to provide for the safe and efficient movement of vehicles, pedestrians and cyclists.	<b>AO8.1</b> 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.	<b>Complies with AO8.1 and AO8.2.</b> Proposed vehicle access, crossovers, pavement and landscaping will be constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.  Compliance with reasonable and relevant requirements in this regard may be confirmed by Condition, if necessary.
	<b>AO8.2</b> Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.	<b>Complies with AO8.2.</b> Footpath treatments will be in accordance with Planning Scheme Policy 9 – Footpath Paving. Compliance with this requirement may be confirmed by Condition, if necessary,
<b>Public infrastructure</b>		
<b>PO9</b> 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.	<b>AO9</b> Development is in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	<b>Not applicable.</b> No public infrastructure is proposed.
<b>Stormwater Quality</b>		
<b>PO10</b> Development has a non-worsening effect on the site and surrounding land and is designed to: <ul style="list-style-type: none"> <li>a. optimise the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters;</li> <li>b. protect the environmental values of waterbodies affected by the development,</li> </ul>	<b>AO10.1</b> The following reporting is prepared for all Material change of use or Reconfiguring a lot proposals: <ul style="list-style-type: none"> <li>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</li> </ul>	<b>Complies with PO10 and PO11.</b> Storm water will be discharged from the site via an existing connection to Council's infrastructure. The proposed development is not considered to significantly increase stormwater discharge rates and therefore no upgrades to existing service connections are proposed.  Additionally, the subject site is already developed and

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Performance outcomes	Acceptable outcomes	Proposal Compliance
<p>including upstream, on-site and downstream waterbodies;</p> <ul style="list-style-type: none"> <li>c. achieve specified water quality objectives;</li> <li>d. minimise flooding;</li> <li>e. maximise the use of natural channel design principles;</li> <li>f. maximise community benefit; and</li> <li>g. minimise risk to public safety.</li> </ul>	<ul style="list-style-type: none"> <li>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"> <li>c. drainage control;</li> <li>d. erosion control;</li> <li>e. sediment control; and</li> <li>f. water quality outcomes.</li> </ul> </li> </ul> <p><b>AO10.2</b></p> <p>For development on land greater than 2,500m<sup>2</sup> 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"> <li>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;</li> <li>b. is consistent with any local area stormwater water management planning;</li> <li>c. accounts for development type, construction phase, local climatic conditions and design objectives; and</li> <li>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.</li> </ul>	<p>therefore no further earthworks are proposed, limiting impacts caused by erosion and/or sediment run-off.</p>
<p><b>PO11</b></p> <p>Storage areas for stormwater detention and retention:</p> <ul style="list-style-type: none"> <li>a. protect or enhance the environmental values of receiving waters;</li> <li>b. achieve specified water quality objectives;</li> <li>c. where possible, provide for recreational use;</li> <li>d. maximise community benefit; and</li> </ul>	<p><b>AO11</b></p> <p>No acceptable outcome is provided.</p>	

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Performance outcomes	Acceptable outcomes	Proposal Compliance
<p>e. minimise risk to public safety.</p>		
<b>Excavation or Filling</b>		
<p><b>PO12</b> Traffic generated by filling or excavation does not impact on the amenity of the surrounding area.</p>	<p><b>AO12.1</b> Haul routes used for transportation of fill to or from the site only use major roads and avoid residential areas.</p> <p><b>AO12.2</b> Transportation of fill to or from the site does not occur: within peak traffic times; and before 7am or after 6pm Monday to Friday; before 7am or after 1pm Saturdays; and on Sundays or Public Holidays.</p>	<p><b>Not applicable.</b> The development does not propose any excavation and/or filling.</p>
<p><b>PO13</b> Air pollutants, dust and sediment particles from excavation or filling, do not cause significant environmental harm or nuisance impacts.</p>	<p><b>AO13.1</b> Dust emissions do not extend beyond the boundary of the site.</p> <p><b>AO13.2</b> No other air pollutants, including odours, are detectable at the boundary of the site.</p> <p><b>AO13.3</b> A management plan for control of dust and air pollutants is prepared and implemented.</p>	

Performance outcomes	Acceptable outcomes	Proposal Compliance
<p><b>PO14</b></p> <p>Access to the premises (including driveways and paths) does not have an adverse impact on:</p> <ul style="list-style-type: none"> <li>a. safety;</li> <li>b. drainage;</li> <li>c. visual amenity; and</li> <li>d. privacy of adjoining premises.</li> </ul>	<p><b>AO14</b></p> <p>Access to the premises (including all works associated with the access):</p> <ul style="list-style-type: none"> <li>a. must follow as close as possible to the existing contours;</li> <li>b. be contained within the premises and not the road reserve, and</li> <li>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.</li> </ul>	
<b>Weed and Pest Management</b>		
<p><b>PO15</b></p> <p>Development prevents the spread of weeds, seeds or other pests into clean areas or away from infested areas</p>	<p><b>AO15</b></p> <p>No acceptable outcome is provided.</p>	<p><b>Not applicable.</b></p> <p>The subject site is already developed and as such, there is minimal vegetation at the subject site. The presence of significant weed species is unlikely.</p>
<b>Contaminated Land</b>		
<p><b>PO16</b></p> <p>Development is located and designed to ensure that users and nearby sensitive land uses are not exposed to unacceptable levels of contaminants</p>	<p><b>AO16</b></p> <p>Development is located where:</p> <ul style="list-style-type: none"> <li>a. soils are not contaminated by pollutants which represent a health or safety risk to users; or</li> <li>b. contaminated soils are remediated prior to plan sealing, operational works permit, or issuing of building works permit.</li> </ul>	<p><b>Not applicable.</b></p> <p>The development does not involve contaminated land.</p>
<b>Fire Services in developments accessed by common private title</b>		
<p><b>PO17</b></p> <p>Fire hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.</p>	<p><b>AO17.1</b></p> <p>Fire hydrants are located in accessways or private roads held in common private title at a maximum spacing of:</p> <ul style="list-style-type: none"> <li>a. 120 metres for residential development; and</li> <li>b. 90 metres for any other development</li> </ul>	<p><b>Complies with AO17.1 and AO17.2.</b></p> <p>Compliance may be confirmed by Condition, if necessary.</p>



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Performance outcomes	Acceptable outcomes	Proposal Compliance
	<p><b>AO17.2</b> Fire hydrants are located at all intersections of accessways or private roads held in common private title.</p>	

# Attachment 4

## Traffic Impact Assessment Report

19 August 2022

Kelly Development Services  
C/- Gilvear Planning  
PO Box 228  
Babinda QLD 4861

**Attention:** Josh Maunder  
Via email: [josh@gilvearplanning.com.au](mailto:josh@gilvearplanning.com.au)

Dear Josh,

**67 CONSTANCE STREET, MAREEBA (LOT 2 ON 72397)  
DEVELOPMENT TRAFFIC IMPACT ASSESSMENT REPORT**

It is understood this letter will form part of a Development Application submitted to Mareeba Shire Council for re-development of an existing Childcare Centre at 67 Constance Street, Mareeba.

This report seeks to provide advice on the expected traffic movements generated by the proposed development and associated impacts on the road network.

**1. GENERAL OVERVIEW AND BACKGROUND**

The proposed development (site) is located at 67 Constance Street on land described as Lot 2 on RP 72397. The site has road frontage to Constance Street and Hastie Street.

The site is improved by an existing childcare centre which has a capacity of 75 children. The proposed development seeks to demolish the existing building and replace it with a new childcare centre with an increased capacity of 109 children.

Figure 1 shows the site location and surrounding road network.



**Figure 1: Site Location and Surrounding Road Network**

The layout of the proposed development is shown on the Development Concept Plans Enclosed as Appendix A.

Further details of the site and proposed development are provided in the Town Planning Report to Council.

## 2. TRAFFIC MOVEMENTS GENERATED BY DEVELOPMENT

The proposed development is an expansion of the existing land use. Therefore, traffic movements to the exiting childcare centre have been adopted to calculate traffic generation rates for the proposed development.

The existing childcare centre is operated in conjunction with a 94 children centre on the neighbouring land parcel, 4 Hastie Street (Figure 1).

The operator recorded the drop off and pick up times for the centres at 67 Constance Street and 4 Hastie Street for the week Monday 20<sup>th</sup> June to Friday 24<sup>th</sup> June 2022 (Table 1).

