

PLANNING REPORT

SUBJECT: ROADHOUSE PROPERTY UNIT TRUST - MATERIAL CHANGE OF USE - TOURIST PARK, SHORT-TERM ACCOMMODATION & FOOD & DRINK OUTLET - LOTS 10, 11 & 12 ON SP168631 - 1,3-5 & 7 WILLIAMS CLOSE, MAREEBA-MCU/17/0017

MEETING: Ordinary

MEETING DATE: 18 April 2018

REPORT OFFICER'S TITLE: Senior Planner

DEPARTMENT: Corporate and Community Services

APPLICATION DETAILS

APPLICATION		PREMISES	
APPLICANT	Roadhouse Property Unit Trust	ADDRESS	1, 3-5 & 7 Williams Close, Mareeba
DATE LODGED	22 January 2018	RPD	Lots 10, 11 and 12 on SP168631
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Material Change of Use - Tourist Park, Short-term Accommodation & Food and Drink Outlet		

FILE NO	MCU/17/0017	AREA	Lot 10 - 1,465m2 Lot 11 - 5,133m2 Lot 12 - 5,499m2
LODGED BY	Freshwater Planning Pty Ltd	OWNER	Lot 10 - Mareeba Shire Council Lots 11 & 12 - G & C Williams
PLANNING SCHEME	Mareeba Shire Council Planning Scheme 2016		
ZONE	Emerging Community zone & Recreation and Open Space zone		
LEVEL OF ASSESSMENT	Impact Assessment		
SUBMISSIONS	14		

ATTACHMENTS:

1. Proposal Plan/s
2. Department of State Development, Manufacturing, Infrastructure and Planning response dated 22 February 2018
3. Submitter letters and applicant's response to submissions

EXECUTIVE SUMMARY

Council is in receipt of a development application described in the above application details.

The application is impact assessable and 14 properly made submissions were received in response to public notification of the application.

It has been assessed against the relevant statutory planning instruments, including the Regional Plan and the Planning Scheme and does not conflict with any relevant planning instrument.

The key issues of the proposed development are minimising the potential impacts on the amenity of neighbouring residential development through reasonable conditions and ensuring the development is provided with infrastructure.

It is recommended that the application be approved in full with conditions.

OFFICER'S RECOMMENDATION

"1. That in relation to the following development application:

APPLICATION			PREMISES	
APPLICANT	Roadhouse Property Unit Trust		ADDRESS	1, 3-5 & 7 Williams Close, Mareeba
DATE LODGED	22 January 2018		RPD	Lots 10, 11 and 12 on SP168631
TYPE OF APPROVAL	Development Permit			
PROPOSED DEVELOPMENT	Material Change of Use - Tourist Park, Short-term Accommodation & Food and Drink Outlet			

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

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

And

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

(A) APPROVED DEVELOPMENT: Development Permit for Material Change of Use - Tourist Park, Short-term Accommodation & Food and Drink Outlet

(B) APPROVED PLANS:

Plan/Document Number	Plan/Document Title	Prepared by	Dated
1370-SK01 B	Existing Site Plan	Jim Papas	13.12.17
1370-SK02 B	General Arrangement of Proposed Development	Jim Papas	13.12.17
1370-SK03 B	General Arrangement – Sewerage Reticulation	Jim Papas	13.12.17
1370-SK04 B	General Arrangement – Landscape and Potable Water Reticulation	Jim Papas	13.12.17
1370-SK05 B	General Arrangement – Roadworks	Jim Papas	13.12.17
1370-SK06 B	Details, Pavement Notes etc.	Jim Papas	13.12.17
1370-SK07 A	General Arrangement – Temporary RV Arrangement	Jim Papas	11.01.18
BD17-11-839/SK1	Proposed Roadhouse	Buck Design Pty Ltd	Nov 17
BD17-11-839/SK2	Proposed Hostel Building	Buck Design Pty Ltd	Nov 17
Acacia 2	Floor Plan	Asset Cabins & Homes	25 Aug 2017
Acacia 2	Concept 3D	Asset Cabins & Homes	25 Aug 2017
Banskia	-	Asset Cabins & Homes	21 Mar 2014
Bluegum Opt 1	-	Asset Cabins & Homes	2 Apr 2014
Bluegum Opt 2	-	Asset Cabins & Homes	2 Apr 2014
Correa 5RM	Floor Plan	Asset Cabins & Homes	21 Aug 2017
Mallee	Floor Plan	Asset Cabins & Homes	27 Sept 2017

(C) ASSESSMENT MANAGER'S CONDITIONS (COUNCIL)

(a) Development assessable against the Planning Scheme

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

- to ensure compliance with the following conditions of approval.

2. Timing of Effect

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

3. General

- 3.1 The applicant/developer is responsible for the cost of necessary alterations to existing public utility mains, services or installations required by works in relation to the proposed development or any works required by condition(s) of this approval.
- 3.2 All payments or bonds required to be made to the Council pursuant to any condition of this approval must be made prior to the commencement of the use of the respective stage, and at the rate applicable at the time of payment.
- 3.3 All works must be designed, constructed and carried out in accordance with FNQROC Development Manual requirements (as amended) and to the satisfaction of Council's delegated officer.

3.4 Noise Nuisance

- 3.4.1 Refrigeration equipment, pumps, compressors and mechanical ventilation systems must be located, designed, installed and maintained to achieve a maximum noise level of 3dB(A) above background levels as measured from noise sensitive locations and a maximum noise level of 8dB(A) above background levels as measured from commercial locations.

- 3.4.2 The applicant is required to install and maintain suitable screening to all air conditioning, lift motor rooms, plant and service facilities located at the top of or on the external face of the building. The screening structures must be constructed from materials that are consistent with materials used elsewhere on the facade of the building. There are to be no individual external unscreened air conditioning units attached to the exterior building facade.

3.4.3 Acoustic Screen Fencing - Stage 1

Prior to the commencement of the use of Stage 1, the applicant/developer must erect a solid 2.4 metre high, neutral colour, screen boundary fence for:

- (i) the entire northern boundaries of Lots 10 and 11 on SP168631; and

- (ii) that part of the northern boundary of Lot 12 on SP168631, commencing at the western boundary of Lot 12 on SP168631 and extending to a minimum of twenty metres to the east of the proposed backpackers accommodation building.

The fence must be designed and constructed in accordance with the Department of Transport and Main Roads' *Road Traffic Noise Management: Code of Practice, Chapter 5*. The applicant/developer must provide RPEQ certification that the fence has been designed and constructed in accordance with the beforementioned code of practice.

All fencing must be erected prior to the commencement of the use and must be maintained in good order and safe repair for the life of the development, to the satisfaction of Council's delegated officer.

3.4.4 Full time onsite manager

A full time, onsite manager must be present onsite at all times during the operation of the approved use. The contact details for the onsite manager are to be made public accessible to all adjoining property owners.

3.5 Waste Management

On site refuse storage area must be provided and be screened from view from adjoining properties and road reserve by a 1 metre wide landscaped screening buffer or 1.8m high solid fence.

Certification by a Registered Professional Engineer of Queensland (RPEQ) must be provided to Council which demonstrates that internal access is of adequate design and construction to allow waste collection/delivery vehicle to enter and exit the site in a forward gear, prior to the issue of a development permit for operational works.

4. Infrastructure Services and Standards

4.1 Access

Commercial access crossovers must be constructed (from the edge of the road pavement to the property boundary of the subject land) in accordance with the FNQROC Development Manual, to the satisfaction of Council's delegated officer.

4.2 Stormwater Drainage/Water Quality

- 4.2.1 Prior to the approval of operational works, the applicant must submit a Stormwater Management Plan and Report prepared and certified by a suitably qualified design engineer (RPEQ) that meets or exceeds the standards of design and construction set out in the Queensland Urban Drainage Manual (QUDM) and the FNQROC Development Manual to the satisfaction of Council's delegated officer. Where staged works are proposed, the Stormwater Management Plan and Report must detail the stormwater drainage for the whole of the development and for each stage of the development.

4.2.2 The Stormwater Management Plan must ensure a non-worsening effect on surrounding land as a consequence of the development, and must take all reasonable and practicable measures to ensure discharge occurs in compliance with the Queensland Urban Drainage Manual (QUDM) and the FNQROC Development Manual.

4.2.3 The applicant/developer must construct the stormwater drainage infrastructure for the development in accordance with the approved Stormwater Management Plan and Report.

4.2.4 All stormwater drainage must be collected from site and discharged to an approved legal point of discharge.

4.3 Frontage Works - Williams Close - Stage 1

Prior to the commencement of Stage 1 of the use, the applicant/developer is required to widen Williams Close, generally in accordance with Drawing No. 1370-SK02 Amdt B, designed in accordance with FNQROC Development Manual standards (as amended) to the satisfaction of Council's delegated officer.

The widening works must be bitumen or asphalt standard, and must include sufficient overlapping of the existing bitumen seal to ensure an appropriate bond of surfaces is achieved, to the satisfaction of Council's delegated officer.

Prior to works commencing, plans for the works described above must be approved as part of a subsequent application for operational works.

4.4 Car Parking/Internal Driveways

The developer must ensure that the development is provided with 55 on-site car parking spaces and one (1) 20 seater bus parking bay which are available solely for the parking of vehicles associated with the use of the premises.

The onsite car parking spaces must be provided for the approved stages as follows:

Stage 1 - 22 spaces.
Stage 2 - 10 spaces.
Stage 3 - 10 spaces.
Stage 4 - 2 spaces.
Stage 5 - 1 space.
Stage 6 - 6 spaces.
Stage 7 - 4 spaces & 1 20-seater bus parking space.

All car parking spaces and internal driveways/vehicle manoeuvring areas (as shown on the approved plans) must be concrete sealed, line marked where necessary, and appropriately drained prior to the commencement of the use, to the satisfaction of Council's delegated officer.

All car parking spaces and internal driveways must be constructed in compliance with the following standards and to the satisfaction of Council's delegated officer:

- Australian Standard AS2890:1 Off Street Parking – Car Parking Facilities;

- Australian Standard AS1428:2001 – Design for Access and Mobility.

A sign must be erected in proximity to the access driveway indicating the availability of on-site car parking.

4.5 Landscaping

- 4.5.1 The development must be landscaped in accordance with an approved landscape plan.
- 4.5.2 Prior to the issue of the development permit for operational works, a detailed landscape plan showing each stage, must be prepared for the site and submitted to Council's delegated officer for consideration and approval.
- 4.5.3 The landscape plan must demonstrate compliance with the Landscaping Code. Plant species are to be generally selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.
- 4.5.4 The landscaping plan must incorporate the following:
 - the planting of street trees along the Williams Close frontage;
 - landscaping strips within the subject land, along the Williams Close frontage, the northern boundary and internal roads.
- 4.5.5 A minimum of 25% of new 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.
- 4.5.6 The landscaping of the site must be carried out in accordance with the endorsed landscape plan/s, and prior to the commencement of the use, and mulched, irrigated and maintained to the satisfaction of Council's delegated officer.

4.6 Lighting

The developer shall locate, design and install lighting to operate from dusk to dawn within all areas where the public will be given access, which prevents the potential for light spillage to cause nuisance to neighbours and must be provided in accordance with Australian Standard 1158.1 – Lighting for Roads and Public Spaces.

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

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

Particular attention should be given to pathways, driveways and common external spaces.

4.7 Water Supply

- (a) Where the existing reticulated water supply does not currently service the site or is not at an adequate capacity, the developer is required to extend or upgrade the reticulated water supply infrastructure to connect the site to Council's existing infrastructure at a point that has sufficient capacity to service the development in accordance with FNQROC Development Manual standards (as amended).
- (b) A water service connection must be provided to the subject lot in accordance with FNQROC Development Manual standards (as amended) to the satisfaction of Council's delegated officer.

Prior to works commencing, plans for the works described above must be approved as part of an Operational Works application.

4.8 Sewerage Connection

The developer must connect the proposed development to Council's reticulated sewerage system in accordance with FNQROC Development Manual standards (as amended) to the satisfaction of Council's delegated officer.

Where sewerage connections are not available to the site, or where existing connections are not satisfactory for the proposed development, the developer is required to extend or upgrade the reticulated sewerage infrastructure to connect the site to Council's existing infrastructure at a point that has sufficient capacity to service the development in accordance with FNQROC Development Manual standards (as amended).

Prior to works commencing, plans for the works described above must be approved as part of an Operational Works application.

5. Additional Payment Condition/s

- 5.1 The additional payment condition has been imposed as the development will create additional demand on trunk infrastructure which will create additional trunk infrastructure costs for council.
- 5.2 The developer must pay a one-off payment of **\$69,600.00** as a contribution toward trunk infrastructure with the amount of the contribution increased on 1 July each year in accordance with the increase for the PPI index for the period starting on the day the development approval takes effect, adjusted by reference to the 3-yearly PPI index average to the date of payment.

Category	Use Charge	Unit of Measure	Charge Rate	No of Units	Amount
Proposal					
Stage 1	Accommodation (short term)	1-2 bed cabin	\$3,000.00	3	\$9,000.00
		3 or more bed cabin	\$4,200.00	2	\$8,400.00
		Total Stage 1			\$17,400.00
Stage 2	Accommodation (short term)	1-2 bed cabin	\$3,000.00	0	\$0
		3 or more bed cabin	\$4,200.00	2	\$8,400.00
		Total Stage 2			\$8,400.00
Stage 3	Accommodation (short term)	1-2 bed cabin	\$3,000.00	0	\$0
		3 or more bed cabin	\$4,200.00	2	\$8,400.00
		Total Stage 3			\$8,400.00
Stage 4	Accommodation (short term)	1-2 bed cabin	\$3,000.00	2	\$6,000.00
		3 or more bed cabin	\$4,200.00	0	\$0
		Total Stage 4			\$6,000.00
Stage 5	Accommodation (short term)	1-2 bed cabin	\$3,000.00	2	\$6,000.00
		3 or more bed cabin	\$4,200.00	0	\$0
		Total Stage 5			\$6,000.00
Stage 6	Accommodation (short term)	1-2 bed cabin	\$3,000.00	8	\$24,000.00
		3 or more bed cabin	\$4,200.00	0	\$0
		Total Stage 6			\$24,000.00
Stage 7	Accommodation (short term)	1-2 bed cabin	\$3,000.00	0	\$0
		3 or more bed cabin	\$4,200.00	2	\$8,400.00
		Total Stage 7			\$8,400.00
Credit					
Water (Lot 10 and 11 only)	-	Per Service	\$4,500.00	2	\$9,000.00
TOTAL					\$69,600.00

5.3 The trunk infrastructure for which the payment is required is:

- The trunk water supply and sewerage network servicing the land.

- 5.4 The developer may elect to provide or upgrade part of the trunk infrastructure instead of making the payment.
- 5.5 If the developer elects to provide or upgrade part of the trunk infrastructure the developer must:
- Discuss with Council's delegated officer the works to be undertaken;
 - Obtain the necessary approvals for the works;
 - Indemnify the Council in relation to any actions, suits or demands relating to or arising from the works;
 - Take out joint insurance in the name of the Council and the developer in the sum of \$20,000,000 in relation to the undertaking of the works;
 - Comply with the reasonable direction of Council officers in relation to the completion of the works;
 - Complete the works to the standards required by the Council; and
 - Complete the works prior to the commencement of the use.

(D) ASSESSMENT MANAGER'S ADVICE

- (a) A number of other charges or payments may be payable as conditions of approval. The applicable fee is set out in Council's Fees & Charges Schedule for each respective financial year.

- (b) Water Meters/Water Service Connection

Prior to the water service connection works commencing and the installation of the meters by Council, an application for a Plumbing Compliance Permit is required to be submitted with detailed hydraulic drawings. The cost of the required water connection and meter (capping of any existing meter may be required) will be determined based upon the approved hydraulic drawings at the time of lodgement of a Water Quotation Request.

- (c) Food Premises

Premises proposed for the storage and preparation, handling, packing or service of food must comply with the requirements of the Food Act 2006.

- (d) A Trade Waste Permit will be required prior to the commencement of use.

- (e) Compliance with applicable codes/policies

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

- (f) Compliance with Acts and Regulations

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

- (g) Environmental Protection and Biodiversity Conservation Act 1999

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

(h) Cultural Heritage

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

(i) Motor Home Park/Caravan Park/Camping Ground

The applicant is advised that an application to Council for approval to operate under Council *Local Law No 1 (Administration) 2011* is required prior to the commencement of the motor home park/caravan park/camping ground.

(E) REFERRAL AGENCY CONDITIONS

Department of State Development, Manufacturing, Infrastructure and Planning conditions dated 22 February 2018.

(F) RELEVANT PERIOD

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

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

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

- Development Permit for Building Work
- Development Permit for Operational Works

(H) OTHER APPROVALS REQUIRED FROM COUNCIL

- Compliance Permit for Plumbing and Drainage Work"

THE SITE

The subject site is comprised of land described as Lots 10, 11 and 12 on SP168631, situated at 1 - 7 Williams Close, Mareeba.

The three (3) allotments are irregularly shaped, having a combined area of 12,097m² and a total frontage of approximately 188 metres to Williams Close. Williams Close is formed to a sealed standard with layback kerbing for the entire frontage of Lots 11 and 12.

Access to the site is obtained via Williams Close and ultimately via the Mulligan Highway.

A dwelling house with associated outbuilding is established on Lot 12. Both structures are outside the proposed development footprint and will be retained. There are no current buildings on either Lot 10 or 11.

Introduced landscaping is established over most of Lot 10 and also surrounding the dwelling house on Lot 12. Lot 11 does not contain any notable landscaping/vegetation.

The site contains a gentle slope and is provided with all available services. The site encompasses an easement, being Easement C on SP168631 which is for drainage purposes.