**Table 1: Children Pick-ups and Drop-offs for 67 Constance St and 4 Hastie St Mon 20<sup>th</sup> to Fri 24<sup>th</sup> June 2022**

Time Period	Total Drop-offs for Week	Arrival Distribution
6:30am – 8:00am	163	36.0%
8:00am – 9:00am	277	61.3%
9:00am – 12:00pm	12	2.7%
<b>Total</b>	<b>452</b>	<b>100%</b>
Time Period	Total Pick-ups for Week	Departure Distribution
2:00pm – 3:00pm	20	3.5%
3:00pm – 4:00pm	115	20.0%
4:00pm – 6:00pm	441	76.5%
<b>Total</b>	<b>576</b>	<b>100%</b>

The survey identifies that the drop-offs are 80% of the pick-ups. With reference to Table 1, during the survey 452 children arrived in the morning, however 576 departed in the afternoon. 124 arrived to the site in the afternoon after School (escorted across road from Saint Thomas School or picked up from another school by the centre operated bus).

The assessed traffic generated by the existing centre and proposed development 67 Constance Street operating at 100% capacity is shown in Table 2. The assessed traffic is based on the arrival and departure distribution and ratios of pick-ups to drop-offs recorded for the existing childcares (Table 1).

It is noted an increase in employees 23 (existing) to 30 is expected. It is assumed all employees arrive at 6:30am and depart at 6:00pm.

**Table 2: Expected Traffic Movements Generated by Development**

Time Period	Existing Centre (75 Children + 23 Employees)	Proposed Development (109 Children + 30 Employees)	Increase
6:30am – 8:00am	45	62	17
8:00am – 9:00am	37	54	17
9:00am – 12:00pm	2	3	1
2:00pm – 3:00pm	3	4	1
3:00pm – 4:00pm	15	22	7
4:00pm – 6:00pm	81	114	33

For the purpose of assessing the worst-case scenario, it is assumed that each child arrives/departs via a single car (1 car per child). This is a conservative assumption as it does not take into account the portion of children which arrive to or depart from the site:

- With a sibling (2 or more children per car). The operator has advised approximately 30-40% of children are siblings.
- Via the centre operated bus pick-up/drop-off service.

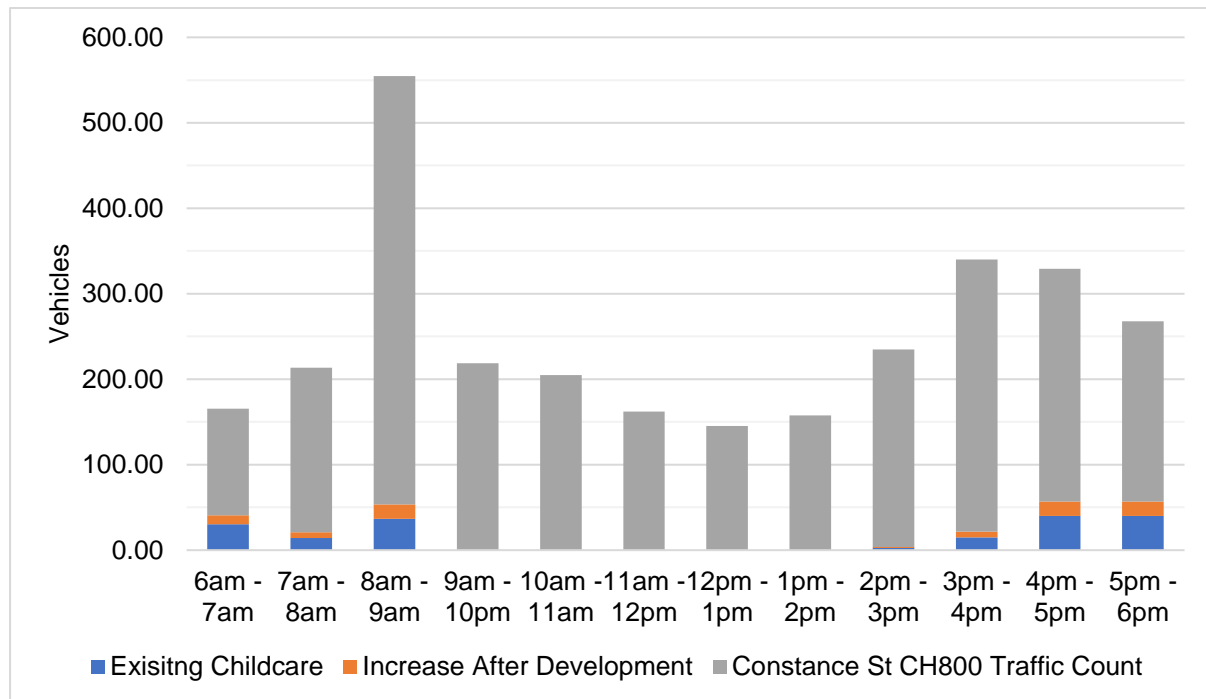
Taking the above factors into account, the actual traffic generated by the development would be less than the movements in Table 2.

### 3. IMPACT TO LOCAL ROAD NETWORK

#### Additional Trips Generated by Development

The site is accessed from Constance Street and Hastie Street. Traffic movement survey data for Constance Street and Hastie Street was provided by Mareeba Shire Council. A copy of the survey data received is attached as Appendix B.

Figure 2 shows the assessed traffic generated by the development compared to the traffic movements in the local Road network.



**Figure 3: Development Traffic compared to Local Road Network Traffic**

As shown in Figure 2, the additional traffic generated by the development is a small percentage of the total traffic movements in the local road network.

For example, for the centre operating at 100% capacity, 1 car per child scenario, the development traffic equates to approximately 10% of the traffic on Constance Street during 8:00am to 9:00am.

If the above-mentioned trip generation factors (2 children per car, arrivals bus), are considered, the percentage of development traffic to Constance Street traffic is less.

No issues with the ability of Constance Street and Hastie Street to convey the through traffic are expected currently and post development.

Constance Street is designated as a Collector Road in Council's Planning Scheme. The road form of Constance Street is not an exact match for any of the standard road profiles in the FNQROC Development Manual Standard Drawings. It is similar to Type 5 (Minor Collector, but with parking added) or Type 6 (Major Collector but with the parallel parking replaced with angle parking). However, during peak hour traffic its function is more consistent with a CBD road where parking manoeuvres dominate traffic flow. The 7 day average traffic count of 3168 vehicle/day is the same order as the FNQROC (Table D1.1) capacity for a Minor Collector (750-2990vehicles/day) and below a Major Collector (3000-5999vehicles/day)

Hastie Street is designated (in the Planning Scheme) as an Access Road. However, Hastie Street is median separated road, which tend to perform better than an undivided carriageway. It is considered that Hastie Street has a capacity consistent with a Minor Collector Road (750-2990vehicles/day). The traffic count 7 day average for Hastie Street is 882 vehicles/day. It is also considered that the median separation assists to manage traffic conflict as each lane operates as a one-way road segment.



### Types of Vehicles Accessing Development

The proposed development is an expansion of the existing land use. Therefore, the development will generate the same types of vehicles for the existing land use, i.e. passenger car, bus and occasional service vehicle. No changes to road geometry or on-street parking from a vehicle type standpoint is required.

### Vehicle Access Points

The existing vehicle access point on Constance Street for onsite bus parking will remain in the current location post development. No new vehicle access points are proposed and therefore the development does not introduce additional vehicle conflicts points on Constance Street and Hastie Street.

No issues with sight distance for the existing access are expected for the following reasons:

- The occurrence of vehicles entering, and exiting are low.
- Constance Street is straight and flat in the approaches to the access location.
- The speed environment is low. The signposted speed is 50km/hr reduced to 40km/hr (School Zone) during 7:00 - 9:00am and 2:00 - 4:00pm which is when the traffic generated by the development mostly occur

### Parking

The available on street parking spaces in the vicinity of the development are shown in Figure 3.



**Figure 3: Available Parking**



Per the Development Concept Plan, the predominant site entry and exit is located on Constance Street. There are 8 on-street car parking spaces along the Constance Street road frontage of the development. 4 of these spaces as signed as 15min parking between 8am and 5pm Monday to Friday for passenger drop-off. The car park widths (3.5m) are wider than the Australian Standard for high turnover areas (2.6m).

A further 4 on-street car parking spaces are available in front of 69 Constance Street and 18 on the opposite side of Constance Street.

It is noted that the neighbouring childcare centre at 4 Hastie Street is serviced by a separate 10min drop off zone on Hastie Street (Figure 3) which has a capacity of approximately 4 cars.

There is also a bus parking zone along the Hastie Street Road frontage of the development.

The Constance Street on-street park spaces in the vicinity of the development (more than 30) is greater than the Mareeba Shire Council Planning Scheme requirement (Table 9.4.3.3B) of minimum of 3 car parking spaces for setting down and pick up of children, plus one space per 10 children for staff parking for the development (14 spaces).