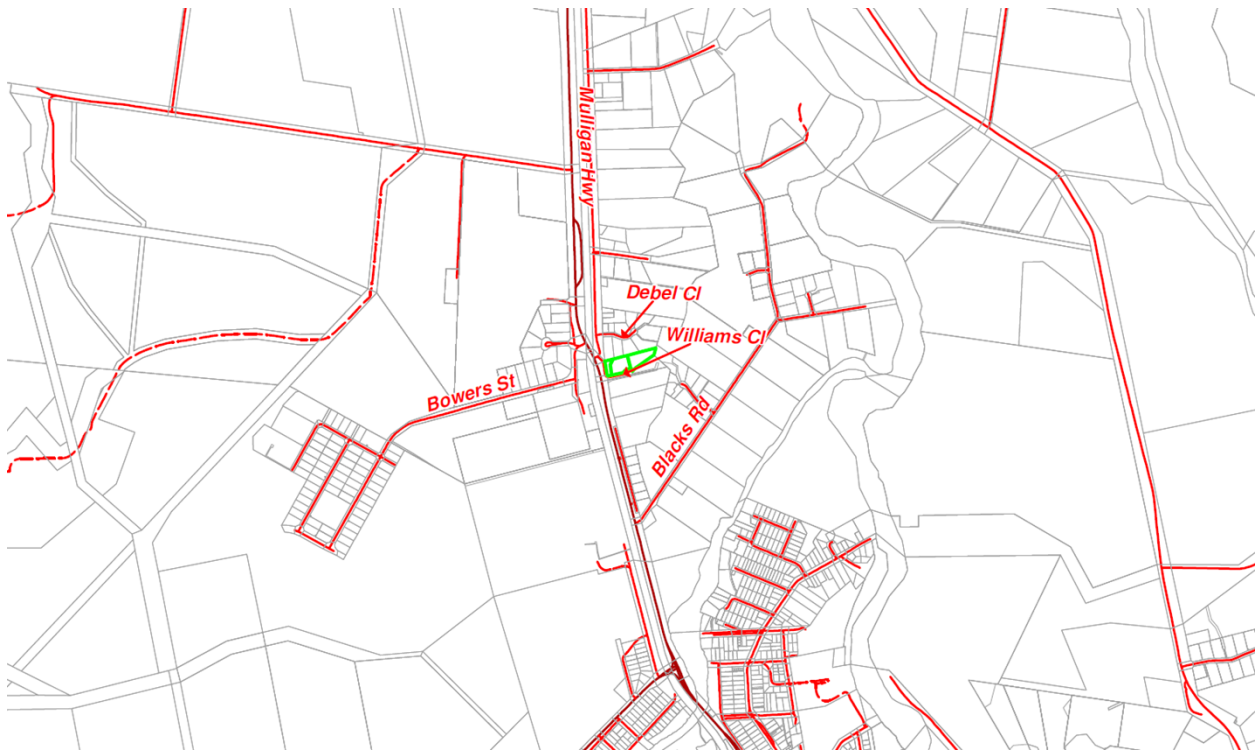
Under the Mareeba Shire Council Planning Scheme 2016, Lot 10 is zoned Recreation and Open Space and Lots 11 and 12 are zoned Emerging Community. Adjoining properties are predominantly zoned Emerging Community and are generally used for rural residential living purposes.

The north Mareeba industrial area is situated to the west of the subject site, on the opposite side of the Mulligan Highway.



Map Disclaimer:

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



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BACKGROUND AND CONTEXT

NIL

PREVIOUS APPLICATIONS & APPROVALS

NIL

DESCRIPTION OF PROPOSED DEVELOPMENT

The development application seeks a Development Permit for Material Change of Use - Tourist Park, Short-term Accommodation, and Food and Drink Outlet in accordance with the plans shown in **Attachment 1**.

The following details about the development have been provided by the applicants:

The proposed development is for a Material Change of Use – Tourist Park, Short Term Accommodation and Food and Drink Outlet in the Emerging Communities and Recreation and Open Space Zones within the Mareeba Shire Council’s Planning Scheme. The site is located at 1 - 7 Williams Close, Mareeba and is more particularly described as Lots 10, 11 & 12 on SP168631. The site is irregular in shape, has an area of 12,097 m² and contains a Dwelling House and associated structures to the east with the balance currently vacant. No change to the existing dwelling or structures are envisaged with this Development. The site also encompasses an easement, being Easement C on SP168631 which is understood to be for drainage purposes with this easement considered to remain generally unchanged.

A Development Permit for a Material Change of Use is sought to facilitate the construction of a Roadhouse and Accommodation Park over the site on behalf of the Roadhouse Property Unit Trust. The proposed development will provide for a Main Building (Building 1) containing a Café and dining area; kitchen; bar; office; reception and associated shop; laundry and amenities. In addition to the Main Building the proposal will contain a Manager's Residence (Building 3); 5 single bedrooms cabins (Building 2); 5 x 4 queen bedroom cabins (Buildings 5, 6, 7, 12 and 14); 5 x 2 bedroom cabins with a Queen and two single beds (Buildings 8, 9, 10, 11 and 13); 8 x 2 single room cabins with two single beds (Buildings 4, 15, 16, 17, 18, 19, 20 and 21); 1 x 2 single disabled room cabins (Building Disabled); and 2 x Backpacker's Accommodation Buildings including 10 double rooms in each. The proposal will also provide for 55 parking spaces, a bus bay and communal open space including a swimming pool. It is considered that in total the proposal will provide for approximately 143 beds.

The proposed Roadhouse and Accommodation Park proposes widening Williams Close to allow for on-street parking of larger vehicles.

The proposed Roadhouse and Accommodation Park facility will be for a Staged Development as per demonstrated on the attached Proposal Plans which includes: -

Stage 1

Main Building (Building 1), Manager's Residence (Building 3), Accommodation Buildings 2, 4, 5 and Disabled Accommodation with the internal access and 22 parking spaces.

Stage 2

Accommodation Buildings 6 and 7 and an additional 10 parking spaces.

Stage 3

Accommodation Buildings 12 and 14 and an additional 10 parking spaces.

Stage 4

Accommodation Buildings 8 and 9 and an additional 2 parking spaces and extension to the internal access.

Stage 5

Accommodation Buildings 10 and 11 and an additional parking space and extension to the internal access.

Stage 6

Accommodation Buildings 13, 15, 16, 17, 18, 19, 20 and 21 and an additional 6 parking spaces and extension to the internal access creating the ring road.

Stage 7

Two Backpacker's Accommodation Buildings and an additional 4 parking spaces, a 20 seater bus bay and access to these provided from the cul-de-sac of Williams Close.

This Submission has attached the indicative layouts of the proposed Accommodation Buildings however, these are indicative only and are subject to change or alteration. It is

noted that the number or rooms or beds within these cabin layouts will remain as proposed, just the internal layout and possible construction may differ.

The proposal is for a Staged Development incorporation seven (7) Stages over the site. As the site contains a large developable area which is to be developed in stages, the proposal is to include a Temporary Use delivered over the balance of the site. The Temporary Use will include the provision of fourteen (14) Caravan Sites located within Stages 6 and 7 as per demonstrated on the attached Jim Papas Civil Engineering Designer Pty Ltd Plan 1370-SK07. This Temporary Use is consistent with the applied for Tourist Park, Short Term Accommodation and Food and Drink Outlet ensuring that at no stage, the Temporary Use in addition to the developed Roadhouse and Accommodation Park will exceed the final developed population of the site under any scenario. This ensures that the provided Temporary Use is not envisaged to affect any of the overall Engineering calculations or design and will be an appropriate Temporary Use until the Development is completely. The Temporary Use will encompass fourteen (14) grassed Caravan Sites of 75 m² each (10m x 7.5m) and will include the provision of temporary ablution facilities. The undertaking of the Temporary Use will require the construction of the internal ring road to ensure that appropriate access is provided with all access to the Temporary Caravan Sites Use to be provided from the Williams Close western crossover and then accessed internally through the site. It is accepted that as the site continues to be developed as proposed the Temporary Use will be phased out. It is considered that the proposed Temporary Use over the site will not affect the proposed Tourist Park, Short Term Accommodation and Food and Drink Outlet and will provide a Temporary Use that falls under the definition of the proposed Uses and therefore not creating any conflicting Uses over the site.

The proposed development also contains the provision of an Advertising Device in the form of a Freestanding Sign. The Advertising Device (Freestanding Sign) is 4.00 metres in height above the ground and located fronting Williams Close at the south-western corner of the site. The Advertising Device is not internally illuminated nor does it contain flashing lights or moving text. The proposed device is as per nominated on the Annotated Proposed Site Layout and will be of a steel panel fixed construction in the shape of a v with wording on both wings of the v. The Device will contain a concrete base with 250 UB Posts and will contain an Advertising area of 8 m² (4 m x 2 m) for each wing of the v making it 16 m² in total.

The proponent of the proposal has engaged Jim Papas from Jim Papas Civil Engineering Design in relation to the civil engineering issues associated with the proposed development. The Report states that 'the project will include construction activities involving earthworks, roadworks, stormwater drainage, sewer and water reticulation together with other service infrastructure. Plans showing the preliminary layouts of these services together with typical cross sections and other details are attached as Appendix A.' It is considered that the appropriate provision of servicing will be provided with the proposed development.

Additionally, the proponent engaged the Dirt Professionals in relation to a Site and Soils Classification Report over the subject site. This Report is attached and nominates the site as Class M and provides appropriate Foundation Recommendations.

The site contains frontage to the existing Road Network, being Williams Close with existing crossovers provided from Williams Close. The proposed development will retain the existing access to the existing residence and associated structures and will remove the three existing accesses, replacing them with two new access from Williams Close with the western access to be constructed with the first stage of the development and the eastern access provided in the future with proposed Stage 7.

The site is located in the Emerging Communities and Recreation and Open Space Zones within the Mareeba Shire Council's Planning Scheme. A Material Change of Use for a Tourist Park, Short Term Accommodation and Food and Drink Outlet is an Impact Assessable Use within these Zones. The application is Impact Assessable.

This Submission provides a comprehensive assessment of the relevant planning instruments and site context for the proposed Uses. This is supported by the attached Proposal Plans, professional Consultants Reports and the assessment against the relevant aspects of the Mareeba Shire Council's Planning Scheme. It is considered that the proposed development is an appropriate land Use for the site, immediate vicinity and surrounding environs providing a supporting Use to the surrounding local residents of Mareeba and northern Townships."

REGIONAL PLAN DESIGNATION

The subject site is included within the Regional Landscape and Rural Production Area land use category in the Far North Queensland Regional Plan 2009-2031. Mareeba is identified a Major Regional Activity Centre in the Regional Plan. The Regional Plan Map 3- 'Areas of Ecological Significance' does not identify the site as being of any significance.

PLANNING SCHEME DESIGNATIONS

Strategic Framework:	Investigation Area
Zone:	Emerging Community zone & Recreation and Open Space zone
Mareeba Local Plan:	Mareeba Northern Expansion
Overlays:	Environmental Significance Overlay Flood Hazard Overlay Transport Infrastructure Overlay

Planning Scheme Definitions

The proposed use is defined as:-

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Tourist park	<p>Premises used to provide for accommodation in caravans, self-contained cabins, tents and similar structures for the public for short term holiday purposes.</p> <p>The use may include, where ancillary, a manager's residence and office, kiosk, amenity buildings, food and drink outlet, or the</p>	Camping ground, caravan park, holiday cabins	Relocatable home park, tourist attraction, short-term accommodation, non-resident workforce accommodation

	provision of recreation facilities for the use of occupants of the tourist park and their visitors, and accommodation for staff.		
Short-term accommodation	<p>Premises used to provide short-term accommodation for tourists or travellers for a temporary period of time (typically not exceeding three consecutive months) and may be self-contained.</p> <p>The use may include a manager's residence and office and the provision of recreation facilities for the exclusive use of visitors.</p>	Motel, backpackers, cabins, serviced apartments, accommodation hotel, farm stay	Hostel, rooming accommodation, tourist park
Food and drink outlet	Premises used for preparation and sale of food and drink to the public for consumption on or off the site. The use may include the ancillary sale of liquor for consumption on site.	Bistro, café, coffee shop, drive-through facility, kiosk, milk bar, restaurant, snack bar, takeaway, tea room	Bar, club, hotel, shop, theatre, nightclub entertainment facility

RELEVANT PLANNING INSTRUMENTS

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

(a) Far North Queensland Regional Plan 2009-2031

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

(b) State Planning Policy

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

(c) Mareeba Shire Council Planning Scheme 2016

Strategic Framework

3.3.3 Element - Major regional activity centre

3.3.3.1 Specific outcomes

- (1) *The role and function of Mareeba as the major regional activity centre for services in Mareeba Shire is strengthened. Mareeba is to accommodate the most significant concentrations of regional-scale business, retail, entertainment, government administration, secondary and tertiary educational facilities and health and social services within the shire.*
- (2) *Development within Mareeba over time enhances the Shire's self-sufficiency in terms of services offered, business and employment opportunities.*
- (3) *Mareeba is characterised by a relative lack of development constraints, and is supported by an expanding major industry area and Mareeba Airport. Mareeba has significant residential, industrial and commercial growth potential.*

Comment

The proposed development will support the role and function of Mareeba as a major regional activity centre. The siting of the development proximate to the Mareeba Industrial Park and the Mulligan Highway allows it to service industrial workers, road transport workers, rural workers and passing travellers.

The development will be connected to reticulated water and sewer networks and is located close enough to the Mareeba town centre to provide guest with high quality access to establish facilities and services.

3.3.8 Element—Urban expansion and investigation areas

3.3.8.1 Specific outcomes

- (1) *Urban expansion areas and investigation areas are anticipated to provide for development beyond the life of the planning scheme and are preserved for this purpose, with interim development not compromising future residential development.*

Comment

The proposed development is considered to be urban development is therefore not considered to be inconsistent with the future urban intent of this locality.

3.7 Economic development

3.7.1 Strategic outcomes

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

Comment

The proposed development will support the role and function of Mareeba as a major regional activity centre. The siting of the development proximate to the Mareeba

Industrial Park and the Mulligan Highway allows it to service industrial workers, road transport workers, rural workers and passing travellers.

The development will be connected to reticulated water and sewer networks and is located close enough to the Mareeba town centre to provide guest with high quality access to establish facilities and services.

3.7.7 Element—Tourism

3.7.7.1 Specific outcomes

- (2) *Major tourist accommodation facilities that can accommodate large numbers of overnight visitors in the shire are developed in strategic locations where amenity impacts are mitigated and physical infrastructure appropriately provided.*
- (3) *Tourist parks in key locations provide sites to accommodate caravans and recreational vehicles across the shire. Facilities to accommodate caravans and recreational vehicles are developed in a variety of urban and, at a limited scale, rural locations, to encourage extended visitations within the shire. Tourist facilities are designed to ensure they provide a high quality of infrastructure and services to visitors.*

Comment

The proposed development will support the role and function of Mareeba as a major regional activity centre. The siting of the development proximate to the Mareeba Industrial Park and the Mulligan Highway allows it to service industrial workers, road transport workers, rural workers and passing travellers.

The development will be connected to reticulated water and sewer networks and is located close enough to the Mareeba town centre to provide guest with high quality access to establish facilities and services.

In this instance, any amenity impacts can be mitigated through reasonable conditioning of the development.

Relevant Development Codes

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

- 6.2.4 Emerging community zone code
- 6.2.8 Recreation and open space zone code
- 7.2.2 Mareeba local plan code
- 8.2.2 Airport environs overlay code
- 8.2.4 Environmental significance overlay code
- 8.2.12 Transport infrastructure overlay code
- 9.3.1 Accommodation activities code
- 9.3.2 Commercial activities code
- 9.4.2 Landscaping code
- 9.4.3 Parking and access code
- 9.4.5 Works, services and infrastructure code

The application included a planning report and assessment against the planning scheme. An officer assessment has found that the application satisfies the relevant acceptable outcomes or

performance criteria where no acceptable solution applies) of the relevant codes set out below, provided reasonable and relevant conditions are attached to any approval.

Relevant Codes	Comments
Emerging community zone code	<p>The application can be conditioned to comply with the relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome provided). Further discussion is warranted regarding the following performance outcomes:</p> <ul style="list-style-type: none"> ▪ Performance Outcome PO3 ▪ Performance Outcome PO4 ▪ Performance Outcome PO9 <p>Refer to planning discussion section of report.</p>
Recreation and open space zone code	<p>The application can be conditioned to comply with the codes relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>
Mareeba local plan code	<p>The application can be conditioned to comply with the codes relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>
Airport environs overlay code	<p>The application can be conditioned to comply with the codes relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>
Environmental significance overlay code	<p>The application can be conditioned to comply with the codes relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>
Transport infrastructure overlay code	<p>The application can be conditioned to comply with the codes relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>
Accommodation activities code	<p>The application can be conditioned to comply with the codes relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>
Commercial activities code	<p>The application can be conditioned to comply with the codes relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>
Landscaping code	<p>The application can be conditioned to comply with the codes relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>
Parking and access code	<p>The application can be conditioned to comply with the relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome provided). Further discussion is warranted regarding the following performance outcomes:</p> <ul style="list-style-type: none"> ▪ Performance Outcome PO1 <p>Refer to planning discussion section of report</p>
Works, services and infrastructure code	<p>The application can be conditioned to comply with the codes relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome is provided).</p>

(e) Planning Scheme Policies

The following planning scheme policies are relevant to the application:

Planning Scheme Policy 4 - FNQROC Regional Development Manual

All development works will be conditioned to be designed and constructed in accordance with the FNQROC Development Manual.

(f) Additional Trunk Infrastructure Condition

Due to the zoning of the subject site (Emerging Community & Recreation and Open Space zone), the site was not included within the bounds of the Priority Infrastructure Area (PIA). However, the development is likely to place additional demand on Councils trunk infrastructure networks, namely water and sewer, and it is therefore considered reasonable that the applicant/developer pay a contribution toward trunk infrastructure.

Council officers have used the Adopted Infrastructure Charges Resolution (No. 1) 2017 as a basis for calculating the trunk infrastructure contribution.

The Adopted Infrastructure Charges Resolution (No. 1) 2017 nominates the following maximum charge for Accommodation (short term):

- \$6,000 per 1 or 2 bedroom cabin, or
- \$8,400 per 3 or more bedroom cabin.

These maximum contributions assume the development will access all four infrastructure networks. For the proposed development, the proximity to the State controlled road network and the recreational facilities to be supplied on site, mean that any significant trunk infrastructure impacts are likely to be limited to water and sewer. Accordingly the applicable charge for accommodation (short term) for the proposed development has been adjusted to :

- \$3,000 per 1 or 2 bedroom cabin, or
- \$4,200 per 3 or more bedroom cabin.

The two (2) vacant lots forming part of the subject site are deemed to each have a \$4,500.00 credit for water infrastructure only.

The applicable infrastructure contributions for each stage are as follows:

Stage 1

Main Building (Building 1), Manager's Residence (Building 3), Accommodation Buildings 2, 4, 5 and Disabled Accommodation with the internal access and 22 parking spaces.

Building 1 – Main building, Council officers consider this ancillary to the accommodation aspects on the subject site.

Building 2 – 5 bedrooms - \$4,200.00

Building 3 – manager's residence – 1 bedroom - \$3,000.00

Building 4 – 2 bedrooms - \$3,000.00

Building 5 – 4 bedrooms - \$4,200.00

Disabled Accommodation – 2 bedrooms - \$3,000.00

Total for Stage 1 - \$17,400.00

Stage 2

Accommodation Buildings 6 and 7 and an additional 10 parking spaces.

Building 6 – 4 bedrooms - \$4,200.00

Building 7 – 4 bedrooms - \$4,200.00

Total for Stage 2 - \$8,400.00

Stage 3

Accommodation Buildings 12 and 14 and an additional 10 parking spaces.

Building 12 – 4 bedrooms - \$4,200.00

Building 14 – 4 bedrooms - \$4,200.00

Total for Stage 3 - \$8,400.00

Stage 4

Accommodation Buildings 8 and 9 and an additional 2 parking spaces and extension to the internal access.

Building 8 – 2 bedrooms - \$3,000.00

Building 9 – 2 bedrooms - \$3,000.00

Total for Stage 4 - \$6,000.00

Stage 5

Accommodation Buildings 10 and 11 and an additional parking space and extension to the internal access.

Building 10 – 2 bedrooms - \$3,000.00

Building 11 – 2 bedrooms - \$3,000.00

Total for Stage 5 - \$6,000.00

Stage 6

Accommodation Buildings 13, 15, 16, 17, 18, 19, 20 and 21 and an additional 6 parking spaces and extension to the internal access creating the ring road.

Building 13 – 2 bedrooms - \$3,000.00

Building 15 – 2 bedrooms - \$3,000.00

Building 16 – 2 bedrooms - \$3,000.00

Building 17 – 2 bedrooms - \$3,000.00

Building 18 – 2 bedrooms - \$3,000.00

Building 19 – 2 bedrooms - \$3,000.00

Building 20 – 2 bedrooms – \$3,000.00

Building 21 – 2 bedrooms – \$3,000.00

Total for Stage 6 - \$24,000.00

Stage 7

Two Backpacker's Accommodation Buildings and an additional 4 parking spaces, a 20 seater bus bay and access to these provided from the cul-de-sac of Williams Close.

Backpacker 1 – 10 bedrooms - \$4,200.00

Backpacker 2 – 10 bedrooms - \$4,200.00

Total for Stage 7 - \$8,400.00

Category	Use Charge	Unit of Measure	Charge Rate	No of Units	Amount
Proposal					
Stage 1	Accommodation (short term)	1-2 bed cabin	\$3,000.00	3	\$9,000.00
		3 or more bed cabin	\$4,200.00	2	\$8,400.00
		Total Stage 1			\$17,400.00
Stage 2	Accommodation (short term)	1-2 bed cabin	\$3,000.00	0	\$0
		3 or more bed cabin	\$4,200.00	2	\$8,400.00
		Total Stage 2			\$8,400.00
Stage 3	Accommodation (short term)	1-2 bed cabin	\$3,000.00	0	\$0
		3 or more bed cabin	\$4,200.00	2	\$8,400.00
		Total Stage 3			\$8,400.00
Stage 4	Accommodation (short term)	1-2 bed cabin	\$3,000.00	2	\$6,000.00
		3 or more bed cabin	\$4,200.00	0	\$0
		Total Stage 4			\$6,000.00
Stage 5	Accommodation (short term)	1-2 bed cabin	\$3,000.00	2	\$6,000.00
		3 or more bed cabin	\$4,200.00	0	\$0
		Total Stage 5			\$6,000.00
Stage 6	Accommodation (short term)	1-2 bed cabin	\$3,000.00	8	\$24,000.00
		3 or more bed cabin	\$4,200.00	0	\$0
		Total Stage 6			\$24,000.00
Stage 7	Accommodation (short term)	1-2 bed cabin	\$3,000.00	0	\$0
		3 or more bed cabin	\$4,200.00	2	\$8,400.00
		Total Stage 7			\$8,400.00
Credit					
Water (Lot 10 and 11 only)	-	Per Service	\$4,500.00	2	\$9,000.00
TOTAL					\$69,600.00

Based on the above, the applicant/developer must pay a total contribution of \$69,600.00 towards trunk infrastructure with the amount of the contribution increased on 1 July each year in accordance with the increase for the PPI index for the period starting on the day the development approval takes effect, adjusted by reference to the 3-yearly PPI index average to the date of payment.

The developer may elect to provide or upgrade part of the trunk infrastructure instead of making the payment.

If the developer elects to provide or upgrade part of the trunk infrastructure the developer must:

- Discuss with Council's delegated officer the part of the works to be undertaken;
- Obtain the necessary approvals for the part of the works;
- Indemnify the Council in relation to any actions, suits or demands relating to or arising from the works;
- Take out joint insurance in the name of the Council and the developer in the sum of \$20,000,000 in relation to the undertaking of the works;
- Comply with the reasonable direction of Council officers in relation to the completion of the works;
- Complete the works to the standards required by the Council; and
- Complete the works prior to the commencement of the use.

REFERRALS

This application triggered a referral to a State Referral Agency (SARA - State transport infrastructure).

That Department advised in a letter dated 22 February 2018 that they require the conditions to be attached to any approval (**Attachment 2**).

Internal Consultation

Technical Services

PUBLIC NOTIFICATION

The development proposal was placed on public notification from 9 February 2018 to 6 March 2018. The applicant submitted the notice of compliance on 7 March 2018 advising that the public notification requirements were carried out in accordance with the requirements of the Act.

Fourteen properly made submissions were received and nine (9) of those objected to the proposed development.

The grounds for objection/support are summarised and commented on below:

Grounds for objection /support	Comment
Development will fill a gap in services on the northern side of Mareeba, benefiting truck drivers, the general public and Mareeba economy.	<p>This is a common theme amongst the submitters in support of the proposed development. The supporting submissions are generally from local business owners.</p> <p>It is agreed that established Mareeba accommodation businesses are either located within the town centre or to the south & east of the town. The proposed development would be the first on the northern approach to Mareeba.</p>
Opposed to development because they would not like to see similar development approved adjoining homes elsewhere. Approval could establish precedent for similar developments in residential areas.	<p>The proposed development is an urban development. Many motels, caravan parks, and tourist facilities are located within urban area, specifically residential zoned areas.</p> <p>Council's decision on this particular development application will be based on the facts and circumstances as they apply to this development. Should a similar development be proposed elsewhere at some point in the future, that application will be decided on its own particular facts and circumstances.</p>
Development will devalue properties.	Potential fluctuations in land value is not considered to be a land use planning assessment criteria.
Development is out of character and will be detrimental to residential amenity though increased noise, crime, traffic, light emissions and impact on privacy.	<p>The proposed development is an urban development. Many motels, caravan parks, and tourist facilities are located within urban area, specifically residential zoned areas.</p> <p>A live in manager will be employed to monitor the operations of the business and attend to any issues should they arise. The applicant has acknowledged that the reputation of their business will suffer should they allow behaviour or emissions to detrimentally impact on guests and neighbouring residents.</p> <p>In addition to an onsite manager, reasonable conditions can be imposed to minimise noise, light and visual impact.</p> <p>Traffic impacts will be managed through the widening of Williams Close and a restriction on the size of vehicles permitted to access the development.</p> <p>Any criminal behaviour should be reported to the Police.</p>
Application is inconsistent about what is being applied for. Application states it is for a Tourist Park, Short Term Accommodation and Food and Drink Outlet, however other references are made to Roadhouse and Accommodation Park. What is the term for short term accommodation?	<p>The terminology used on the application forms are the relevant land use definitions as contained in the planning scheme. Each planning scheme land use definition covers multiple examples.</p> <p>Short term accommodation is defined as typically three (3) months.</p>
Will the main building bar be licenced and if so, what trading hours will apply?	Any bar provided on site will be required to have the appropriate liquor licence. The liquor licence will establish the authorised trading hours.
Noise impacts of trucks/vehicles coming and going at all hours. Noise from refrigerated trucks, smell from cattle trucks.	<p>The applicant advises that refrigerated trucks will be discouraged due to the potential impact on other guests.</p> <p>Access to the development is condition limited to three (3) axles. Large refrigerated trailers and cattle trailer are not permitted to access the development.</p>

Grounds for objection /support	Comment
Will tourist park be powered to avoid the use of generators?	Electricity will be provided.
Odours from an RV dump point.	The RV dump point can be managed without odour impact. Council officers would follow up on any complaints should they be received.
Building setback of 3 metres provides insufficient space for landscaping buffer.	A solid screen fence will be provided along the northern boundary of the development site. A reasonable width of landscaping buffer can still be provided on the development side of the screen fence.
Where will acoustic fence be located?	The fence will be provided along the northern boundary of the proposed development site, and will be conditioned to at least 20 metres past the backpackers buildings.
Intersection of the Mulligan Highway and McGrath Road needs to be upgraded.	The impact of the proposed development on the Mulligan Highway has been assessed by the State Referral Agency. Conditional approval has been granted by the State.
If approved, will the existing residence on Lot 12 be demolished and the facility expanded.	No. A further application for material change of use would be required.
There are existing facilities, does Mareeba need a further one?	The market will determine the commercial success or otherwise of the proposed development.
How long will the staged development take to complete?	The material change of use approval would have a relevant period of six (6) years.

Freshwater Planning, on behalf of the applicant, has submitted a response to the matters raised in the submissions. This response is included in **Attachment 3**.

Submitters

Name of principal submitter	Address
1. M Fuller - support	PO Box 166, Mareeba 4880
2. Petition - Rosemary Tempny (21 signatories) - oppose	21 Pike Road, Mareeba 4880
3. C & J Ward - oppose	10 Debel Close, Mareeba 4880
4. G Cummings - support	8 Reynolds Street, Mareeba 4880
5. D & T Brcko - oppose	4 Debel Close, Mareeba 4880
6. M Blackman - oppose	3 Debel Close, Mareeba 4880
7. R & T Wheatley - oppose	6 Debel Close, Mareeba 4880
8. B Jones - support	5 Barrett Street, Mareeba 4880
9. T, D & Y Blake - oppose	8 Debel Close, Mareeba 4880
10. R & F Petersen - oppose	PO Box 557, Mareeba 4880
11. CW & L Blyth - oppose	7 Debel Close, Mareeba 4880
12. R Fanna - oppose	30 McGrath Road, Mareeba
13. D Dent - support	n/a
14. J Corcoran - support	26 Gowan Street, Mareeba

PLANNING DISCUSSION

Compliance with the acceptable outcomes/performance outcomes of the following development codes are discussed as follows:

Emerging Community Zone Code

PO3 *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.*

AO3.2 *Buildings and structures include a minimum setback of:*

- (a) *6 metres from a frontage to a sealed road that is not a State-controlled road;*
- (b) *20 metres from a frontage to any other road; and*
- (c) *10 metres from a boundary to an adjoining lot.*

Comment

The proposed development is single storey and reasonably setback from adjoining properties. Privacy will be maintained through the use of screen fencing and landscaping.

It is considered that the proposed development can satisfy performance outcome PO3.

PO4 *The density of Accommodation activities does not preclude the future re-development of the land for urban purposes consistent with Structure Plans approved in accordance it PO7*

AO4 *Development provides a minimum density for Accommodation activities of 1 dwelling or accommodation unit per 1,250m² site area.*

Comment

The application does not propose a dwelling house.

The proposed use is an urban use and does not preclude future re-development. It is further noted the proposed cabins could be relocated should the need arise in the future.

It is considered that the proposed development can satisfy performance outcome PO3.

PO9 *Development must not detract from the amenity of the local area, having regard to:*

- (a) *noise;*
- (b) *hours of operation;*
- (c) *traffic;*
- (d) *advertising devices;*
- (e) *visual amenity;*
- (f) *privacy;*
- (g) *lighting;*
- (h) *odour; and*
- (i) *emissions.*

Comment

The proposed development is an urban development. Many motels, caravan parks, and tourist facilities are located within urban area, specifically residential zoned areas.

A live in manager will be employed to monitor the operations of the business and attend to any issues should they arise. The applicant has acknowledged that the reputation of their business will suffer should they allow behaviour or emissions to detrimentally impact on guests and neighbouring residents.

In addition to an onsite manager, reasonable conditions can be imposed to minimise noise, light and visual impact.

Traffic impacts will be managed through the widening of Williams Close and a restriction on the size of vehicles permitted to access the development.

Parking and Access Code

PO1 *Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the:*

- (a) *nature of the use;*
- (b) *location of the site;*
- (c) *proximity of the use to public transport services;*
- (d) *availability of active transport infrastructure; and*

(e) *accessibility of the use to all members of the community.*

AO1 *The number of car parking spaces provided for the use is in accordance with Table 9.4.3.3B.*

Note—Car parking spaces provided for persons with a disability are to be considered in determining compliance with AO1.

Comment

The final development proposes fifty-five (55) parking spaces and one (1) 20-seater bus parking space.

Car parking will be supplied in the following stages:

Stage 1 - 22 spaces.
Stage 2 - 10 spaces.
Stage 3 - 10 spaces.
Stage 4 - 2 spaces.
Stage 5 - 1 space.
Stage 6 - 6 spaces.
Stage 7 - 4 spaces & 1 20-seater bus parking space.

The Parking and Access Code calls for 1 space per unit for short term accommodation. This equates to 49 spaces for the proposed development.

Applying the rooming accommodation parking rate (1 space per 8 beds) to the backpackers accommodation generates 5 car parking spaces. This car parking is supplemented by the proposed 20 seater bus space.

As the main building (food and drink outlet) is ancillary to the accommodation use, it is reasonable not to require separate car parking for this aspect of the development.

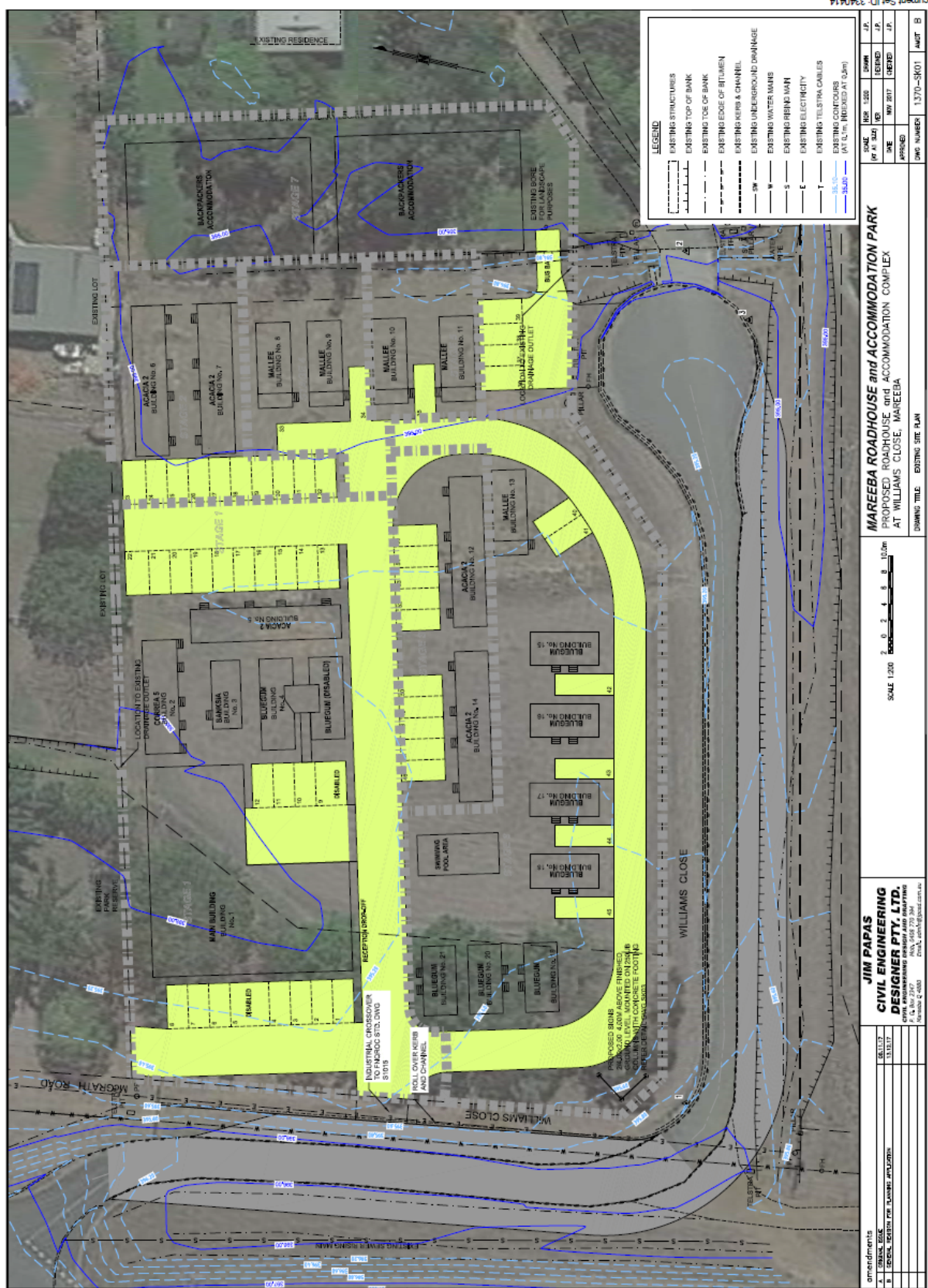
The temporary tourist park (caravan/rv) use will not generate a need for additional carparking above that proposed by the applicant as it will cease as the final stages of the development are completed.

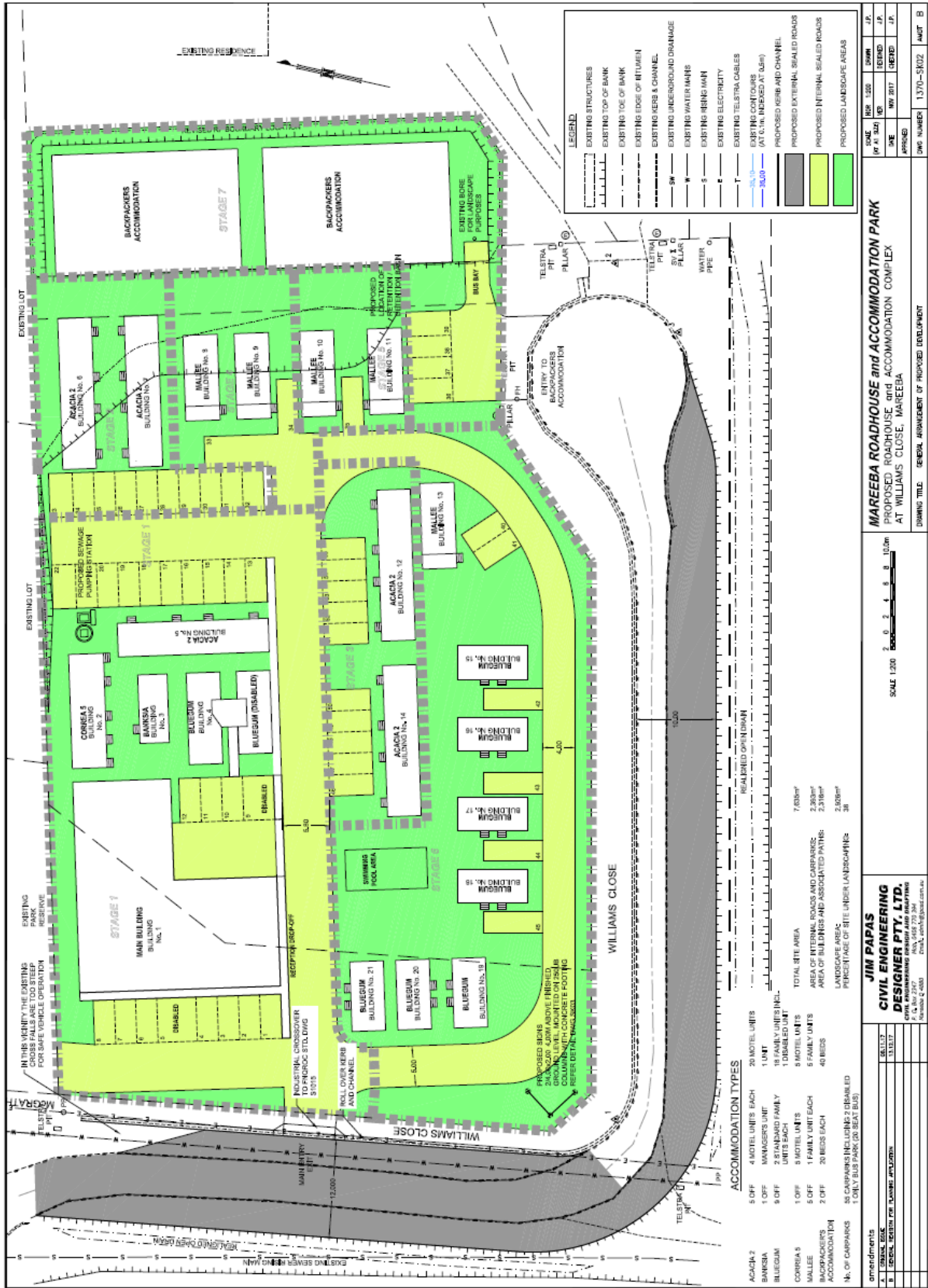
The 55 spaces proposed by the applicant complies. It is noted that the applicant suggests that the widened Williams Close could accommodate larger vehicles should the need arise. This is not desirable in most cases, however the only properties accessed via Williams Close are owned by the applicant.