### Pedestrian Movements

As mentioned, the main site entry and exit point for the subject site is located on Constance Street. A concrete footpath and pram ramps currently exist along the Constance Street frontage of the development site providing connectivity from the drop-off parking spaces to the site entry.

The Development Concept Plan shows a new footpath along the Hastie Street frontage is proposed. This will provide a connection from the proposed entry/exit gate on Hastie Street to Constance Street. It will also formalise pedestrian access to the existing bus zone on Hastie Street (Figure 3).

A formalised (line marked) pedestrian crossing across Hastie Street provides safe access to the development for pedestrians from Saint Thomas School. A crossing guard controls the crossing during School hours.

### **RECOMMENDED WORKS TO ADDRESS DEVELOPMENT IMPACT**

Considered in isolation, the development meets the parameters of Council's Parking and Access Code with respect to road capacity and parking. However, because of the proximity to another childcare centre and 2 schools which have similar peak hours to the development, the road network does not operate as well during peak periods.

The road formation in Constance Street road formation has significant capacity. During peak periods, Constance Street operates as a parking aisle so it's performance relates to parking turnover.

It is suggested that the number of designated drop-off parking spaces on Constance Street be increased from 4 to 8 and the set down time (signage) be reduced from 15min to 10min (Figure 4).



**Figure 4: Proposed 10min Drop-off Zone**

This would increase the drop-off capacity from 16v/hr (4 spaces x 4 per hr) to 48h/hr (8 spaces x 6 per hr). This 3-fold increase in drop-off capacity is proposed to minimise post development impact to the on-street parking beyond the site and provide an overall improvement on the overall operation of Constance Street.

#### 4. SUMMARY

This report has referenced the Mareeba Shire Council Planning Scheme 2016 Table 9.4.3.3 Parking and Access Code in particular performance and acceptable outcome 10, which is reproduced below.

***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.*

It is considered that the information and advice provided sufficiently responds to the items in AO10 above. Further, it is considered this advice demonstrates that the with the proposed parking amendments, the types and volumes of vehicles expected to access development will not cause an adverse impact on the safety and function of the local road network.

The change to the drop-off zone on Constance Street is suggested for Council consideration to improve the performance of the road network during the school peak hour periods.

It is concluded that suitable options exist to address current traffic (parking) issues that will improve the operation of the road network post development. On this basis, there are no traffic impediments to the development proceeding with the imposition of relevant and reasonable conditions. It is therefore recommended that Council therefore approve the Development Application for Lot 2 on 72397 referencing the recommendations herein and with standard engineering conditions attached to the development approval.

Yours sincerely

**TRINITY ENGINEERING AND CONSULTING**



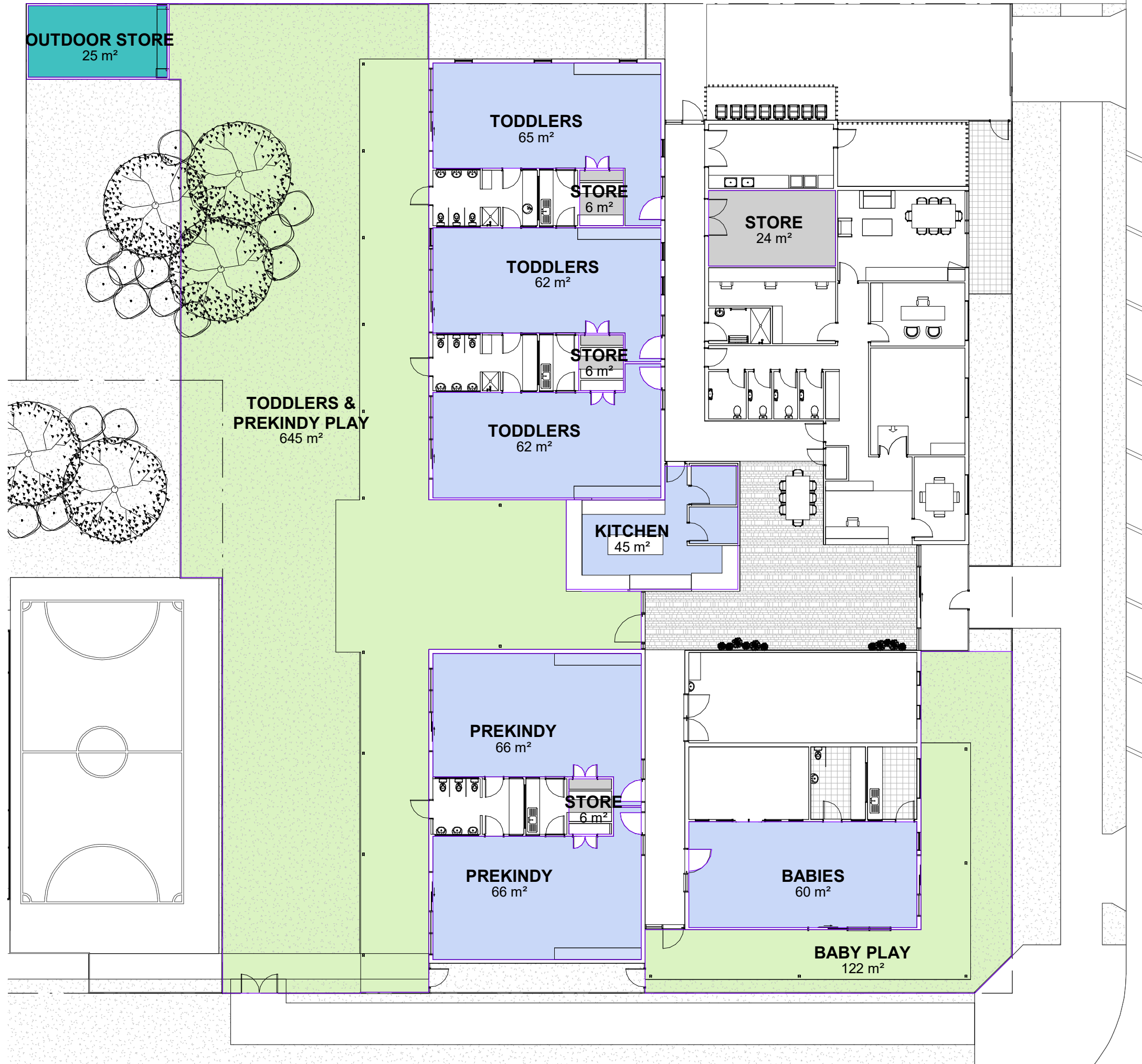
Matt Di Maggio  
Senior Civil Engineer

**Appendix A**  
Development Concept Plans

INDOOR AREA CALCULATION		
INDOOR PLAY	PROVIDED INDOOR AREA	No OF CHILDREN
BABIES	60 m <sup>2</sup>	12
PREKINDY	66 m <sup>2</sup>	20
PREKINDY	66 m <sup>2</sup>	20
TODDLERS	65 m <sup>2</sup>	20
TODDLERS	62 m <sup>2</sup>	19
TODDLERS	62 m <sup>2</sup>	19
	381 m <sup>2</sup>	110

OUTDOOR AREA CALCULATION		
OUTDOOR PLAY	PROVIDED OUTDOOR AREA	No OF CHILDREN
TODDLERS & PREKINDY PLAY	645 m <sup>2</sup>	92
BABY PLAY	122 m <sup>2</sup>	17
	766 m <sup>2</sup>	109

STORAGE AREAS	
STORAGE	PROVIDED STORE
OUTDOOR STORE	25 m <sup>2</sup>
STORE	24 m <sup>2</sup>
STORE	6 m <sup>2</sup>
STORE	6 m <sup>2</sup>
STORE	6 m <sup>2</sup>
	68 m <sup>2</sup>



## LICENSING PLAN - GROUND FLOOR



**KIDS CAMPUS MAREEBA**  
67 Constance Street, Mareeba

CA Architects  
Cairns | Brisbane | Townsville  
e: reception@caarchitects.com.au t: +617 4031 6367