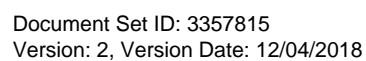
Date Prepared: 9 April 2018

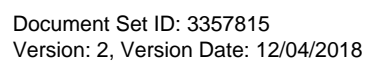
ATTACHMENT 1

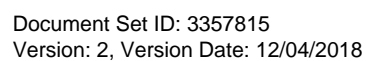
PROPOSAL PLANS

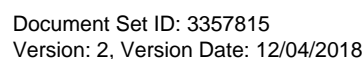


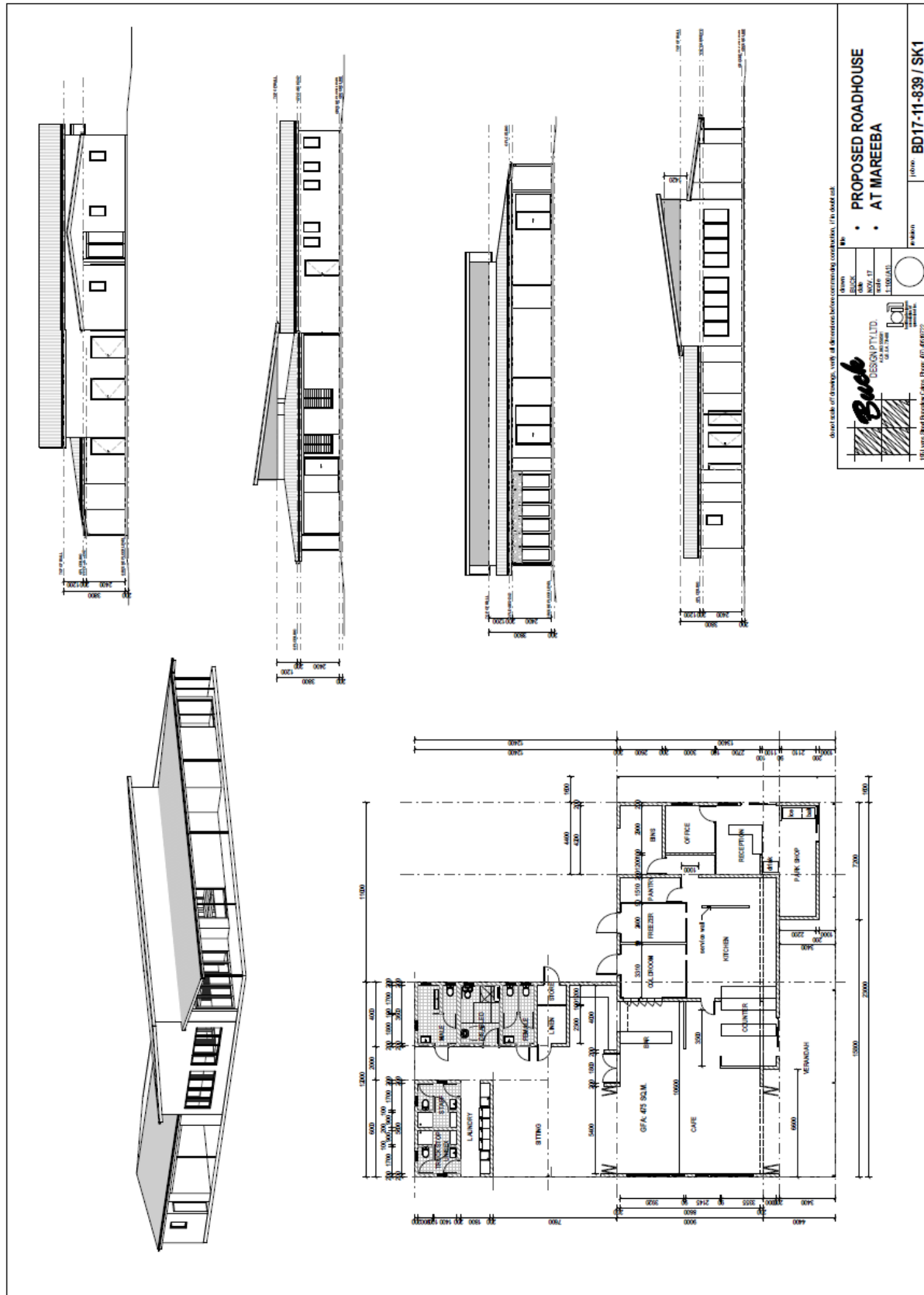




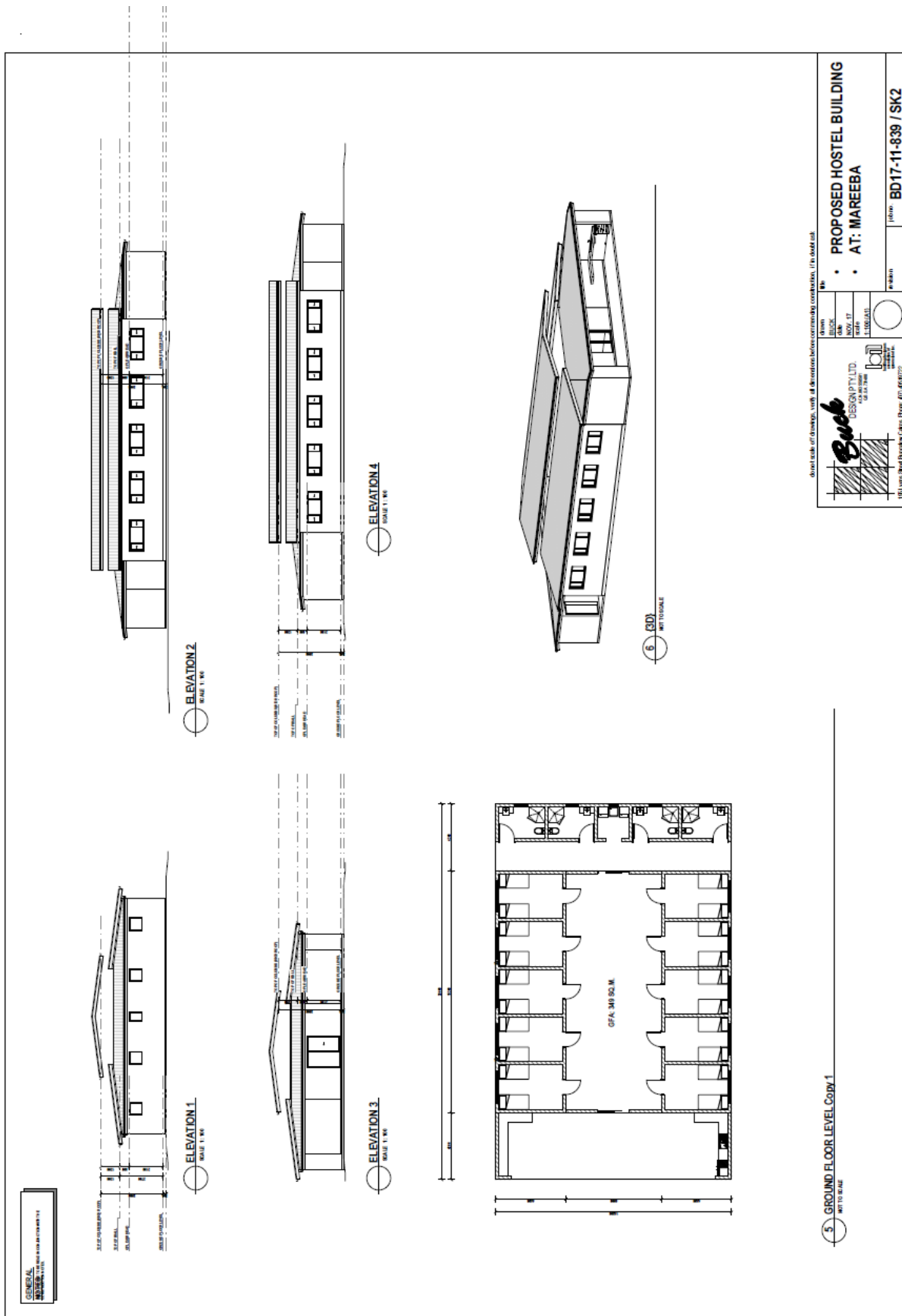








Drawn by: A. S. S. S.
 Checked by: A. S. S. S.
 Date: 12/04/2018





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Version Notes:

client:

Mr Greg Williams

A 4278

Project: Acacia 2

Mareeba QLD 4880

drawing status: PRELIMINARY

design by: Asset Cabins and Homes

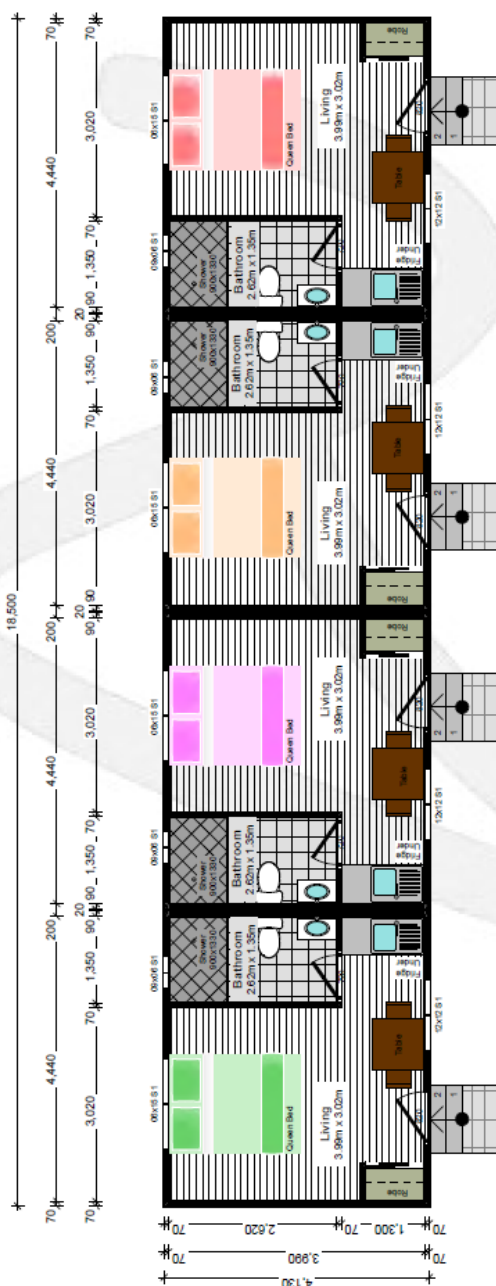
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date: Friday, 25 August 2017

Floor Plan

design:	sheet no:
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Acacia 2	1
1	1



Document Set ID: 3340414
Version: 1, Version Date: 22/01/2018

Acacia 2
for
Mr Greg Williams
25/08/2017



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Version Notes:

client:	Mr Greg Williams
	A 4278
Project:	Acacia 2
	Mareeba QLD 4880
drawing status:	PRELIMINARY
design by:	Asset Cabins and Homes
scale:	not to scale
date:	Friday, 25 August 2017

Concept 3D

design:	Acacia 2	sheet no:	2
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Version: 1, Version Date: 22/01/2018

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www.assetcabins.com.au | e: sales@assetcabins.com.au

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Version Notes
- Shown with Colorbond Feature to Verandah wall

design by: Asset Cabins and Homes

scale: 1:40 on A3

date: Friday, 21 March 2014

design:
Banksia

Architectural floor plan and 3D perspective of a cabin. The floor plan shows a layout with a Bathroom (3.3m x 0.9m), Shower (900x900), Kitchen & Living Area (3.46m x 3.09m), Bedroom 1 (3.2m x 2.46m), and a Verandah (3.6m x 1.8m). It includes dimensions for overall size (8,400 x 3,460), room sizes, and window/door specifications. A 3D perspective view shows the cabin's exterior with a gabled roof, verandah, and landscaping.

DESIGN | EXPERIENCE | SOLUTIONS

Document Set ID: 3340414
Version: 1, Version Date: 22/01/2018

Document Set ID: 3357815
Version: 2, Version Date: 12/04/2018

asset

CABINS & HOMES

DESIGN | EXPERIENCE | SOLUTIONS

Cnr Langston Road and Ettie Jane Street
Gympie QLD 4570
t: (07) 5483 7144 | f: (07) 5438 7188
FREECALL: 1800 225 224
www.assetcabins.com.au | e: sales@assetcabins.com.au

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Version Notes

- Shown with colorbond cladding feature to end wall and verandah wall

design by: Asset Cabins and Homes

scale: 1:40 on A3

date: Wednesday, 2 April 2014

design:
Bluegum Option 1

The figure consists of a detailed architectural floor plan and a 3D perspective rendering of a cabin. The floor plan is symmetrical, featuring two bedrooms (green) at the front, two bathrooms (blue) in the middle, and a central entry verandah (3.2m x 1.13m). The kitchen/dining area is located at the rear. Dimensions are provided for the entire structure (8,530 x 3,990) and individual rooms. A 3D rendering shows the cabin's exterior with a car parked nearby.

Dimensions:

- Overall width: 8,530
- Overall depth: 3,990
- Bedroom width: 2,525
- Bedroom depth: 2,665
- Bathroom width: 1,060
- Bathroom depth: 1,130
- Entry Verandah: 3.2m x 1.13m
- Kitchen/Dining area: 2,665 x 1,060

Room Labels:

- Single Bed
- Shower 900x900
- Toilet
- Robe
- Shelves
- D'Table
- Entry Verandah 3.2m x 1.13m
- Pipe Handrail

3D Rendering:

- Exterior view of the cabin with a car parked nearby.
- Colorbond cladding feature to end wall and verandah wall.

Document Set ID: 3357815
Version: 2, Version Date: 12/04/2018

Document Set ID: 3340414
Version: 1, Version Date: 22/01/2018



Cnr Langton Road and Ettie Jane Street

Gympie QLD 4570

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Version Notes:

client:

Mr Grea Williams

A 4278

Project:

Project: Correa 5RM

Mareeba QLD 4880

drawing status: PRELIMINARY

design by: Asset Cabins and Homes

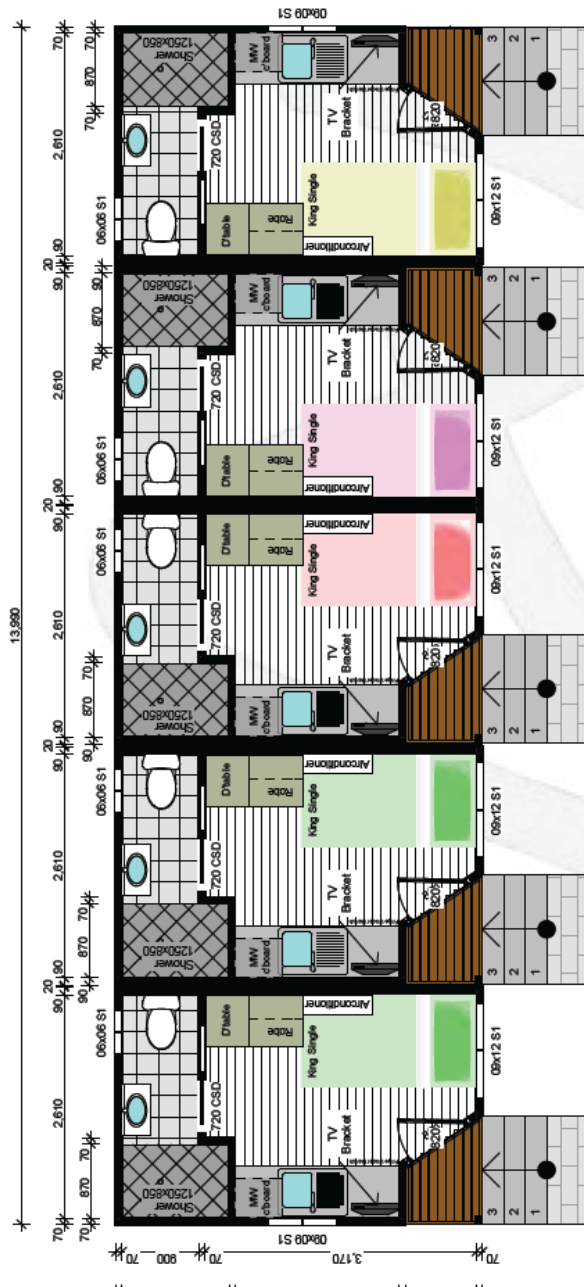
scale:1:25, 1:1 on A1

date: Monday, 21 August 2017

Floor Plan

design:	sheet no:
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Correa 5RM 1



Document Set ID: 3340414
Version: 1, Version Date: 22/01/2018



Cnr Langton Road and Ettie Jane Street

Gympie QLD 4570
t: (07) 5483 7144 | f: (07) 5483 7188

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Version Notes:

cabin number: #Project ID

client:

Mr Greg Williams

A 4278

Project:

Mallee

Mareeba QLD 4880

Site classification: #Project Custom

drawing status: PRELIMINARY

design by: Asset Cabins and Homes

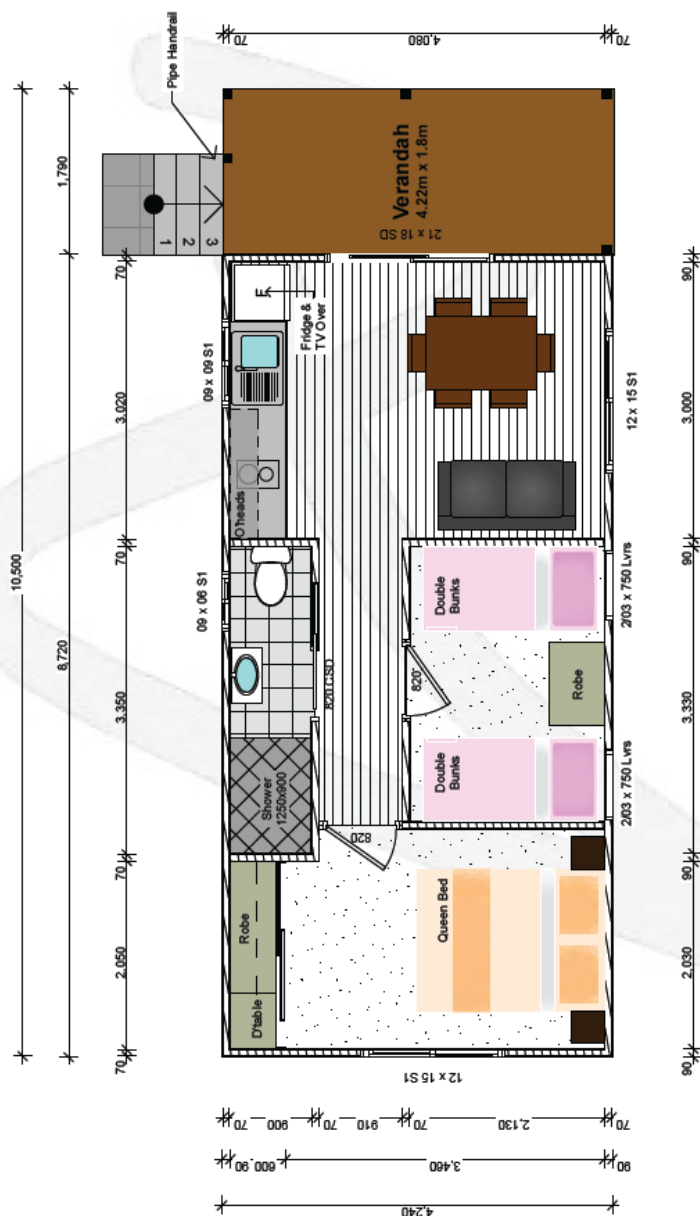
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date: Wednesday, 27 September 2017

Floor Plan

design:	sheet no:
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Mallee



Document Set ID: 3340414
Version: 1, Version Date: 22/01/2018

ATTACHMENT 2

RA6-N



Department of
**State Development,
 Manufacturing,
 Infrastructure and Planning**

Our reference: 1801-3539 SRA
 Your reference: MCU/17/0017

22 February 2018

Chief Executive Officer
 Mareeba Shire Council
 PO Box 154
 Mareeba QLD 4880
 planning@msc.qld.gov.au

Attention: Carl Ewin

Dear Sir/Madam

Referral agency response—with conditions

(Given under section 56 of the *Planning Act 2016*)

The development application described below was properly referred to the Department of State Development, Manufacturing, Infrastructure and Planning on 23 January 2018.

Applicant details

Applicant name:	Roadhouse Property Unit Trust C/- Freshwater Planning Pty Ltd
Applicant contact details:	17 Barron View Drive Freshwater QLD 4870 freshwaterplanning@outlook.com

Location details

Street address:	1, 3-5 and 7 Williams Close, Mareeba
Real property description:	Lot 10 on SP168631, Lot 11 on SP168631 and Lot 12 on SP168631
Local government area:	Mareeba Shire Council

Application details

Development permit	Material change of use for Tourist Park, Short Term Accommodation and Food and Drink Outlet
--------------------	---

Referral triggers

The development application was referred to the department under the following provisions of the Planning Regulation 2017:

- 10.9.4.1.1.1 Infrastructure - state transport infrastructure
- 10.9.4.2.4.1 State transport corridors and future State transport corridors

Conditions

Under section 56(1)(b)(i) of the *Planning Act 2016* (the Act), the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

The department must provide reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Advice to the assessment manager

Under section 56(3) of the Act, the department offers advice about the application to the assessment manager—see Attachment 3.

Approved plans and specifications

The department requires that the plans and specifications set out below and enclosed must be attached to any development approval.

Drawing/report title	Prepared by	Date	Reference no.	Version/issue
Aspect of development: Material change of use				
Existing Site Plan (as amended in red)	Jim Papas Civil Engineering Designer	13/12/2017	1370-SK01	Amdt B
TMR Layout Plan 1 (34A - 1.38km)	Queensland Government Transport and Main Roads	7/02/2018	TMR18-23621 (500-1225)	Issue A
General Arrangement of Proposed Development	Jim Papas Civil Engineering Designer Pty Ltd	13/12/2017	1370-SK02	Amdt B
Access Crossovers	FNQROC	23/10/17	S1015	Revision D
General Arrangement – Roadworks (as amended in red)	Jim Papas Civil Engineering Designer Pty Ltd	13/12/2017	1370-SK05	Amdt B
Details Pavement Notes and Typical Cross Sections for McGrath Road	Jim Papas Civil Engineering Designer Pty Ltd	13/12/2017	1370-SK06	Amdt B

A copy of this response has been sent to the applicant for their information.

1801-3539 SRA

For further information please contact Jenny Sapuppo, Senior Planning Officer, on 5644 3212 or via email CairnsSARA@dilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Brett Nancarrow
Manager (Planning)

cc Roadhouse Property Unit Trust C/- Freshwater Planning Pty Ltd, freshwaterplanning@outlook.com

enc Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Attachment 3—Advice to the assessment manager
Approved plans and specifications

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Material change of use		
State transport infrastructure (thresholds) and state-controlled road —The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
In accordance with approved plans		
1.	<p>(a) The following signage must be provided generally in accordance with the Existing Site Plan, prepared by Jim Papas Civil Engineering Designer, dated 13/12/2017, drawing number 1370-SK01, Amdt B, as amended in red:</p> <ul style="list-style-type: none"> a 'Railway crossing flashing signals ahead on side road assembly (RX-7)' in accordance with Section 2.3.5 of AS1742.7:2016 <i>Manual of uniform of traffic control devices Part 7: Railway crossings</i> on Williams Close facing northbound vehicles exiting the development; and a sign at the Williams Close/McGrath Road/Mulligan Highway intersection facing vehicles at the giveway lines in accordance with Queensland Government drawing number R2-6 <i>Regulatory Sign "No Left (Right) Turn"</i>, modified to regulate no right turns on railway crossing flashing signals. <p>(b) RPEQ certification with supporting documentation must be provided to the Department of Transport and Main Roads, Program Delivery and Operations Unit, Far North Queensland Region at Far.North.Queensland.IDAS@tmr.qld.gov.au confirming that the development has been constructed in accordance with part (a) of this condition.</p>	<p>(a) Prior to the commencement of use and to be maintained at all times.</p> <p>(b) Prior to the commencement of use</p>
Vehicular access to state-controlled road		
2.	<p>(a) The road access location is to be located generally in accordance with:</p> <ul style="list-style-type: none"> TMR Layout Plan 1 (34A - 1.38km), prepared by Queensland Government Transport and Main Roads, dated 7/02/2018, file ref TMR18-23621 (500-1225), Issue A; and General Arrangement of Proposed Development, prepared by Jim Papas Civil Engineering Designer Pty Ltd, dated 13/12/17, drawing number 1370-SK02, Amdt B. <p>(b) Road access works comprising a driveway crossover to commercial / industrial standard must be provided at the permitted access location generally in accordance with FNQROC Standard Drawing S1015 - 'Access Crossovers'.</p>	<p>(a) At all times</p> <p>(b) Prior to the commencement of use</p>
3.	Direct access is not permitted between Williams Close and Lot 10 on SP168631 at any other location other than the permitted road access location described in Condition 1.	At all times
4.	Direct access is not permitted between Williams Close and Mulligan	At all times

	Highway. All access between Williams Close and Mulligan Highway is to be via McGrath Road intersection.	
5.	<p>Road works comprising upgrade to Williams Close must be carried out generally in accordance with:</p> <ul style="list-style-type: none"> • General Arrangement – Roadworks, prepared by Jim Papas Civil Engineering Designer Pty Ltd, dated 13/12/17, drawing number 1370-SK05, Amdt B; and • Details Pavement Notes and Typical Cross Sections for McGrath Road, prepared by Jim Papas Civil Engineering Designer Pty Ltd, dated 13/12/17, drawing number 1370-SK06, Amdt B. 	Prior to the commencement of use
6.	<p>Road works comprising an effective barrier to exclude direct access between Williams Close and the Mulligan Highway must be provided at the location specified on the following plan:</p> <ul style="list-style-type: none"> • General Arrangement – Roadworks, prepared by Jim Papas Civil Engineering Designer Pty Ltd, dated 13/12/17, drawing number 1370-SK05, Amdt B (as amended in red). 	Prior to the commencement of use
Road works on a state-controlled road		
7.	<p>(a) Road works comprising of flag lighting must be provided at the Mulligan Highway / McGrath Road / Williams Close intersection.</p> <p>(b) The road works must be designed and constructed in accordance with the Department of Main Roads Road Planning and Design Manual (2nd edition), Volume 6: Lighting, dated July 2016.</p> <p>Note: Detailed engineering designs of the proposed road works must be submitted to DTMR for approval and certified by a Registered Professional Engineer of Queensland (RPEQ).</p>	(a) & (b) Prior to the commencement of use.

Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

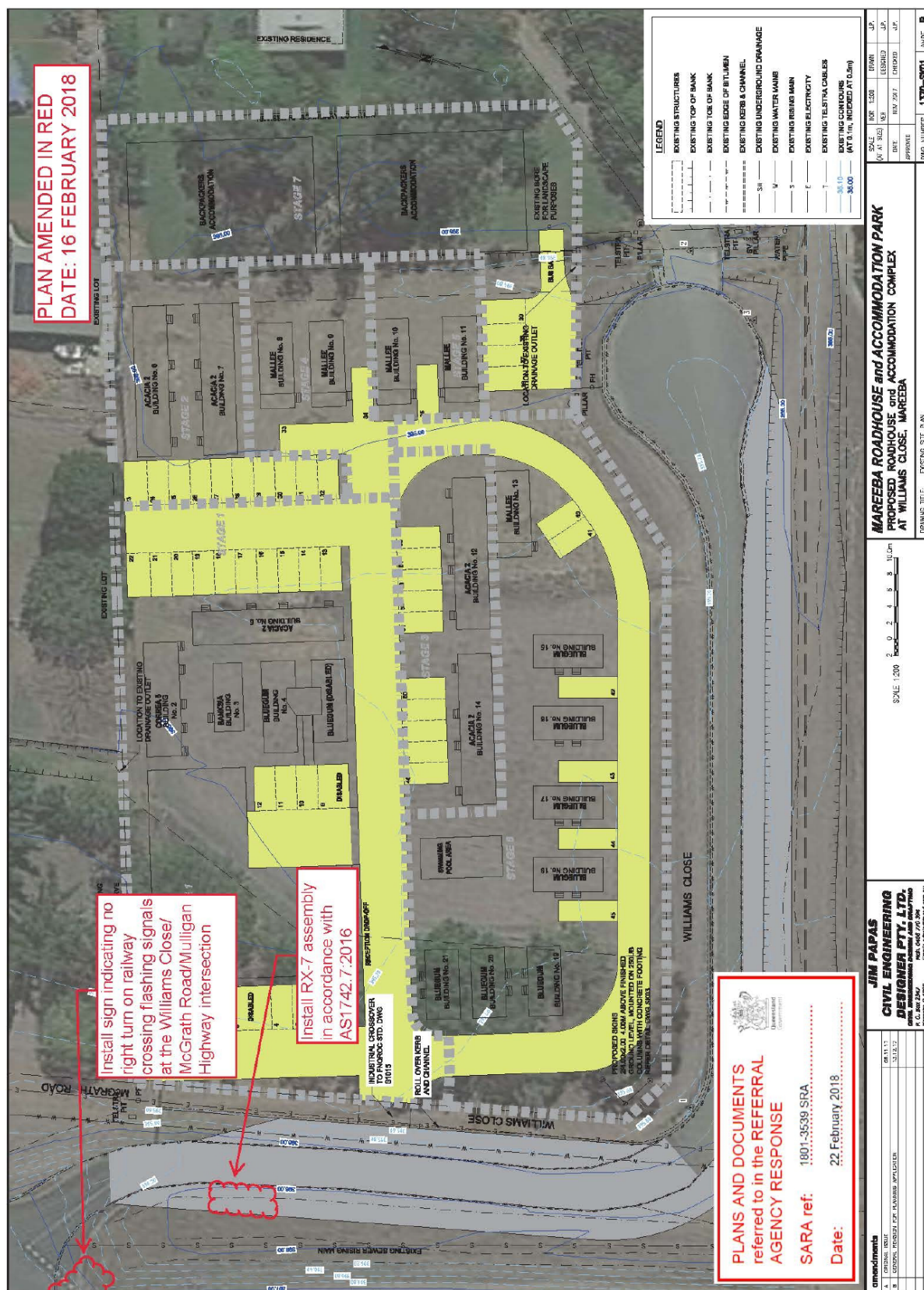
- To maintain the safety of the railway level crossing.
- To ensure the road access location to the state-controlled road from the site does not compromise the safety and efficiency of the state-controlled road.
- To ensure the design of any road access maintains the safety and efficiency of the state-controlled road.
- To ensure access to the state-controlled road from the site does not compromise the safety and efficiency of the state-controlled road. Direct access to the state-controlled road is prohibited where not required.
- To ensure the development does not result in a worsening of the safety of a state-controlled road.
- To ensure the road works on, or associated with, the state-controlled road network are undertaken in accordance with applicable standards.

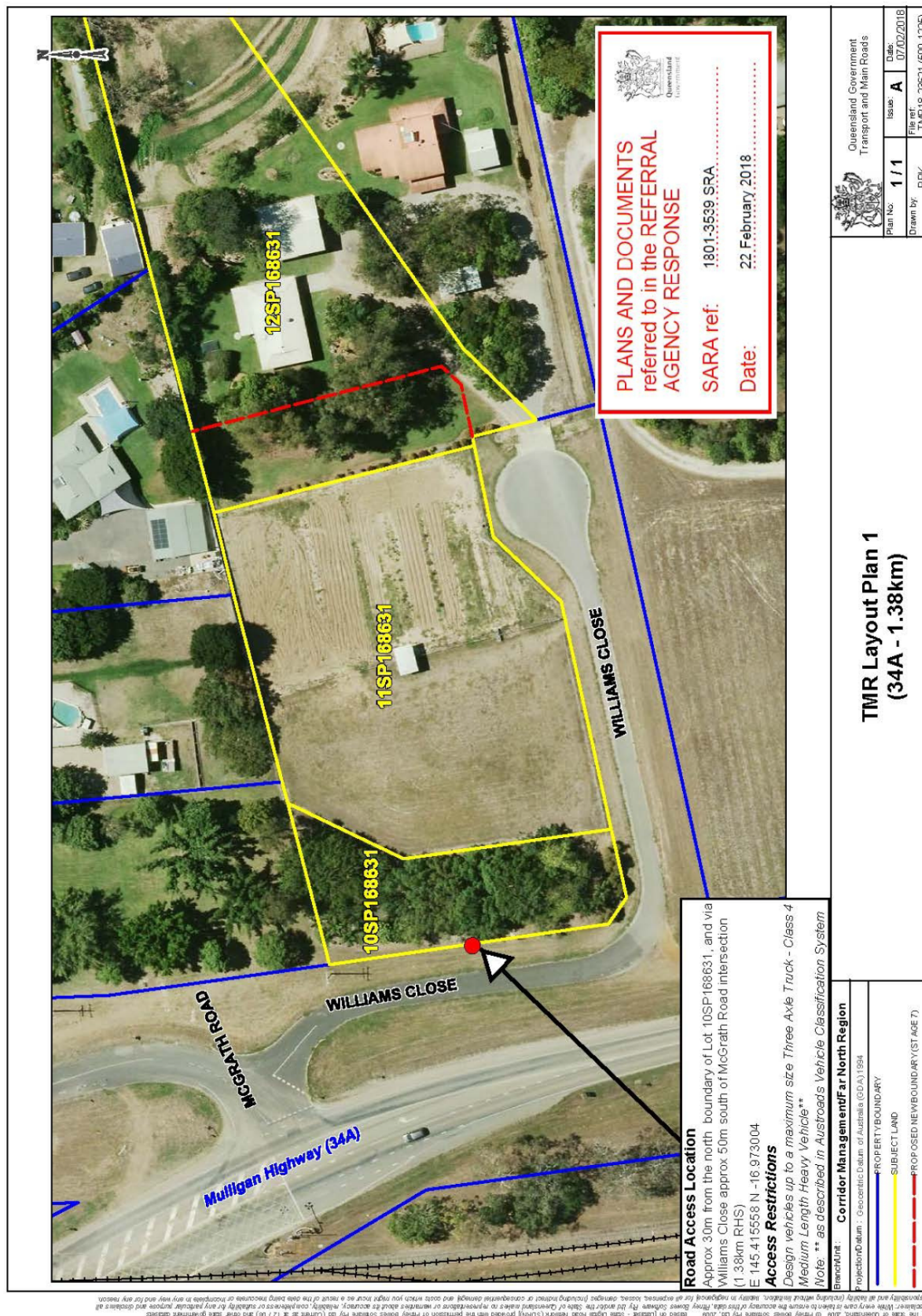
Attachment 3—Advice to the assessment manager