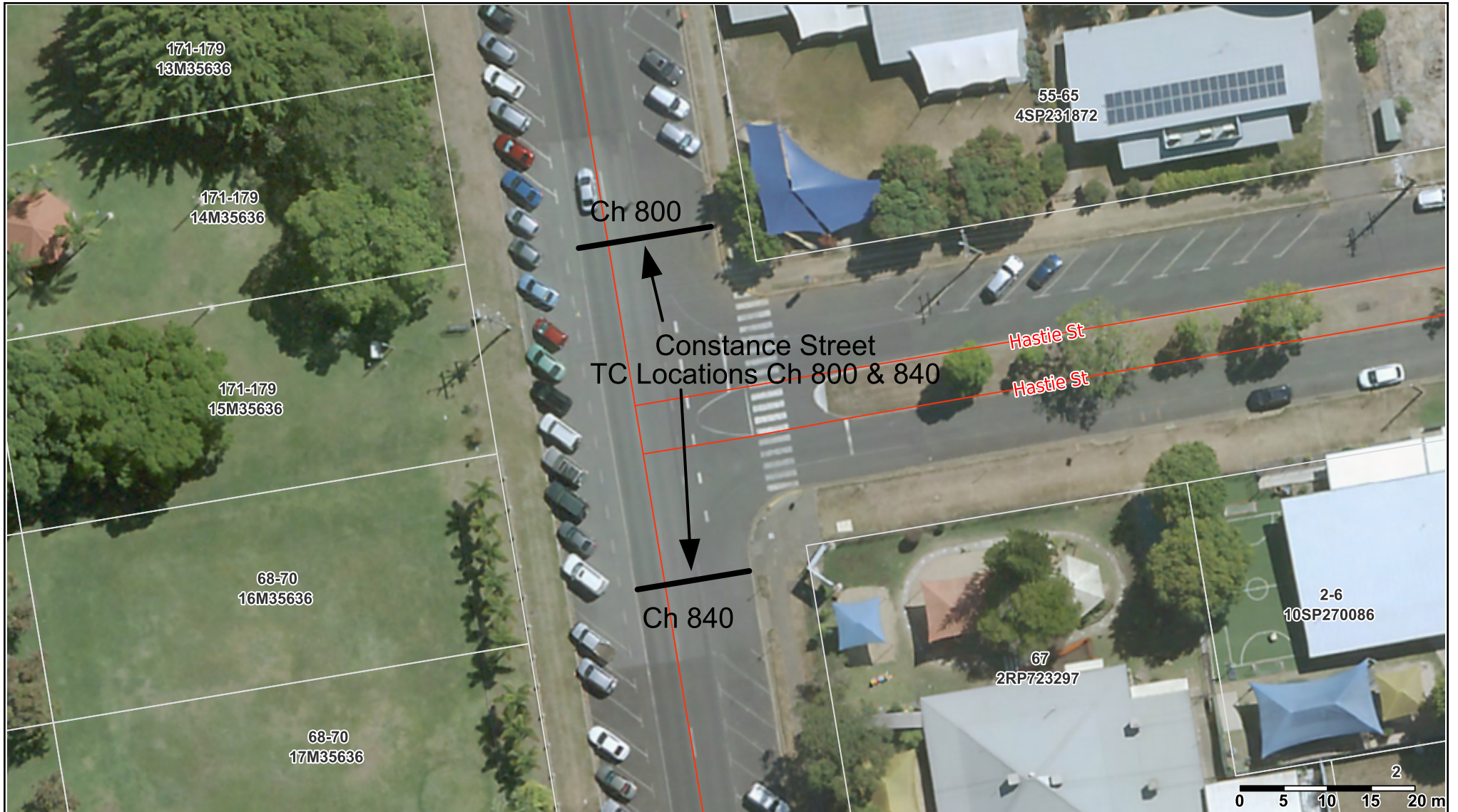
2138\_DA A-110  
Drawn: BQ Check: CA

5/07/2022 1:43:50 PM  
ISSUE NOTE TEXT ■

Kids Campus Mareeba 1 : 200 @ A3

**Appendix B**  
Traffic Count Data provided by Council





## Constance St - TC Locations Ch 800 & 840

© 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 Class Speed Matrix

### ClassMatrix-579 -- English (ENA)

#### Datasets:

**Site:** [Constance Street] Intersection Lloyd St @ Ch 800 <50>  
**Attribute:** Mareeba  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 12:42 Friday, 22 October 2021 => 10:40 Friday, 29 October 2021,  
**Zone:**  
**File:** Constance Street 0 2021-10-29 1041.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:** 12:43 Friday, 22 October 2021 => 10:40 Friday, 29 October 2021 (6.91514)  
**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 = 19088 / 19128 (99.79%)

## Class Speed Matrix

**ClassMatrix-579**

**Site:** Constance Street.0.1NS  
**Description:** Intersection Lloyd St @ Ch 800 <50>  
**Filter time:** 12:43 Friday, 22 October 2021 => 10:40 Friday, 29 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	398	.	20	5	1	.	1	.	.	.	.	.	425	2.2%
20- 30	2654	17	170	7	6	.	.	.	.	.	.	.	2854	15.0%
30- 40	5512	69	362	17	6	5	5	1	6	.	.	.	5983	31.3%
40- 50	6196	87	595	12	2	15	7	1	6	.	.	.	6921	36.3%
50- 60	1772	33	559	1	1	9	5	.	3	.	.	.	2383	12.5%
60- 70	288	1	158	1	.	5	2	.	1	.	.	.	456	2.4%
70- 80	34	.	19	.	.	.	.	.	.	.	.	.	53	0.3%
80- 90	10	.	3	.	.	.	.	.	.	.	.	.	13	0.1%
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%
<b>Total</b>	<b>16864</b>	<b>207</b>	<b>1886</b>	<b>43</b>	<b>16</b>	<b>34</b>	<b>20</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19088</b>	
	<b>88.3%</b>	<b>1.1%</b>	<b>9.9%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>		
<b>ESA</b>	0.0	0.0	3772.0	86.0	32.0	102.0	60.0	6.0	48.0	0.0	0.0	0.0	4106.0	
<b>Raw axle</b>	33728	693	3772	129	64	102	80	10	96	0	0	0	38674	
<b>Single</b>	33484	549	3772	43	6	102	40	2	22	0	0	0	38020	
<b>T steer</b>	2	0	0	0	10	0	0	0	1	0	0	0	13	
<b>Double</b>	164	72	3	43	10	0	20	4	18	0	0	0	334	
<b>Triple</b>	4	0	1	0	6	0	0	0	12	0	0	0	23	
<b>Quad+</b>	1	0	0	0	0	0	0	0	0	0	0	0	1	

Total vehicles = 19088, Total heavies = 2017 (10.57%), Average ESA per heavy = 2.04  
 Twinsteers = 0.64% of heavies, 0.07% of total.

## MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-578 -- English (ENA)

#### Datasets:

**Site:** [Constance Street] Intersection Lloyd St @ Ch 800 <50>  
**Attribute:** Mareeba  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 12:42 Friday, 22 October 2021 => 10:40 Friday, 29 October 2021,  
**Zone:**  
**File:** Constance Street 0 2021-10-29 1041.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:** 12:43 Friday, 22 October 2021 => 10:40 Friday, 29 October 2021 (6.91514)  
**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 = 19088 / 19128 (99.79%)

## Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-578

**Site:** Constance Street.0.1NS  
**Description:** Intersection Lloyd St @ Ch 800 <50>  
**Filter time:** 12:43 Friday, 22 October 2021 => 10:40 Friday, 29 October 2021  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	2.0	4.0	1.0	0.0	3.0	9.0	3.0	2.0	3.1	
0100-0200	3.0	0.0	3.0	5.0	2.0	7.0	12.0	2.6	4.6	
0200-0300	2.0	7.0	7.0	6.0	4.0	4.0	3.0	5.2	4.7	
0300-0400	11.0	8.0	2.0	10.0	7.0	5.0	4.0	7.6	6.7	
0400-0500	25.0	27.0	15.0	21.0	22.0	10.0	8.0	22.0	18.3	
0500-0600	54.0	56.0	51.0	52.0	58.0	33.0	13.0	54.2	45.3	
0600-0700	111.0	142.0	125.0	120.0	126.0	45.0	33.0	124.8	100.3	
0700-0800	201.0	201.0	195.0	194.0	172.0	59.0	53.0	192.6	153.6	
0800-0900	<b>476.0</b>	<b>514.0</b>	<b>497.0</b>	<b>496.0</b>	524.0	140.0	109.0	<b>501.4</b>	<b>393.7</b>	
0900-1000	229.0	198.0	224.0	225.0	213.0	158.0	<b>153.0</b>	217.8	200.0	
1000-1100	226.0	197.0	206.0	202.0	189.0	<b>186.0</b>	151.0	204.0	193.9	
1100-1200	183.0	151.0	144.0	167.0	*	183.0	146.0	161.3	162.3	
1200-1300	188.0	153.0	185.0	189.0	12.0	<b>131.0</b>	131.0	145.4	141.3	
1300-1400	174.0	146.0	171.0	151.0	146.0	118.0	109.0	157.6	145.0	
1400-1500	218.0	238.0	240.0	224.0	235.0	114.0	101.0	231.0	195.7	
1500-1600	<b>304.0</b>	<b>324.0</b>	<b>359.0</b>	<b>298.0</b>	<b>306.0</b>	108.0	95.0	<b>318.2</b>	<b>256.3</b>	
1600-1700	287.0	295.0	268.0	258.0	255.0	91.0	<b>138.0</b>	272.6	227.4	
1700-1800	193.0	240.0	192.0	219.0	211.0	99.0	91.0	211.0	177.9	
1800-1900	140.0	121.0	141.0	147.0	133.0	106.0	106.0	136.4	127.7	
1900-2000	77.0	67.0	89.0	87.0	73.0	80.0	71.0	78.6	77.7	
2000-2100	55.0	53.0	43.0	60.0	49.0	50.0	35.0	52.0	49.3	
2100-2200	33.0	29.0	46.0	42.0	43.0	42.0	35.0	38.6	38.6	
2200-2300	10.0	10.0	26.0	26.0	25.0	22.0	16.0	19.4	19.3	
2300-2400	8.0	6.0	4.0	4.0	10.0	16.0	4.0	6.4	7.4	
<b>Totals</b>										
0700-1900	2819.0	2778.0	2822.0	2770.0	*	1493.0	1383.0	2749.3	2374.8	
0600-2200	3095.0	3069.0	3125.0	3079.0	*	1710.0	1557.0	3043.2	2640.6	
0600-0000	3113.0	3085.0	3155.0	3109.0	*	1748.0	1577.0	3069.0	2667.3	
0000-0000	3210.0	3187.0	3234.0	3203.0	*	1816.0	1620.0	3162.7	2750.0	
<b>AM Peak</b>	0800	0800	0800	0800	*	1000	0900			
	476.0	514.0	497.0	496.0	*	186.0	153.0			
<b>PM Peak</b>	1500	1500	1500	1500	1500	1200	1600			
	304.0	324.0	359.0	298.0	306.0	131.0	138.0			