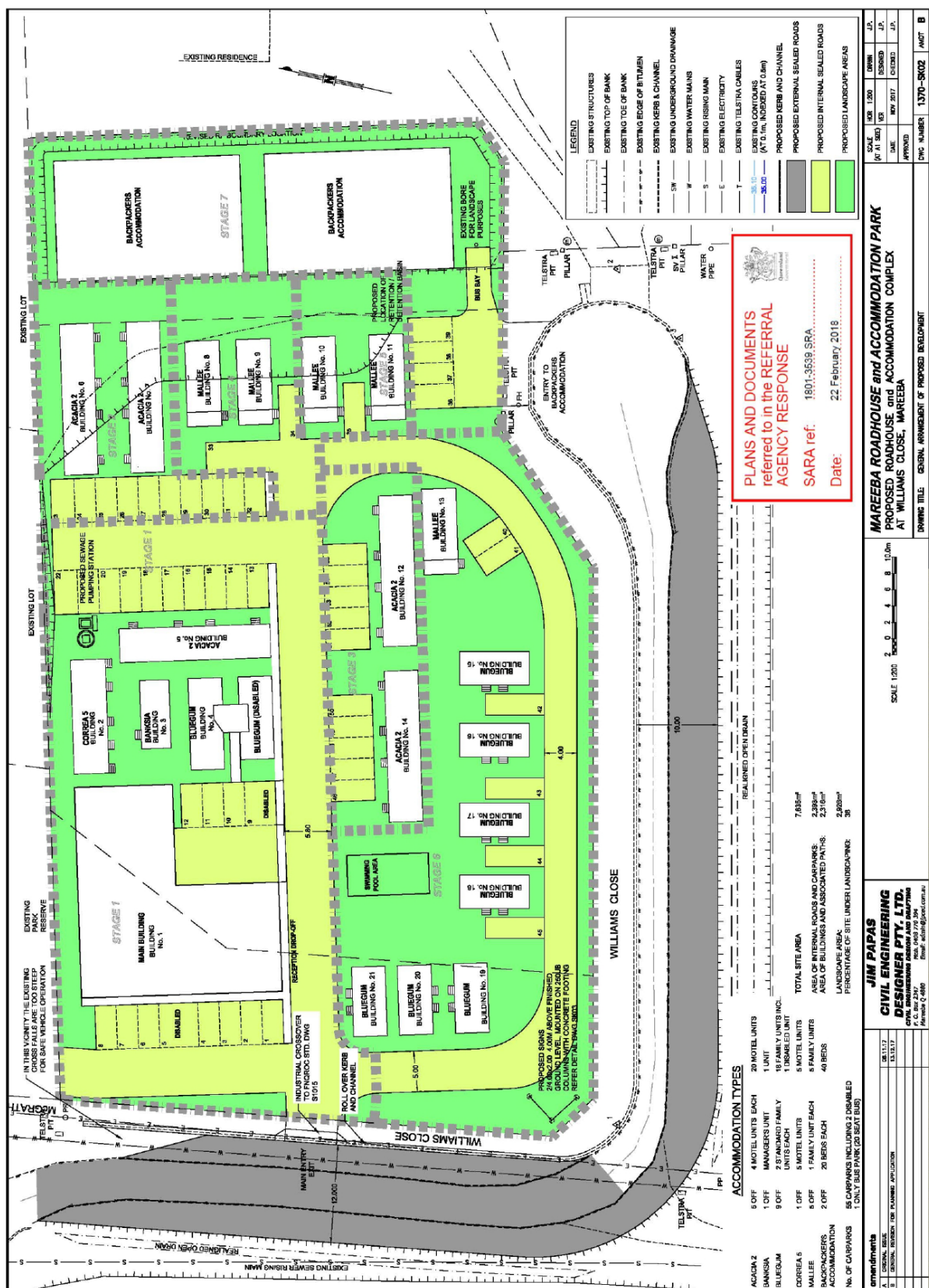
General advice	
Advertising devices	
1.	<p>A local government should obtain advice from the Department of Transport and Main Roads (DTMR) if it intends to approve the erection, alteration or operation of an advertising sign or another advertising device that would be visible from a state-controlled road, and beyond the boundaries of the state-controlled road, and reasonably likely to create a traffic hazard for the state-controlled road.</p> <p>Note: DTMR has powers under section 139 of the <i>Transport Operations (Road Use Management - Accreditation and Other Provisions) Regulation 2015</i> to require removal or modification of an advertising sign and/or a device which is deemed to create a danger to traffic.</p>
Transport noise corridors	
2.	<p>Mandatory Part (MP) 4.4 of the Queensland Development Code (QDC) commenced on 1 September 2010 and applies to building work for the construction or renovation of a residential building in a designated <i>transport noise corridor</i>. MP4.4 seeks to ensure that the habitable rooms of Class 1, 2, 3 and 4 buildings located in a <i>transport noise corridor</i> are designed and constructed to reduce transport noise.</p> <p><i>Transport noise corridor</i> means land designated under Chapter 8B of the <i>Building Act 1975</i> as a <i>transport noise corridor</i>. Information about <i>transport noise corridors</i> is available at state and local government offices.</p> <p>A free online search tool can be used to find out whether a property is located in a designated <i>transport noise corridor</i>. This tool is available online at http://www.dilgp.qld.gov.au/planning/state-planning-instruments/spp-interactive-mapping-system.html. The online search tool allows searches on a registered lot number and/or property address to determine whether and how the QDC applies to the land. Transport Noise Corridors (NAPMAP) are located under Administrative Layers within the State Planning Policy (SPP) mapping system.</p>
Railway corridors – Memorandum of Understanding for Railway Level Crossings	
3.	<p>As per the <i>Memorandum of Understanding between the Local Government Association of Queensland and Queensland Rail and the Department of Transport and Main Roads with respect to the Management and Funding Responsibility for Level Crossing Safety</i>, the local government is responsible for any safety upgrades to a level crossing if the change in risk to the level crossing is due to changes in nearby land uses which have been authorised by local government.</p> <p>Mareeba Shire Council should continue to monitor the level of safety risk and number of reported level crossing issues at the Mulligan Highway level crossing of the Cairns Railway as further development in the area is approved. Consideration should also be given to implementing improved control and safety measures, as required. In particular, the proposed development will be likely to contribute to cumulative impacts on the safety of the railway level crossing.</p>
Further permits and approvals	
Railway corridors – Road manager approval	
4.	<p>The installation of signage on Williams Close and McGrath Road requires approval/s to be obtained from the relevant road manager, being Mareeba Shire Council. Required signage should be installed in consultation with the railway manager (Queensland Rail).</p> <p>Please contact the Queensland Rail property team at developmentenquiries@qr.com.au or via</p>

1801-3539 SRA

	telephone on 3072 1068 for more information.
Road works approval	
5.	<p>In accordance with section 33 of the <i>Transport Infrastructure Act 1994</i> (TIA), an applicant must obtain written approval from DTMR to carry out road works, including road access works on a state-controlled road. Please contact DTMR on 4045 7144 to make an application under section 33 of the TIA to carry out road works. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ).</p> <p>The road works approval process takes time – please contact DTMR as soon as possible to ensure that gaining approval does not delay construction.</p>



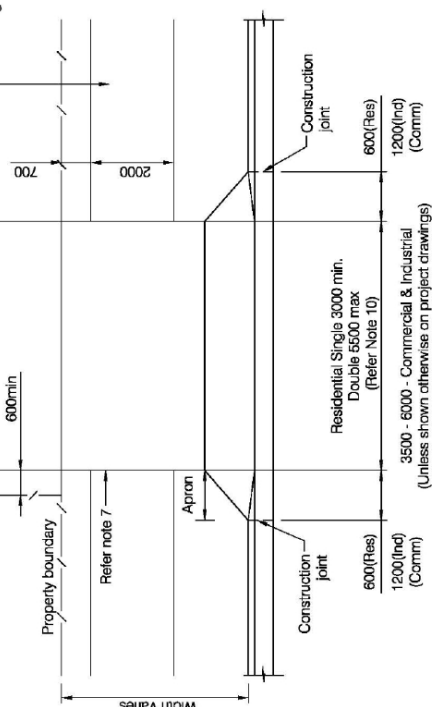




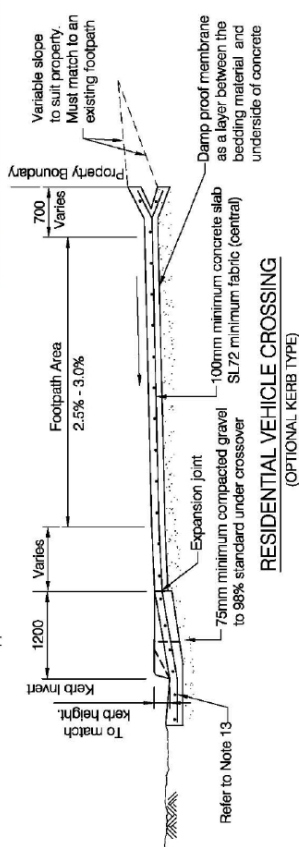
ALL CROSSOVERS NOT COMPLYING WITH THIS DRAWING REQUIRE APPROVAL

All new concrete footpaths, where required in old developments shall be reconstructed to match neatly to existing driveway slab.

(1:4 maximum grade. Plain concrete only)
All existing footpaths are not to be altered without approval.



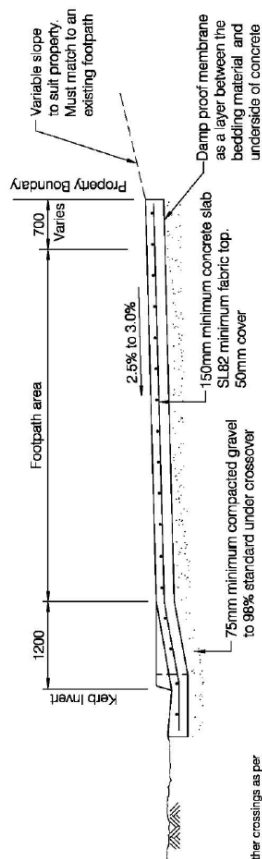
RESIDENTIAL VEHICLE CROSSING
(OPTIONAL KERB TYPE)



NOTES

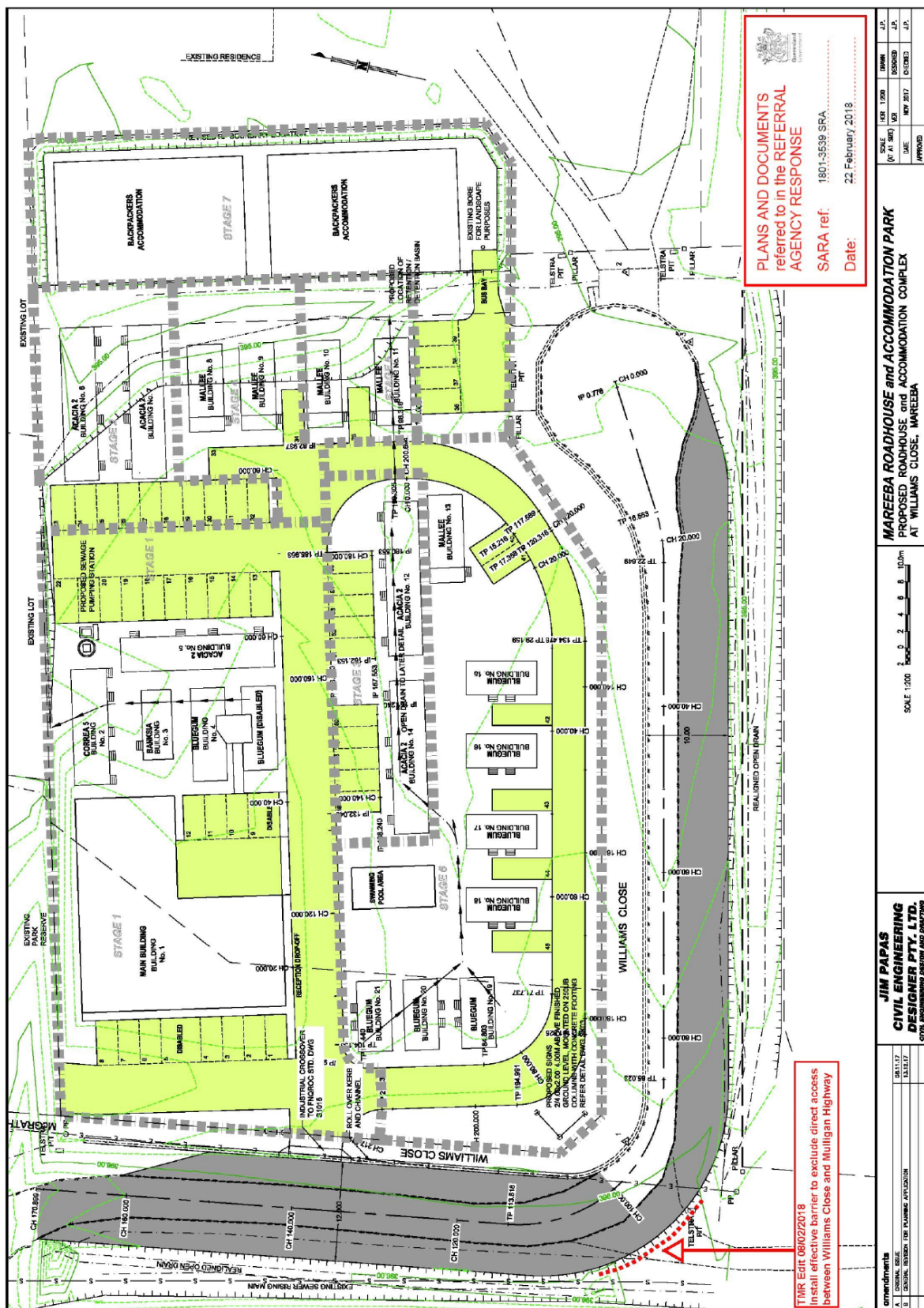
1. All joints to existing kerbs shall be sawcut prior to braising.
2. Concrete kerbs shall be 100mm wide and 100mm high.
3. Concrete kerbs shall be 100mm wide and 100mm high.
4. All concrete to be concrete finished.
5. Expansion joints to be 10mm thick, closed cell cross linked polyethylene (85-150µm), 12mm random galvanised dowels @ 800 Ctrs
6. Depths of concrete and reinforcing steel shown are minimum requirements for good foundations and average traffic loading. Where this does not apply, depths of concrete and reinforcing steel shall be increased to suit specific conditions.
7. Where an expansion joint is present it is to be sawcut and an expansion joint is to be 100mm wide and 100mm high.
8. All dimensions are in millimetres.
9. All dimensions are in millimetres.
10. Residential refers to single dwelling or duplex. All other crossings as per commercial.
11. Commercial crossings are required, these shall be 200mm wide and constructed in accordance with standard drawing S105.
12. For cross kerb traffic, fibre can be used in lieu of reinforcement fabric.
13. For Layback kerb Residential Crossing the undamaged tyre will be left in situ and 12mm galvanised dowels @ 600mm Ctrs installed.
14. Relocating or removal of a street tree requires an approval.
15. Stormwater downpipe outlets to be located clear of crossover and aprons.
16. Refer to FNOFC Development Manual Section D9 for street tree clearances.
17. Driveway to be 600mm clear of electrical pillars.
18. Driveway edge to be 1m clear of light and power poles.
19. All new concrete connections to kerb + channel are to use kerb adapter to match kerb profile.

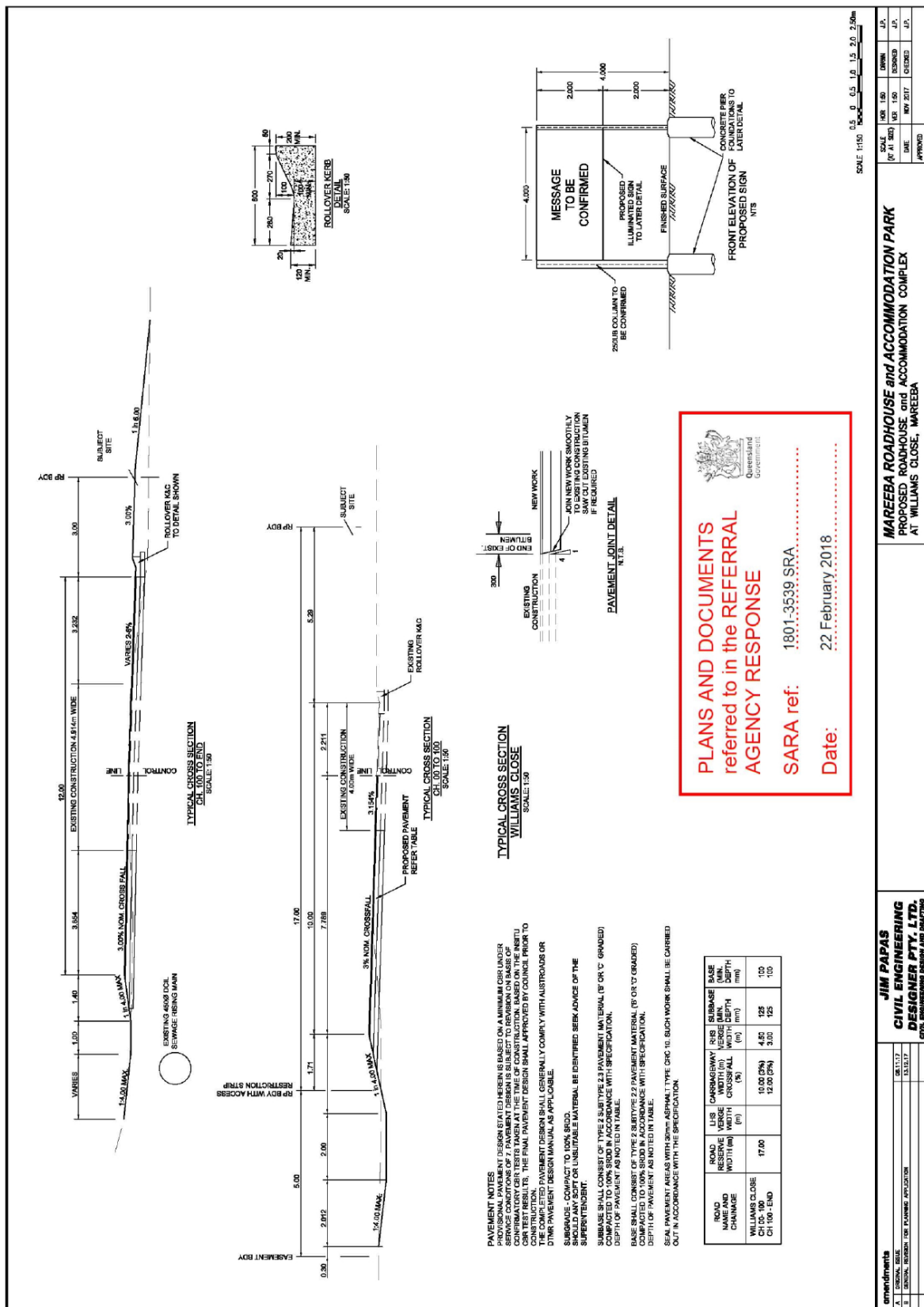
COMMERCIAL & INDUSTRIAL VEHICLE CROSSING



Department of Transport and Main Roads note:
Site specific requirements may not reflect this example in its entirety. Drawing details must reflect site specific conditions for Road Works / Road Access Works.

A	ORIGINAL ISSUE	12/03/04	<p>DISCLAIMER</p> <p>The authors and sponsoring organizations shall have no liability or responsibility to the user or any other person or entity with respect to the use of, or the results of, the use of, these Standard Drawings directly or indirectly, for the adoption and use of these Standard Drawings including, but not limited to, any interruption of service, loss of business or other damages, of any kind or nature, that may be incurred by the use of these Standard Drawings. Persons must not rely on these Standard Drawings as the equivalent of, or a substitute for, project-specific design</p>		<p>ACCESS CROSSOVERS</p>	<p>Standard Drawing S1015</p>
	REVISIONS:	DATE				
	VARIOUS MINOR AMENDMENTS	23/10/17				
	VARIOUS MINOR AMENDMENTS	26/11/14				
B	NOTE 10 ADDED	13/01/06				
C						





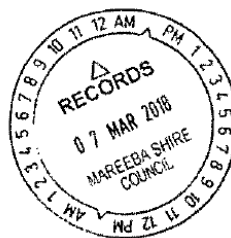
ATTACHMENT 3

URP-MCU

P

02.03.2018

Mareeba Shire Council
Box 154
Mareeba QLD 4880
MCU/17/007



Mr Michael Fuller
PO Box 166
Mareeba Qld 4880

Dear Sir,

RE: Development Application for Roadhouse and Cabin Park Approval

This development has my full support and well-wishes. The approval will fill a gap which is long overdue on the northern side of Mareeba.

Now the truck drivers, cattle sales area and general public will have a facility to assist them in their day to day operation.

I see this application as a welcome expansion to the benefit of the freight and long haul truck industry and therefore to the Mareeba economy as well.

Regards

Michael Fuller

MCU/17/0017
DS18 3349521

DEVELOPMENT APPLICATION BY ROADHOUSE PROPERTY UNIT TRUST FOR 1-7 WILLIAMS CLOSE MAREEBA Qld 4880

As residents of Mareeba, we would like to support the residents of Debel Close, Mareeba and the surrounding area in opposing the

"Material Change of Use" applied for in this Application.

Mareeba residents need to be sure in the knowledge that similar developments would not be approved adjoining their homes.

Date	Name	Address	Signature
5/3/18	ROSEMARY TOMLIN	RD 21 PIKE RD MAREEBA	R. Morgan
5-3-18	ROSEMARY TOMLIN	4/23 LAWSON ST MAREEBA	R. Morgan
5/3/18	KATHLEEN FRANKLIN	15/23 LAWSON ST. MAREEBA	K. G. Franklin
5/3/18	LIBBY COOK	23 Jacana Ct Mareeba	Libby Cook
5/3/18	LORITA VALENTINO	62 WARE ST MAREEBA	L. Valentino
5/3/18	COCIN BRYDE	5 LAWSON AVE MAREEBA	C. Bryde
5/3/18	JOAN HENDERSON	9 HELLGAT CLOSE MAREEBA	J. Henderson
6/3/18	Sophia M. Dickinson	13 Natalie Ct, Mareeba	S. Dickinson
6/3/18	Maria Aroncio	48 Parklands, Cart MAREEBA	M. Aroncio
6-3-18	AIDA ARCHIE	41 JOYCE ST MAREEBA	A. Archie
6/3/18	DANN WUGHES	25 GUNNARD DRIVE MAREEBA	D. Wughes
6/3/18	JANET BUCAR	7 Macrae St, Mareeba	J. Bucar
6/3/18	JAN BRYDE	5 Lexington Ave Mareeba	J. Bryde
6-3-18	MARTIN COSGROVE	HEPSTE RD. MAREEBA	M. Cosgrove
6-3-18	JILLIANE BENAN	20 WILLIAMSON DRIVE, KURANDA	J. Benan
6-3-18	HONORUE WILKINSON	3 ADEA COBBRA CT MAREEBA	H. Wilkinson
"	LINDA MCKENNA	1/1 HEAT ST MAREEBA	L. McKenna
6-3-18	ROSA SMITH	546 MALONE RD MAREEBA	R. Smith
"	RAYMOND CAAMANO	147 COBRA RD MAREEBA	R. Caamano
"	ROBERT WATZ	33 JACANDA CR. MAREEBA	R. Watz
"	ALF GERGENTE	4 BAKER RD. COBBRA	A. Gergente



URP - MCU

N/A

Carl & Jenni Ward,
10 Debel Close,
Mareeba,
Queensland, 4880.



mcu/17/0017

DEVELOPMENT APPLICATION – Roadhouse Property Unit Trust – 1-7 Williams Close, Mareeba.

We, Carl and Jenni Ward, living at 10 Debel Close, Mareeba, strongly oppose the proposed Roadhouse development intended to be located at 1-7 Williams Close, Mareeba.

We have a young family and feel that this proposed development will be highly detrimental to our current way of life and peaceful home environment.

We totally agree and 100% support every point mentioned by the Wheatley family who live two doors down from us.

They have thoroughly researched the effects this proposed development will have on all of us who live near where this roadhouse will be built, and make extremely valid points in their objection which we echo wholeheartedly.

Of particular concern to us and our family is the influx of backpackers and truckies who will be accommodated not very far from our home. Apart from the obvious increase in noise, there is also the concern of increased crime in our currently very peaceful and essentially crime free home.

We stand totally united with Reg & Teresa Wheatley and are very concerned about this proposed development and the extremely negative effect this will have on our current way of life, and peaceful home environment.

Kind Regards,

Carl & Jenni Ward.

From: Greg Cummings
Sent: 5 Mar 2018 14:26:51 +1000
To: Info (Shared)
Subject: MCU/17/0017 - Letter of support - Greg Cummings

Mareeba Shire Council Town Panning Dept.

To whom it may concern , this is to support the proposed application to build a tourist accommodation & meals facility at Williams close . I fully support such a proposal as this is long over due . We have had cattle graziers & carriers complaining about a lack of facilities for quite a long time.

Regards

Greg Cummings

Mob. 0417783330

Pumping Irrigation & Machinery Services

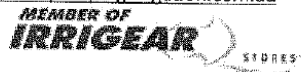
8 Reynolds St

Mareeba Qld 4880

Ph. 0740921622 Fax. 0740921750

Email: greg@pumpingirrigation.com.au

www.pumpingirrigation.com.au



URP-MCU^{N/A}
MCU/17/0017

Teresa Brcko

Subject:

Material Change of Use for 1-7 Williams Close, Mareeba on behalf of Roadhouse Property Unit Trust.

Mareeba Shire Council
Rankin Street
Mareeba 4880

4th March 2018



RE: Development Application for Material Change of Use for 1-7 Williams Close, Mareeba on behalf of Roadhouse Property Unit Trust.

As property owner of 4 Debel Close, I object to the application for a "Material Change of Use" as proposed in this development.

The proposed use of this area is completely out of character for the area and will impact significantly on the existing properties. The noise, traffic movement and emissions, lighting and high density of accommodation will detract from the quiet lifestyle enjoyed and expected by current residents as well as devaluing their existing homes. The prime reason for purchasing our property was because of it being in the quiet outskirts of Mareeba and looking at a peaceful home.

If this proposed "Material Change of Use" is approved how can any property owner in Mareeba, with a boundary fence adjoining vacant land, be assured something of this nature would not be approved next to their home? I have been a resident here my entire life, 3rd generation, and hope Mareeba will remain a town where people can be secure in the knowledge that areas in which they purchased land and built homes will not be subjected to council granting a "Material Change of Use" for a proposed development application such as this.

Warm regards
Donny and Teresa Brcko
4 Debel Close
Mareeba 4880

URP-MCU N/A
MCU/17/0017

Mareeba Shire Council
Po Box 15
Mareeba QLD 4880

Mary Blackman
3 Debel Close,
Mareeba QLD 4880
Postal: Po Box 561, Mareeba 4880
PH: 07 4092 3518

RE: Objection to Amended Development Application MCU/17/0017
Roadhouse Property Unit Trust - 1-7 Williams Close Mareeba



To Mareeba Shire Council Town Planning and Mareeba Shire Councillors,

Thank you for this opportunity to have my say about this development.

After living at my current residence for the past 20 years we have enjoyed a peaceful relaxed lifestyle where I know I can come home to unwind from a hard day. I find this development to be grossly inconsistent with current surroundings and infrastructure within the area.

Clearly a development of this kind raises some concerns of property value and safety concerns for myself and my family who are living with disabilities.

The application has caused confusion with what is being applied for. In some sections of the application the development is referred to the building of a Tourist Park, Short Term Accommodation and Food and Drink Outlet, while in other sections it is referred to as a Roadhouse and Accommodation Park. Will this be a *short term accommodation or undefined timeframe Roadhouse and Accommodation Park*? What is a *short term timeframe*?

Under "Amenity codes P09 and P06" the comments state that "The proposal has been designed appropriately incorporating setback, design, materials and the likes to ensure the proposal does not significantly detract from the AMENITY of the local area". There is nothing in this application which suggests this in this case. The hours of operation, noise control, traffic, privacy etc. have **not** been addressed at all.

Within the plans in the Main Building there is a Bar. *Will this bar be licensed to sell alcohol? Will timeframes for trading/selling alcohol be in place?*

The plans also state there will be 2 x 10 Double room Backpackers buildings which will be located right behind neighbours rear fences, a short distances from homes. The idea of possibly a large numbers of backpackers partying almost in our quite neighbourhood is a massive problem and concern for our continued peace and quiet and sanity. *Once the backpackers buildings are full will they (backpackers) be also moving into the cabin style rooms because let's face it the developer is building this facility to make money aren't they?* If so we could be looking at up to 143 backpackers coming and going. We fear we may have a repeat of the neighbourhood complaints as in the Egan St area (Coincidence that there is a caravan park in the area full of backpackers maybe but we doubt it), happening in our backyard with young children witnessing the goings on. I have included a crime maps from Queensland Police website to show the crime in the Egan St area compared to our crime free quiet location in Debel Close and surrounds. So why create another problem if we don't have to.

The road widening of Williams Close to accommodate larger vehicles is also a noise concern if trucks are coming and going at all hours of the day and night because let's face it trucks only stop for rest & food and they are on their way again at any time of the day or night. *If fridge van trucks are parked up will they be permitted to run their noisy motors all night? Will cattle trucks with noisy smelly cattle be parking for hours on end? Also if trucks are needing to maintenance e.g. Changing tyres etc, will this happen on site? This again would be a noise issue.*

This information has been copied and pasted from Queensland Transports webpage and can be found at <https://www.qld.gov.au/transport/safety/heavy/rules#parking> With this information one would assume that the feasibility of widening Williams Close for "Larger Vehicles/Truck Stop" would not be viable.

Stopping and parking rules

If you're driving a heavy or long vehicle, you can stop in built-up areas for up to 1 hour. You can only stop for longer if:

- you're dropping off or picking up goods—for the entire period your vehicle is stopped
- signs say otherwise.

You may only stop on the shoulder of roads in non-built-up areas.

You can contact your local council if you have a stopping or parking issue relating to a heavy vehicle.

With the staged RV park / Roadhouse / Short term Accommodation and food and drink outlet. *Will the sites be powered so their residents don't have to run generators continually therefore creating a noise issue?* The developer does not address the timeframe of operating hours, as you can imagine someone trying to manoeuvre a large RV into a parking bay at midnight would be an additional concern for noise. *What associated odours come*

with a RV Dump Point? Are the time restrictions on the use of the RV Dump Point in order to reduce noise levels after dark?

Under Landscaping Code it's stated that "Appropriate Acoustic Fencing is also provided where necessary to the adjoining allotments". Who determines where "NECESSARY" is? What is Appropriate Acoustic Fencing? There does not seem to be any other measure taken to control noise other than the mentioned fencing for neighbouring properties (i.e. Garden buffers?). With 3mt siting from boundaries garden buffers almost seem impossible.

Siting AO2.1 – Buildings and structures setbacks. (b) 3 meters from site and rear boundaries. A building with multiple bedding i.e. backpackers building being only 3 meters from our rear boundary is completely UNACCEPTABLE. AO2.2 – Car parking and set down areas are set back 2 meters from a boundary. Once again this a totally unreasonable distance and the noise generated from vehicles coming and going and doors opening and closing day and night.

Mulligan Highway/McGrath Road intersection: I feel the current intersection will be in need of an upgrade to accommodate the influx of vehicles large and small. I would like to know what measures are in place for this. i.e. Main Roads Report

Once Lot 12 has had its Material Change of Use applied I fear that the existing residence will be demolished and more buildings will be put in, this would again greatly affect our quiet, crime free area.

Upon noticing current Material Change of Use Applications (Kenneally Road & Springs Road to name the ones we know of) in Council at present, how many of these types of developments does one small town need on top of already existing local motel/hotels, and farming backpackers accommodation already established?

In summary, as a existing resident and rate payers in the Mareeba Shire I don't like to discourage development in our shire but this site is not suitable for this kind of development. There are other more appropriate sites around Mareeba which would be more suitable locations for this kind of development, for example a block just to the north on the corner of Adil Road and Mulligan Highway, which would be an easy flow for traffic with the council truck stop right across the road. What about the Mareeba Industrial Estate? There's plenty of room over there for a development like this.

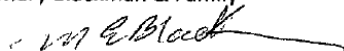
I can't stress enough how this proposed development has affected me already. This proposed development will affect the housing prices and already the selling ability and the development hasn't even started yet. So the possibilities of a development like this devaluing the surrounding area is quite high and I find it extremely unfair that multiple

current and future property owners could lose out financially(future property sales) for one person to benefit(property developer) extremely unfair.

This development in its entirety is not suitable to be close to family homes, which I and my neighbours have spent a lot of money and time to build our safe and happy homes. This development will turn our quiet area into a noisy stressful environment.

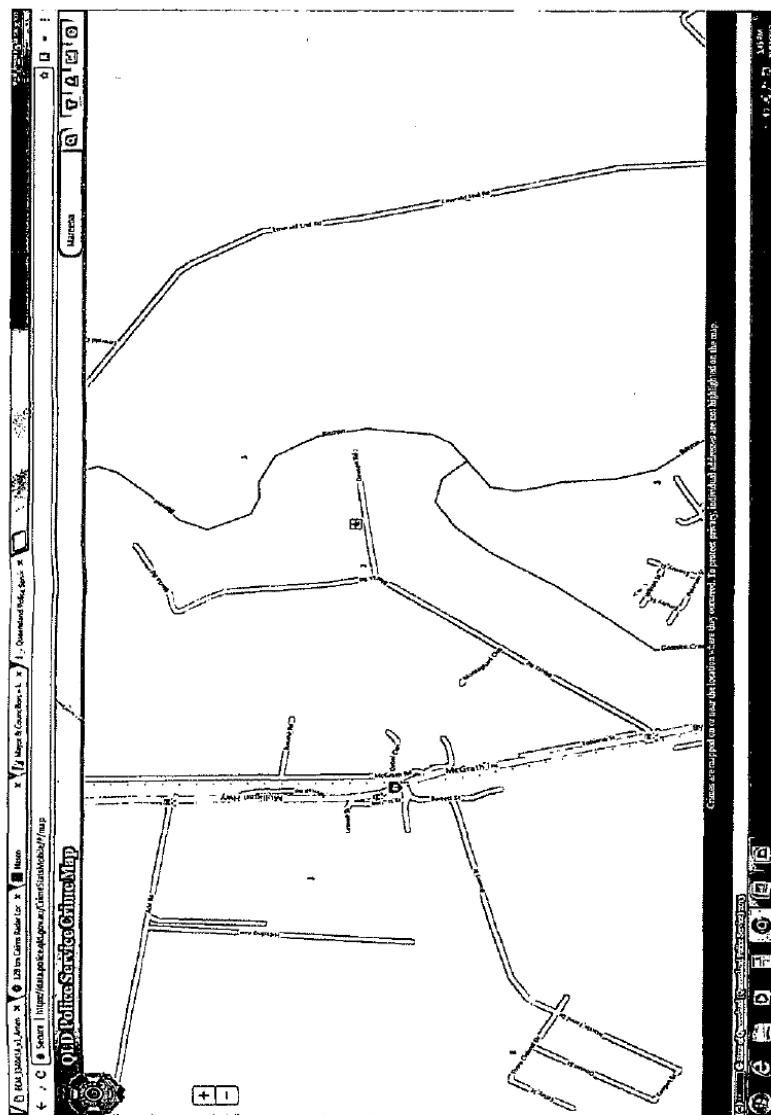
We would also like to know as parents & landowners yourselves would you be interested in purchasing or living in a property with this sort of development in your backyard and if not we can't see why we should have to?

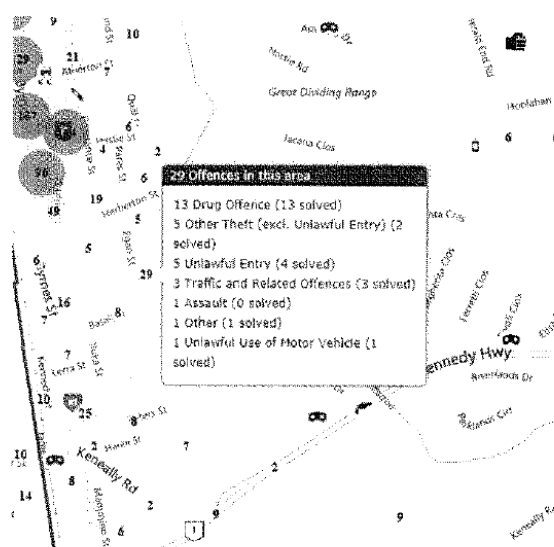
Mary Blackman & Family



Crime Map from Queensland Police site – 13 month period 01.01.2017 – 20.02.2018

Highlighted Egan St area.





Mareeba Shire Council
Po Box 15
Mareeba QLD 4880



Reginald & Teresa Wheatley
6 Debel Close,
Mareeba QLD 4880
Postal: Po Box 1570, Mareeba 4880
PH: 0417 643 501

URP-MCU N/A
MCU/17/0017

RE: Objection to Amended Development Application MCU/17/0017
Roadhouse Property Unit Trust - 1-7 Williams Close Mareeba

To Mareeba Shire Council Town Planning and Mareeba Shire Councillors,

Thank you for this opportunity to have our say about this development.

After living at our current residence for the past 20 years we have enjoyed a peaceful relaxed lifestyle where we know we can come home to unwind from a hard day's work. We find this development to be grossly inconsistent with current surroundings and infrastructure within the area.

Clearly a development of this kind raises some concerns for us and our young family.

Firstly the application seems to be all over the place stating in some instances that the developer is planning on building a Tourist Park, Short Term Accommodation and Food and Drink Outlet then in other instances a Roadhouse and Accommodation Park. *Is it a short term accommodation or undefined timeframe Roadhouse and Accommodation Park? What is a short term timeframe?*

Under "Amenity codes P09 and P06" the comments state that "The proposal has been designed appropriately incorporating setback, design, materials and the likes to ensure the proposal does not significantly detract from the AMENITY of the local area". There is nothing in this application which suggests this in this case. The hours of operation, noise control, traffic, privacy etc. have **not** been addressed at all.

Within the plans in the Main Building there is a Bar. *Will this bar be licensed to sell alcohol? Will timeframes for trading/selling alcohol be in place?*

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Siting AO2.1 – Buildings and structures setbacks. (b) 3 meters from site and rear boundaries. A building with multiple bedding i.e. backpackers building being only 3 meters from our rear boundary is completely UNACCEPTABLE. AO2.2 – Car parking and set down areas are set back 2 meters from a boundary. Once again this a totally unreasonable distance and the noise generated from vehicles coming and going and doors opening and closing day and night.

Mulligan Highway/McGrath Road intersection: We feel the current intersection will be in need of an upgrade to accommodate the influx of vehicles large and small. We would like to know what measures are in place for this. i.e. Main Roads Report

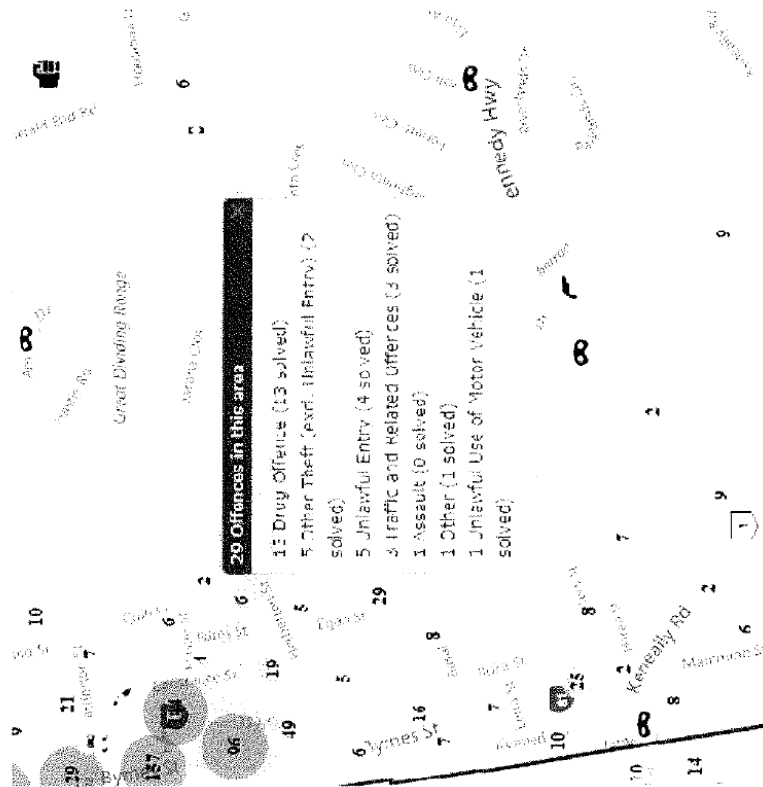
Once Lot 12 has had its Material Change of Use applied we fear that the existing residence will be demolished and more buildings will be put in, this would again greatly affect our quiet, crime free area.

Upon noticing current Material Change of Use Applications (Kenneally Road & Springs Road to name the ones we know of) in Council at present, how many of these types of developments does one small town need on top of already existing local motel/hotels, and farming backpackers accommodation already established?