\* - No data.

## MetroCount Traffic Executive Class Speed Matrix

### ClassMatrix-582 -- English (ENA)

#### Datasets:

**Site:** [Constance street] Intersection Lloyd Street @ Ch 840 <50>  
**Attribute:** Mareeba  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 0  
**Survey Duration:** 12:40 Friday, 22 October 2021 => 11:27 Friday, 29 October 2021,  
**Zone:**  
**File:** Constance street 0 2021-10-29 1128.EC0 (Plus )  
**Identifier:** CS916NHM MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v5.07)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 12:41 Friday, 22 October 2021 => 11:27 Friday, 29 October 2021 (6.94902)  
**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 = 22177 / 22457 (98.75%)

## Class Speed Matrix

**ClassMatrix-582**

**Site:** Constance street.0.1NS  
**Description:** Intersection Lloyd Street @ Ch 840 <50>  
**Filter time:** 12:41 Friday, 22 October 2021 => 11:27 Friday, 29 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	1129	21	43	17	18	4	1	.	1	.	.	.	1234	5.6%
20- 30	3380	19	218	34	11	1	1	1	1	.	.	.	3666	16.5%
30- 40	5643	75	325	21	7	5	8	2	3	.	1	.	6090	27.5%
40- 50	7316	139	379	20	2	11	7	2	8	.	.	.	7884	35.6%
50- 60	2739	56	207	3	.	5	2	1	2	.	.	.	3015	13.6%
60- 70	227	6	27	.	2	1	.	.	.	.	.	.	263	1.2%
70- 80	18	.	2	.	.	.	.	.	.	.	.	.	20	0.1%
80- 90	4	.	.	.	.	.	.	.	.	.	.	.	4	0.0%
90-100	1	.	.	.	.	.	.	.	.	.	.	.	1	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%
<b>Total</b>	<b>20457</b>	<b>316</b>	<b>1201</b>	<b>95</b>	<b>40</b>	<b>27</b>	<b>19</b>	<b>6</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22177</b>	
	<b>92.2%</b>	<b>1.4%</b>	<b>5.4%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>		
<b>ESA</b>	0.0	0.0	<b>2402.0</b>	<b>190.0</b>	<b>80.0</b>	<b>81.0</b>	<b>57.0</b>	<b>18.0</b>	<b>45.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>2878.0</b>	
<b>Raw axle</b>	40914	1068	<b>2402</b>	<b>285</b>	<b>171</b>	<b>81</b>	<b>76</b>	<b>30</b>	<b>96</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>45131</b>	
<b>Single</b>	40578	830	<b>2402</b>	<b>95</b>	<b>21</b>	<b>81</b>	<b>38</b>	<b>6</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>44070</b>	
<b>T steer</b>	10	0	<b>0</b>	<b>1</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	
<b>Double</b>	225	116	<b>5</b>	<b>94</b>	<b>14</b>	<b>0</b>	<b>18</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>499</b>	
<b>Triple</b>	5	2	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>43</b>	
<b>Quad+</b>	2	0	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	

Total vehicles = 22177, Total heavies = 1404 (6.33%), Average ESA per heavy = 2.05  
 Twinsteers = 2.64% of heavies, 0.17% of total.



## MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-581 -- English (ENA)

#### Datasets:

**Site:** [Constance street] Intersection Lloyd Street @ Ch 840 <50>  
**Attribute:** Mareeba  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 12:40 Friday, 22 October 2021 => 11:27 Friday, 29 October 2021,  
**Zone:**  
**File:** Constance street 0 2021-10-29 1128.EC0 (Plus )  
**Identifier:** CS916NHM MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v5.07)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 12:41 Friday, 22 October 2021 => 11:27 Friday, 29 October 2021 (6.94902)  
**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 = 22177 / 22457 (98.75%)

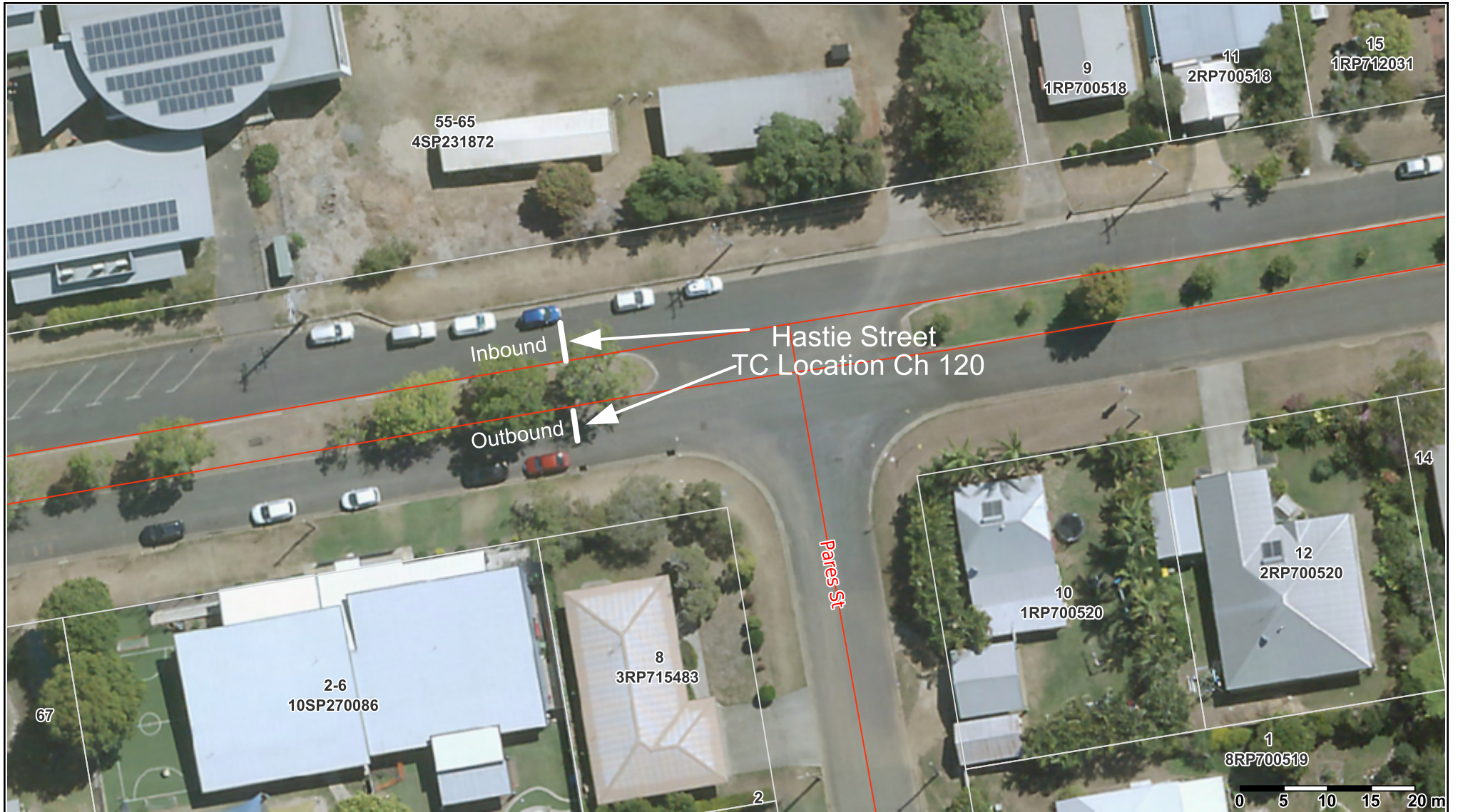
## Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-581

**Site:** Constance street.0.1NS  
**Description:** Intersection Lloyd Street @ Ch 840 <50>  
**Filter time:** 12:41 Friday, 22 October 2021 => 11:27 Friday, 29 October 2021  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	2.0	6.0	2.0	0.0	3.0	11.0	7.0	2.6	4.4
0100-0200	5.0	0.0	3.0	5.0	2.0	8.0	12.0	3.0	5.0
0200-0300	2.0	7.0	6.0	6.0	3.0	5.0	3.0	4.8	4.6
0300-0400	8.0	10.0	1.0	10.0	7.0	6.0	4.0	7.2	6.6
0400-0500	23.0	26.0	14.0	20.0	22.0	10.0	8.0	21.0	17.6
0500-0600	56.0	57.0	53.0	52.0	59.0	32.0	13.0	55.4	46.0
0600-0700	117.0	148.0	131.0	129.0	133.0	45.0	32.0	131.6	105.0
0700-0800	210.0	236.0	226.0	223.0	182.0	62.0	55.0	215.4	170.6
0800-0900	<b>558.0</b>	<b>604.0</b>	<b>612.0</b>	<b>604.0</b>	<b>658.0</b>	144.0	114.0	<b>607.2</b>	<b>470.6</b>
0900-1000	231.0	207.0	249.0	240.0	232.0	170.0	154.0	231.8	211.9
1000-1100	215.0	210.0	229.0	206.0	279.0	<b>209.0</b>	160.0	227.8	215.4
1100-1200	226.0	203.0	178.0	214.0	0.0	200.0	<b>174.0</b>	164.2	170.7
1200-1300	216.0	181.0	209.0	223.0	78.0	141.0	<b>167.0</b>	181.4	173.6
1300-1400	191.0	191.0	206.0	169.0	215.0	127.0	138.0	194.4	176.7
1400-1500	248.0	267.0	289.0	261.0	294.0	120.0	120.0	271.8	228.4
1500-1600	<b>365.0</b>	<b>399.0</b>	<b>430.0</b>	<b>377.0</b>	<b>403.0</b>	132.0	114.0	<b>394.8</b>	<b>317.1</b>
1600-1700	322.0	348.0	305.0	294.0	278.0	116.0	157.0	309.4	260.0
1700-1800	266.0	309.0	274.0	273.0	228.0	<b>143.0</b>	124.0	270.0	231.0
1800-1900	149.0	143.0	177.0	177.0	146.0	112.0	112.0	158.4	145.1
1900-2000	89.0	70.0	93.0	82.0	75.0	85.0	74.0	81.8	81.1
2000-2100	53.0	48.0	46.0	63.0	58.0	53.0	36.0	53.6	51.0
2100-2200	37.0	30.0	55.0	53.0	44.0	48.0	39.0	43.8	43.7
2200-2300	15.0	12.0	28.0	31.0	29.0	28.0	19.0	23.0	23.1
2300-2400	8.0	9.0	4.0	5.0	14.0	16.0	6.0	8.0	8.9
<b>Totals</b>									
0700-1900	3197.0	3298.0	3384.0	3261.0	2993.0	1676.0	1589.0	3226.6	2771.1
0600-2200	3493.0	3594.0	3709.0	3588.0	3303.0	1907.0	1770.0	3537.4	3052.0
0600-0000	3516.0	3615.0	3741.0	3624.0	3346.0	1951.0	1795.0	3568.4	3084.0
0000-0000	3612.0	3721.0	3820.0	3717.0	3442.0	2023.0	1842.0	3662.4	3168.1
<b>AM Peak</b>	0800	0800	0800	0800	0800	1000	1100		
	558.0	604.0	612.0	604.0	658.0	209.0	174.0		
<b>PM Peak</b>	1500	1500	1500	1500	1500	1700	1200		
	365.0	399.0	430.0	377.0	403.0	143.0	167.0		

\* - No data.



## Hastie St - TC Locations Ch 120

© 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 Class Speed Matrix

### ClassMatrix-573 -- English (ENA)

#### Datasets:

**Site:** [Hastie St (Inbound)] Intersection Constance St @ Ch 120 <50>  
**Attribute:** Mareeba  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 11:58 Friday, 22 October 2021 => 11:30 Friday, 29 October 2021,  
**Zone:**  
**File:** Hastie St (Inbound) 0 2021-10-29 1130.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:** 11:59 Friday, 22 October 2021 => 11:30 Friday, 29 October 2021 (6.98043)  
**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 = 3189 / 3197 (99.75%)

## Class Speed Matrix

**ClassMatrix-573**

**Site:** Hastie St (Inbound).0.1NS  
**Description:** Intersection Constance St @ Ch 120 <50>  
**Filter time:** 11:59 Friday, 22 October 2021 => 11:30 Friday, 29 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	355	.	21	.	.	1	.	.	.	.	.	.	377	11.8%
20- 30	1235	3	68	1	1	.	.	.	.	.	.	.	1308	41.0%
30- 40	694	4	21	1	.	1	3	.	.	.	.	.	724	22.7%
40- 50	582	1	22	1	.	.	1	.	.	.	.	.	607	19.0%
50- 60	149	1	4	.	.	.	1	.	.	.	.	.	155	4.9%
60- 70	18	.	.	.	.	.	.	.	.	.	.	.	18	0.6%
70- 80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
80- 90	.	.	.	.	.	.	.	.	.	.	.	.	0	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%
<b>Total</b>	<b>3033</b>	<b>9</b>	<b>136</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3189</b>	
	<b>95.1%</b>	<b>0.3%</b>	<b>4.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>		
<b>ESA</b>	0.0	0.0	272.0	6.0	2.0	6.0	15.0	0.0	0.0	0.0	0.0	0.0	301.0	
<b>Raw axle</b>	6066	28	272	9	4	6	20	0	0	0	0	0	6405	
<b>Single</b>	6044	26	272	3	0	6	10	0	0	0	0	0	6361	
<b>T steer</b>	0	0	0	0	1	0	0	0	0	0	0	0	1	
<b>Double</b>	11	1	0	3	1	0	5	0	0	0	0	0	21	
<b>Triple</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Quad+</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	

Total vehicles = 3189, Total heavies = 147 (4.61%), Average ESA per heavy = 2.05  
 Twinsteers = 0.68% of heavies, 0.03% of total.

## MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-572 -- English (ENA)

#### Datasets:

**Site:** [Hastie St (Inbound)] Intersection Constance St @ Ch 120 <50>  
**Attribute:** Mareeba  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0  
**Survey Duration:** 11:58 Friday, 22 October 2021 => 11:30 Friday, 29 October 2021,  
**Zone:**  
**File:** Hastie St (Inbound) 0 2021-10-29 1130.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:** 11:59 Friday, 22 October 2021 => 11:30 Friday, 29 October 2021 (6.98043)  
**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 = 3189 / 3197 (99.75%)



## Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-572

**Site:** Hastie St (Inbound).0.1NS  
**Description:** Intersection Constance St @ Ch 120 <50>  
**Filter time:** 11:59 Friday, 22 October 2021 => 11:30 Friday, 29 October 2021  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	1.0	1.0	0.0	0.0	2.0	3.0	0.4	1.0
0100-0200	2.0	0.0	0.0	0.0	1.0	2.0	0.0	0.6	0.7
0200-0300	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.8	0.7
0300-0400	1.0	2.0	1.0	1.0	0.0	1.0	0.0	1.0	0.9
0400-0500	2.0	2.0	1.0	0.0	1.0	0.0	2.0	1.2	1.1
0500-0600	3.0	2.0	3.0	5.0	2.0	3.0	0.0	3.0	2.6
0600-0700	4.0	7.0	6.0	3.0	7.0	3.0	1.0	5.4	4.4
0700-0800	29.0	26.0	36.0	30.0	30.0	4.0	8.0	30.2	23.3
0800-0900	<b>91.0</b>	<b>105.0</b>	<b>114.0</b>	<b>97.0</b>	<b>128.0</b>	16.0	11.0	<b>107.0</b>	<b>80.3</b>
0900-1000	28.0	28.0	37.0	28.0	33.0	14.0	<b>19.0</b>	30.8	26.7
1000-1100	24.0	26.0	21.0	28.0	42.0	17.0	17.0	28.2	25.0
1100-1200	24.0	21.0	17.0	27.0	1.0	<b>17.0</b>	18.0	15.2	15.8
1200-1300	27.0	14.0	19.0	24.0	28.0	19.0	19.0	22.4	21.4
1300-1400	22.0	18.0	32.0	19.0	25.0	15.0	18.0	23.2	21.3
1400-1500	42.0	45.0	49.0	43.0	53.0	<b>21.0</b>	15.0	46.4	38.3
1500-1600	<b>70.0</b>	<b>72.0</b>	<b>71.0</b>	<b>72.0</b>	<b>89.0</b>	16.0	27.0	<b>74.8</b>	<b>59.6</b>
1600-1700	47.0	57.0	49.0	46.0	43.0	8.0	<b>29.0</b>	48.4	39.9
1700-1800	44.0	54.0	45.0	51.0	41.0	17.0	18.0	47.0	38.6
1800-1900	17.0	18.0	24.0	21.0	20.0	15.0	14.0	20.0	18.4
1900-2000	19.0	8.0	22.0	15.0	14.0	13.0	10.0	15.6	14.4
2000-2100	9.0	7.0	7.0	7.0	9.0	12.0	7.0	7.8	8.3
2100-2200	5.0	1.0	8.0	7.0	6.0	9.0	5.0	5.4	5.9
2200-2300	3.0	1.0	4.0	3.0	4.0	2.0	1.0	3.0	2.6
2300-2400	2.0	8.0	1.0	1.0	2.0	0.0	2.0	2.8	2.3
<b>Totals</b>	<hr/>							<hr/>	
0700-1900	465.0	484.0	514.0	486.0	533.0	179.0	213.0	493.6	408.5
0600-2200	502.0	507.0	557.0	518.0	569.0	216.0	236.0	527.8	441.5
0600-0000	507.0	516.0	562.0	522.0	575.0	218.0	239.0	533.6	446.3
0000-0000	515.0	524.0	569.0	529.0	580.0	227.0	244.0	540.6	453.3
<b>AM Peak</b>	0800	0800	0800	0800	0800	1100	0900		
	91.0	105.0	114.0	97.0	128.0	17.0	19.0		
<b>PM Peak</b>	1500	1500	1500	1500	1500	1400	1600		
	70.0	72.0	71.0	72.0	89.0	21.0	29.0		

\* - No data.

## MetroCount Traffic Executive Class Speed Matrix

### ClassMatrix-576 -- English (ENA)

#### Datasets:

**Site:** [Hastie St (outbound)] Intersection Constance St @ Ch 120 <50>  
**Attribute:** Mareeba  
**Direction:** 5 - South bound A>B, North bound B>A. Lane: 0  
**Survey Duration:** 12:00 Friday, 22 October 2021 => 11:29 Friday, 29 October 2021,  
**Zone:**  
**File:** Hastie St (outbound) 0 2021-10-29 1129.EC0 (Plus )  
**Identifier:** VW61R1VD MC5900-X13 (c)MetroCount 09Nov16  
**Algorithm:** Factory default axle (v5.07)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 12:01 Friday, 22 October 2021 => 11:29 Friday, 29 October 2021 (6.9778)  
**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 = 3123 / 3176 (98.33%)

## Class Speed Matrix

**ClassMatrix-576**

**Site:** Hastie St (outbound).0.1SN  
**Description:** Intersection Constance St @ Ch 120 <50>  
**Filter time:** 12:01 Friday, 22 October 2021 => 11:29 Friday, 29 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	965	.	28	1	.	.	1	.	.	.	.	.	995	31.9%
20- 30	952	3	14	1	.	.	2	.	.	.	.	.	972	31.1%
30- 40	561	3	34	1	.	1	.	.	.	.	.	.	600	19.2%
40- 50	417	1	35	.	.	.	2	.	.	.	.	.	455	14.6%
50- 60	87	.	4	.	.	.	1	.	.	.	.	.	92	2.9%
60- 70	9	.	.	.	.	.	.	.	.	.	.	.	9	0.3%
70- 80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
80- 90	.	.	.	.	.	.	.	.	.	.	.	.	0	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%
<b>Total</b>	<b>2991</b>	<b>7</b>	<b>115</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3123</b>	
	<b>95.8%</b>	<b>0.2%</b>	<b>3.7%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>		
<b>ESA</b>	0.0	0.0	230.0	6.0	0.0	3.0	18.0	0.0	0.0	0.0	0.0	0.0	257.0	
<b>Raw axle</b>	5982	22	230	9	0	3	24	0	0	0	0	0	6270	
<b>Single</b>	5956	20	230	3	0	3	12	0	0	0	0	0	6224	
<b>T steer</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Double</b>	13	1	0	3	0	0	6	0	0	0	0	0	23	
<b>Triple</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Quad+</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	

Total vehicles = 3123, Total heavies = 125 (4.00%), Average ESA per heavy = 2.06  
 Twinsteers = 0.00% of heavies, 0.00% of total.

## MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-577 -- English (ENA)

#### Datasets:

**Site:** [Hastie St (outbound)] Intersection Constance St @ Ch 120 <50>  
**Attribute:** Mareeba  
**Direction:** 5 - South bound A>B, North bound B>A. **Lane:** 0  
**Survey Duration:** 12:00 Friday, 22 October 2021 => 11:29 Friday, 29 October 2021,  
**Zone:**  
**File:** Hastie St (outbound) 0 2021-10-29 1129.EC0 (Plus )  
**Identifier:** VW61R1VD MC5900-X13 (c)MetroCount 09Nov16  
**Algorithm:** Factory default axle (v5.07)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 12:01 Friday, 22 October 2021 => 11:29 Friday, 29 October 2021 (6.9778)  
**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 = 3123 / 3176 (98.33%)

## Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-577

**Site:** Hastie St (outbound).0.1SN  
**Description:** Intersection Constance St @ Ch 120 <50>  
**Filter time:** 12:01 Friday, 22 October 2021 => 11:29 Friday, 29 October 2021  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.2	0.3
0100-0200	3.0	0.0	0.0	1.0	1.0	1.0	0.0	1.0	0.9
0200-0300	0.0	1.0	2.0	1.0	2.0	0.0	0.0	1.2	0.9
0300-0400	4.0	4.0	2.0	3.0	2.0	0.0	0.0	3.0	2.1
0400-0500	4.0	4.0	2.0	1.0	3.0	0.0	2.0	2.8	2.3
0500-0600	8.0	11.0	11.0	14.0	8.0	4.0	1.0	10.4	8.1
0600-0700	14.0	12.0	13.0	12.0	18.0	3.0	4.0	13.8	10.9
0700-0800	35.0	36.0	42.0	36.0	41.0	13.0	9.0	38.0	30.3
0800-0900	<b>97.0</b>	<b>125.0</b>	<b>120.0</b>	<b>115.0</b>	<b>124.0</b>	17.0	14.0	<b>116.2</b>	<b>87.4</b>
0900-1000	35.0	22.0	35.0	30.0	39.0	<b>21.0</b>	18.0	32.2	28.6
1000-1100	22.0	25.0	25.0	26.0	44.0	18.0	<b>25.0</b>	28.4	26.4
1100-1200	25.0	25.0	17.0	29.0	3.0	13.0	21.0	19.8	19.0
1200-1300	24.0	12.0	18.0	22.0	25.0	18.0	20.0	20.2	19.9
1300-1400	15.0	16.0	31.0	11.0	23.0	13.0	16.0	19.2	17.9
1400-1500	44.0	43.0	51.0	42.0	46.0	15.0	<b>24.0</b>	45.2	37.9
1500-1600	<b>59.0</b>	<b>68.0</b>	<b>63.0</b>	<b>67.0</b>	<b>81.0</b>	21.0	17.0	<b>67.6</b>	<b>53.7</b>
1600-1700	42.0	42.0	35.0	36.0	37.0	10.0	22.0	38.4	32.0
1700-1800	38.0	39.0	37.0	34.0	31.0	<b>21.0</b>	13.0	35.8	30.4
1800-1900	7.0	12.0	24.0	19.0	15.0	9.0	15.0	15.4	14.4
1900-2000	10.0	5.0	14.0	10.0	14.0	11.0	8.0	10.6	10.3
2000-2100	9.0	3.0	2.0	7.0	7.0	6.0	4.0	5.6	5.4
2100-2200	4.0	2.0	4.0	4.0	1.0	5.0	3.0	3.0	3.3
2200-2300	2.0	1.0	2.0	2.0	4.0	4.0	0.0	2.2	2.1
2300-2400	2.0	3.0	1.0	3.0	1.0	0.0	2.0	2.0	1.7
<b>Totals</b>	<hr/>							<hr/>	
0700-1900	443.0	465.0	498.0	467.0	509.0	189.0	214.0	476.4	397.9
0600-2200	480.0	487.0	531.0	500.0	549.0	214.0	233.0	509.4	427.7
0600-0000	484.0	491.0	534.0	505.0	554.0	218.0	235.0	513.6	431.6
0000-0000	503.0	512.0	551.0	525.0	570.0	223.0	239.0	532.2	446.1
<b>AM Peak</b>	0800	0800	0800	0800	0800	0900	1000		
	97.0	125.0	120.0	115.0	124.0	21.0	25.0		
<b>PM Peak</b>	1500	1500	1500	1500	1500	1700	1400		
	59.0	68.0	63.0	67.0	81.0	21.0	24.0		

\* - No data.

# 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)	Mareeba Child Care & Kindergarten Inc
Contact name (only applicable for companies)	c/ - Gilvear Planning
Postal address (P.O. Box or street address)	Po Box 228
Suburb	Babinda
State	QLD
Postcode	4861
Country	Australia
Contact number	0448 897 991
Email address (non-mandatory)	<a href="mailto:kristy@gilvearplanning.com.au">kristy@gilvearplanning.com.au</a>
Mobile number (non-mandatory)	As above
Fax number (non-mandatory)	n/a
Applicant's reference number(s) (if applicable)	J001333

### 2) Owner's consent

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

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

## PART 2 – LOCATION DETAILS

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

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

#### 3.1) Street address and lot on plan

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

a)	Unit No.	Street No.	Street Name and Type	Suburb
		67	Constance Street	Mareeba
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4880	2	RP723297	Mareeba Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
		2-6	Hastie Street	Mareeba
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4880	10	SP270086	Mareeba Shire Council

#### 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: <input type="text"/>	

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: <input type="text"/>	

#### 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):*

Extension to existing childcare facility

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

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

**6.2) Provide details about the second development aspect**

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

Material change of use     Reconfiguring a lot     Operational work     Building work

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

Development permit     Preliminary approval     Preliminary approval that includes a variation approval

c) What is the level of assessment?

Code assessment     Impact assessment *(requires public notification)*

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

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

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

**6.3) Additional aspects of development**

Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application

Not required

## Section 2 – Further development details

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

### Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition <i>(include each definition in a new row)</i>	Number of dwelling units <i>(if applicable)</i>	Gross floor area (m <sup>2</sup> ) <i>(if applicable)</i>
Extension to childcare facility	Childcare Centre		1,440m <sup>2</sup>

8.2) Does the proposed use involve the use of existing buildings on the premises?	
<input checked="" type="checkbox"/> Yes	
<input type="checkbox"/> No	

### Division 2 – Reconfiguring a lot

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

9.1) What is the total number of existing lots making up the premises?	

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

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

**11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts?**

Intended use of parts created	Residential	Commercial	Industrial	Other, please specify:
Number of parts created				

**12) Boundary realignment**

**12.1) What are the current and proposed areas for each lot comprising the premises?**

Current lot		Proposed lot	
Lot on plan description	Area (m <sup>2</sup> )	Lot on plan description	Area (m <sup>2</sup> )

**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
			Existing sewer infrastructure	

**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"/> Stormwater	<input type="checkbox"/> Water infrastructure
<input type="checkbox"/> Drainage work	<input type="checkbox"/> Earthworks	<input type="checkbox"/> Sewage infrastructure
<input type="checkbox"/> Landscaping	<input type="checkbox"/> Signage	<input type="checkbox"/> Clearing vegetation
<input type="checkbox"/> Other – please specify:		

**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)**

\$	
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**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 <b>Chief Executive of the distribution entity or transmission entity:</b> <input type="checkbox"/> Infrastructure-related referrals – Electricity infrastructure
Matters requiring referral to: <ul style="list-style-type: none"> <li>• The <b>Chief Executive of the holder of the licence</b>, if not an individual</li> <li>• The <b>holder of the licence</b>, if the holder of the licence is an individual</li> </ul> <input type="checkbox"/> Infrastructure-related referrals – Oil and gas infrastructure
Matters requiring referral to the <b>Brisbane City Council:</b> <input type="checkbox"/> Ports – Brisbane core port land
Matters requiring referral to the <b>Minister responsible for administering the Transport Infrastructure Act 1994:</b> <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 <b>relevant port operator</b> , 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 <b>Chief Executive of the relevant port authority:</b> <input type="checkbox"/> Ports – Land within limits of another port ( <i>below high-water mark</i> )
Matters requiring referral to the <b>Gold Coast Waterways Authority:</b> <input type="checkbox"/> Tidal works or work in a coastal management district ( <i>in Gold Coast waters</i> )
Matters requiring referral to the <b>Queensland Fire and Emergency Service:</b> <input type="checkbox"/> Tidal works or work in a coastal management district ( <i>involving a marina (more than six vessel berths)</i> )

<b>18) Has any referral agency provided a referral response for this development application?</b>		
<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

<b>19) Information request under Part 3 of the DA Rules</b>
<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
<b>Note:</b> <i>By not agreeing to accept an information request I, the applicant, acknowledge:</i>
<ul style="list-style-type: none"> <li>• <i>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</i></li> <li>• <i>Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.</i></li> </ul>
<i>Further advice about information requests is contained in the <a href="#">DA Forms Guide</a>.</i>

## PART 7 – FURTHER DETAILS

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

21) Has the portable long service leave levy been paid? (only applicable to development applications involving building work or operational work)		
<input type="checkbox"/> Yes – a copy of the receipted QLeave form is attached to this development application <input type="checkbox"/> 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 <input checked="" type="checkbox"/> 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?
<input type="checkbox"/> Yes – show cause or enforcement notice is attached <input checked="" type="checkbox"/> No

23) Further legislative requirements			
<b>Environmentally relevant activities</b>			
23.1) Is this development application also taken to be an application for an environmental authority for an <b>Environmentally Relevant Activity (ERA)</b> under section 115 of the <i>Environmental Protection Act 1994</i> ?			
<input type="checkbox"/> 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 <input checked="" type="checkbox"/> No <i>Note: Application for an environmental authority can be found by searching "ESR/2015/1791" as a search term at <a href="http://www.qld.gov.au">www.qld.gov.au</a>. An ERA requires an environmental authority to operate. See <a href="http://www.business.qld.gov.au">www.business.qld.gov.au</a> for further information.</i>			
Proposed ERA number:		Proposed ERA threshold:	
Proposed ERA name:			
<input type="checkbox"/> Multiple ERAs are applicable to this development application and the details have been attached in a schedule to this development application.			
<b>Hazardous chemical facilities</b>			
23.2) Is this development application for a <b>hazardous chemical facility</b> ?			
<input type="checkbox"/> Yes – Form 69: Notification of a facility exceeding 10% of schedule 15 threshold is attached to this development application <input checked="" type="checkbox"/> No <i>Note: See <a href="http://www.business.qld.gov.au">www.business.qld.gov.au</a> for further information about hazardous chemical notifications.</i>			

### **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](http://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](http://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](http://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](http://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](http://www.dnrme.qld.gov.au) and [www.business.qld.gov.au](http://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](http://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](http://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](http://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](http://www.des.qld.gov.au) for information requirements regarding development of Queensland heritage places.

Name of the heritage place:		Place ID:	
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### **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](http://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	<input checked="" type="checkbox"/> Yes
<b>Note:</b> See the <i>Planning Regulation 2017</i> for referral requirements	
If building work is associated with the proposed development, Parts 4 to 6 of <a href="#">DA Form 2 – Building work details</a> have been completed and attached to this development application	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable
Supporting information addressing any applicable assessment benchmarks is with the development application	<input checked="" type="checkbox"/> Yes
<b>Note:</b> 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 <a href="#">DA Forms Guide: Planning Report Template</a> .	
Relevant plans of the development are attached to this development application	<input checked="" type="checkbox"/> Yes
<b>Note:</b> Relevant plans are required to be submitted for all aspects of this development application. For further information, see <a href="#">DA Forms Guide: Relevant plans</a> .	
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (see 21)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable

### 25) Applicant declaration

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

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**

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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			
<i>Note: For completion by assessment manager if applicable</i>			
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			