In summary, as long term business owners in the earthmoving industry and multiple rate payers in the Mareeba Shire we don't like to discourage development in our shire but this site is not suitable for this kind of development. Upon driving around Mareeba for a short time we found a 10 acre block just to the north on the corner of Adil Road and Mulligan Highway which would be ideal for this kind of development, which would be an easy flow for traffic with the council truck stop right across the road. Another location is the parcel of land at the old Timber Mill site in Byrnes St, yet again no residences directly neighbouring the property and generally if trucks are heading north they need to pass through town. Easy shopping for residents and safe pathways are already in place for them to get to the shops. What about the Mareeba Industrial Estate? There's plenty of room over there for a development like this.

Crime Map from Queensland Police site – 13 month period 01.01.2017 – 20.02.2018

Highlighted Egan St area.



5 March 2018

5 Barrett Street
Mareeba 4880

Town Planning
Mareeba Shire Council
PO Box 154
Mareeba 4880

TO WHOM IT MAY CONCERN

Re Development Application MCU/17/007 Williams Close Mareeba

I write in support of the development of Williams Close, Mareeba as a roadhouse complex.
I have been involved in the quarrying and transport industry in the Mareeba district for 50 years.
Mareeba is a busy hub for transport particularly with the successful Mareeba Industrial Park.

I strongly believe such a roadhouse will have a positive impact for transport operators to the area
and is well overdue.

As a relatively close neighbour, I do not have any objection to this project.

Yours faithfully


Buck Jones



URP-MCU
URP

1

04-03-2018 2 pgs.

Objection to
All Night Truck stop / backpackers
accommodation and a Material change of use.
Development Application ref: MCU / 17 / 0017.
Williams close.

As a large investors in a property which will be adjacent to this proposed development we strongly appose and objecting to it's acceptance.

After spending a million dollars on our retirement place of residence.
Being told by the council that this is a Rural Residential stable, previously established and well settled subdivision.

Where we could live peacefully.

Being entitled to do so, in a quiet non commercial environment. Having purchased property in this area Zoned Rural Residential.

This proposed development is in total contradiction to what we have been lead to believe was the case.

There are plenty of other areas within this council that would be able to accommodate this proposed development. Doing so on an improved level instead of destroying so many family's right to peace and quite.

This development in expecting (could even be many more) 100 vehicles per day.
Who will be counting ? roughly at a modest guess 5 per hr. one every 12 minutes.
Double this as vehicles will have to depart ! Bringing this total of vehicle movement to 10 per hr. = vehicle movement every 6 minutes.

What percentage of these vehicles will be Trucks ?

The traffic noise will be constant, delivering the sound of a busy main road.

This sound will echo and reverberate, over our back fence. Over our neighbours back fence, across their block onto our property.

Not forgetting the noise will travel across the park and into the cul-de-sac. Which will act as a sound tunnel carrying the noise to all residences, that are all ready in place in this area. Having also invested in millions of dollars worth of Real Estate in the Mareeba shire, while building and renovating for many years, supporting small business in the township of Mareeba.

This development will damage our peaceful expensive investment and will totally destroy the FAITH, the integrity what everyone believed we had, which was the legal

2

protection from the Mareeba Shire council against this happening. How could this affect future Real Estate confidence in Mareeba if this goes ahead? Will the public be able to trust Mareeba Shire council?

Sleep deprivation as we all know is a terrible debilitating stressful situation. What ~~undisturbed~~ sleep are we going to get?

With an ALL NIGHT TRUCK STOP ON OUR DOOR STEP.

One has to ask why would Mareeba Shire Council allow this development to go ahead, surrounded by so many residential developed blocks of land? Uncontrolled noise from backpackers until midnight on week-ends, and 9.00pm during the week without respite, could greatly cause aggravation by betrayed residence. Where will this social destruction end? Yes it has to be considered. We are the people who are paying the Rates

The fumes from this constant surge of traffic will drift onto our property as well as next doors, as this development is going to be backing onto our back fences. Seriously! this a nightmare.....

Of course once the Material change of use has been granted. They will eventually demolish the old residence on the property, obliterating the trees and garden area, easily obtaining building permission to expand, as the Change of Material Use will cover the entire block of land. We will be helpless.

The expansion of the already approved development will then encroach even more into our lives. This proposal to develop this land changing the Material use is ridiculous, in such a small space. How are the Trucks going to turn around?

If the Council does not sell the land in question to the developers this proposed development cannot go ahead. Is there a pre arranged agreement set up when the land was developed for this to occur in the future, as a part of the subdivision agreement? If this is the case then of course the sale of this land back to the developer cannot be changed. There are many things to be considered.

Tanya D Blake
Tanya D. Blake Property owner

David M Blake
David M. Blake Property owner.

Yosarin Blake
Yosarin Blake Property owner.

ADDRESS:

8 DEBEL CLOSE
MAREEBA QLD 4880

PHONE:

HOME - 40925040

MOBILE - 0448 933888

E MAIL - tdbnh@hotmail.
com

2

Rex & Frances Petersen
PO Box 557
Mareeba Qld 4880



Mareeba Shire Council
Rankin St
Mareeba Qld 4880

1st March 2018

***RE: Development Application MCU/17/0017 for Material Change of Use for
1-7 Williams Close, Mareeba on behalf of Roadhouse Property Unit Trust***

As the property owner of 1 Debel Close Mareeba, I object to the application for a "Material Change of use" as proposed in this development application.

This future proposition will have a huge impact on the existing properties in the surrounding area. The noise, traffic movement and emissions, lighting and high density of accommodation will detract from the quiet lifestyle as well as devaluing our existing properties.

I seriously request Council to fully consider the effects this will have and forever have on local residents if approved. I urge council not to approve a development of this nature on land adjoining private homes.

Yours Sincerely

A handwritten signature in dark ink, appearing to read 'Rex & Frances Petersen', written over a dotted line.

Rex & Frances Petersen

Mareeba Shire Council
P O Box 15
Mareeba Qld 4880



C W & L Blyth
7 Debel CI
Mareeba Qld 4880

MCU/17/0017
DSI * 3348464

Amended Development Application MCU/17/0017

Roadhouse Property Unit Trust – 1-7 Williams Close Mareeba 4880.

As property owners at 7 Debel Close, we lodge this objection to the Development Application outlined above.

The Application proposes a “café and dining area; kitchen; bar; office; reception and associated shop; laundry and amenities. A manager’s residence..... will also provide for 55 parking spaces, a bus bay and communal open space including a swimming pool. It is considered in total that the proposal will provide for approximately 143 beds”.

The application is both a Material Change of Use and Impact Assessable, in terms of the Mareeba Shire Council Planning Scheme.

I outline the obvious above only in respect of contending that I feel it is Council’s and Councillors responsibility to protect the amenity, the “quiet enjoyment” and indeed the property values of rate payers in the Shire. Notwithstanding the “Emerging Communities and Recreation and Open Space” zoning, the large and seemingly inappropriate development is located in what is clearly an enclave of mostly rural residential dwellings. The impact on those dwellings will be substantial in respect of amenity, quiet enjoyment, lighting and noise.

Under “Amenity PO9 and PO6” and the comments to the right, the application states “The proposal has been designed appropriately incorporating setbacks, design, materials and the likes TO ENSURE THAT THE PROPOSAL DOES NOT SIGNIFICANTLY DETRACT FROM THE AMENITY OF THE LOCAL AREA”. There is nothing in this Application which suggests this is the case. The noise, hours of operation, traffic, privacy, lighting, etc have in no way been addressed. To suggest that the “Amenity”, disruptions a 143 bed establishment, café, bar, dining area etc, etc, will generate, has been addressed in this Application and indeed can ever be fully addressed is wrong.

The properties directly adjoining the Development and the properties in a reasonable radius can in no way be assured that there will not be major and ongoing disruptions to their lives, in what they know, and purchased in good faith, only as a quiet rural residential area. Some adjoining land owners recently had very interested prospective purchasers for their home but when the potential purchasers were made aware of the development proposal they did not proceed to contract of sale. These resident owners were selling to build a new home in Mareeba on a block purchased previously. “Perception is Reality” in respect of the way any likely purchaser in this area will view the Development in its planning stage and on completion. It is difficult to deny this will have a marked effect on property values, if indeed the properties can be sold at all (example earlier). This obviously impacts the standard of living now and any future plans of innocent residents when wanting to sell their properties.

Mareeba Shire Council
Rankin St
Mareeba 4880

Renzo Fanna
30 McGrath Rd
Mareeba 4880



18 February 2018

RE: Development Application for Material Change of Use for 1-7 Williams Close, Mareeba on behalf of Roadhouse Property Unit Trust.

As a property owner of 30 McGrath Road I object to the application for a "Material Change of Use" as proposed in this development application.

The proposed future use of this area is completely out of character for the area and will impact significantly on existing properties. The noise, traffic movement and emissions, lighting and high density of accommodation will detract from the quiet lifestyle enjoyed and expected by current residents as well as devaluing their existing homes.

If this proposed "Material Change of Use" is approved how can any property owner in Mareeba, with a boundary fence adjoining vacant land, be assured something of this nature would not be approved next to their home.

I have been a resident here my entire 66 years and hope Mareeba will remain a town where people can be secure in the knowledge that the area in which they purchased land and built homes will not be subjected to council granting a "Material Change of Use" for a proposed development application such as this.

Renzo Fanna

URP-MCU
JLT-URP

Email info@msc.qld.gov.au
Mareeba Shire Council
Box 154
Mareeba QLD 4880
Ref MCU/17/007

Dennis Dents Transport

Dear Sir,

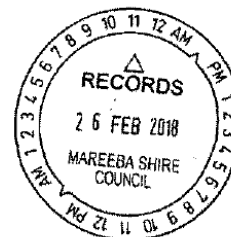
RE: Development Application for Roadhouse and Cabin Park Approval

This development has my full support and wish it well with the approval it will fill a gap which is long overdue on the northern side of Mareeba.

Now the truck drivers, cattle sales area and general public will have a facility to assist them in their day to day operation.

Regards,


Dennis Dent
Transport Operator



DS1A 3346687

Natacha Jones

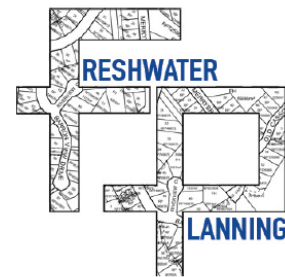
From: jesse corcoran <jcdiesel22@yahoo.com.au>
Sent: Wednesday, 21 February 2018 6:29 PM
To: Info (Shared)
Subject: MCU/17/0017 - John Corcoran submit letter of support for development application

This development has my full support, the town needs more accommodation and has no roadhouse in the real sense of the word.

I see trucks parked up across from Coles to find a feed, for a truck hub this is pretty poor.

Regards, John Corcoran, JC diesel mechanical. 26 Gowan street Mareeba.

Your Ref: MCU/17/0017
Our Ref: F17/34



05 April, 2017

Chief Executive Officer
Mareeba Shire Council
PO Box 154
MAREEBA QLD 4880

Attention: Carl Ewin
Regional Land Use Planning Group

Dear Sir,

**RE: RESPONSE TO PUBLIC NOTIFICATION SUBMISSION
APPLICATION FOR A MATERIAL CHANGE OF USE – TOURIST PARK, SHORT TERM
ACCOMMODATION AND FOOD AND DRINK OUTLET.
LOTS 10, 11 & 12 ON SP168631, 1 – 7 WILLIAMS CLOSE, MAREEBA.
DEVELOPMENT APPLICATION MCU/17/0017.**

The following is provided in Response to the Public Notification Submissions received in relation to the Development Application MCU/17/0017 located at 1 – 7 Williams Close, Mareeba during the Public Notification Period. This Response has been drafted generally in summary of the received Submission.

The site is located within the Emerging Communities and Recreation and Open Space Zones and within the Mareeba Northern Investigation Precinct of the Mareeba Local Plan as per designated by the Mareeba Shire Council's Planning Scheme. The proposed development is not considered to be in conflict with the Emerging Community Zone nor the Mareeba Northern Investigation Precinct of the Mareeba Local Plan as it offers Urban Development as per outlined within these areas. The proposal is considered to provide the Mareeba Township with an essential Use that is not currently provided on the northern side of the Mareeba Township.

There were a number of Submissions that highlighted that the proposed development will be beneficial for the Industry (transportation) and surrounding Industries that is long overdue. These Supportive Submissions note that the proposal will assist and support in the day to day operations of Mareeba while allowing for the expansion of Industries within Mareeba resulting in a greater economy. They additionally note that there is an additional need for this form of accommodation within Mareeba and especially on the northern side of which the proposal is to satisfy. The Positive Submissions focus on the benefits that the Development will bring into the Mareeba Township filling a long overdue need for additional accommodation.

There were also a number of Negative Submissions that were received during the Public Notification Period. These Negative Submissions were in fact pro forma in nature which is generally regarded as a petition as oppose to individual Submissions. It is also noted that there was a petition as well however, this petition did not offer any grounds as to why they were against the Development Application. To firstly clarify, the proposal is for an Urban Residential Use located within the Emerging Community Zone and the Mareeba Northern Investigation Precinct of the Mareeba Local Plan in the new Mareeba Shire Council's Planning Scheme. The proposal provides

Freshwater Planning Pty Ltd
t/e The Freshwater Trust
ACN 603 020 220 | ABN 31 187 983 959

P: 0402729004
E: FreshwaterPlanning@outlook.com
A: 17 Barron View Drive, FRESHWATER QLD 4870

for acceptable Uses within the Zone that are not considered to conflict with the Intent and future planning of the Emerging Community Zone and Northern Mareeba Investigation Precinct. The Negative Submissions outline that the proposal will affect and has already affected the Property Values of the adjoining Debel Close. This is not considered to be a Town Planning Concern and not relevant to the proposed development. The Negative Submissions are generally summarised to include the points of contention being Amenity, Noise, Crime, Traffic, Safety and Character. Jim Papas from Jim Papas Civil Engineering Designer Pty Ltd has provided a Response to the perceived issues from the Negative Submissions (attached) with his comment in relation to Noise, Lighting, and Traffic as follows. It is noted that Jim Papas' Submission also makes comments on RV Dump Points and Setbacks.

Noise

Various submitters made claims about noise emulating from parties or vehicle movements. These claims are speculative as there is no supporting evidence, however, the Applicants have made provision for an on-site manager. In the presence of such a manager, it is unlikely that any noise that causes discomfort to other guests would be tolerated both on a personal level and from a reputational viewpoint. Clearly, it is not in the interests of the establishment or the manager to be the subject of noise complaints regardless of their origin.

Regardless, the Applicant intended to construct a "Colourbond" fence, at least 1.80 metres high, along that part of the northern boundary where such fencing does not currently exist. All "Colourbond" fencing along the northern boundary will be augmented with dense landscape plantings. Such fencing will also have a beneficial effect on neighbourhood privacy and will assist in crime prevention.

Traffic Movements, Truck Noise and Maintenance

Our original submission contained predictions of the possible increased truck movements. Conditions imposed by the Department of Transport and Main Roads limits truck access to the site to a maximum 3 axle truck – Class 4 as described in the Austroads Vehicle Classification system which is a service vehicle such as a garbage truck. It was never intended to permit site access to large vehicles. It is expected that trucks will park at the nearby decoupling facility and the drivers walk to the subject site or that the drivers decouple their loads and bring the prime mover only to the site. Maintenance of vehicles, except in emergencies, will not be permitted and vehicles such as refrigerated trucks will be discouraged from parking at the site.

It should also be noted that there will be no increase in traffic in Debel Close as a result of this development.

Lighting

Lighting within the site will be designed and constructed in accordance with the relevant Australian Standards while having regard for the Crime Prevention Through Design criteria. One such criterion is to avoid light pollution. We also draw attention to the proposed CCTV monitoring that is to be installed.

Williams Close

The existing bitumen seal width in Williams close is between 3.6 and 4.8m. We have widened Williams Close in accordance with the requirements of FNQROC Development Manual and to permit safe movement of vehicles, cyclists and pedestrians.

Further to the above, it is not considered that the proposed development will be out-of-character for the area in particular, with the Emerging Community Zoning of the site along with the Mareeba Northern Investigation Precinct and the Urban Expansion and Investigation Areas of the Strategic Framework. This has previously been outlined within the Town Planning Submission. It is considered that in this instance, the proposed development is appropriate, acceptable and provides for a much-needed service supporting the surrounding industries and Townships without affecting the future growth of Mareeba.

Further to the comments provided above from Jim Papas of Jim Papas Civil Engineering Designer Pty Ltd in relation to Noise concerns, the proponent of the site has informed Freshwater Planning Pty Ltd that the development has been specifically designed to incorporate a Caretaker's Manager Residence and that the proposal is aimed at providing an exceptional level of accommodation to ensure that residents and guests of the site are well looked after guaranteeing appropriate sleep through limiting any noise onsite. This is standard practice within Accommodation Establishments with the proposal proposing nothing different. As noted above the proposal will provide an appropriate level of acoustic separation by nominating a solid colourbond fence of at least 1.8 metres in height with the proponent accepting to go up to 2.1 metres in height if required along with landscaped planting to ensure that acceptable and appropriate acoustic measures are provided.

The Negative Submissions outline that the proposed development will increase crime within the area. The proposal has been designed allowing for casual surveillance and enhances the safety of pedestrians through the Crime Preventions Through Environmental Design (CPTED) principles. It is not considered that the proposal will increase the crime and is provided with appropriate measures to reduce any crime with the inclusion of the Caretaker's Managers Residence. It is not considered that this is a Town Planning Concern and is not relevant.

The proposal provides for staged development and can incorporate appropriate permanent Landscaping to soften the Development during the Staging to aid in enhancing the visual amenity of the site.

It is considered that the proposed Tourist Park, Short Term Accommodation and Food and Drink Outlet providing Urban Residential Uses is acceptable and appropriate that are not considered to conflict with the Intent and future planning of the Emerging Community Zone and Northern Mareeba Investigation Precinct. The proposed development offers long overdue accommodation alternatives to the northern side of the Mareeba Township assisting in the day to day operations of the Mareeba Township. It is considered that the proposal provides for adequate noise amelioration while not significantly affecting the surrounding amenity and character. It is not considered that the proposed development affecting Property Values is a valid Town Planning Concerns as per provided within the Negative Submissions.

Yours faithfully,



MATTHEW ANDREJIC

FRESHWATER PLANNING PTY LTD

P: 0402729004

E: FreshwaterPlanning@outlook.com

A: 17 Barron View Drive, FRESHWATER QLD 4870

Jim Papas Civil Engineering Designer

PTY LTD. ABN 56 010 943 905. ACN 010 943 905

Design Excellence, Exceptional Service

The Manager,
Freshwater Planning,
17 Barron View Drive,
FRESHWATER QLD. 4887

April 5, 2018
1370 L02

Attn: Mr. Matt Andrejic

Dear Sir,

RE: MAREEBA ROADHOUSE AND ACCOMMODATION PARK - RESPONSE TO SUBMITTERS

We refer to the various matters raised by submitters as a result of the public Consultation phase of this application. We are responding only to matters of an engineering nature and these matters are:

Noise

Various submitters made claims about noise emulating from parties or vehicle movements. These claims are speculative as there is no supporting evidence, however, the Applicants have made provision for an on-site manager. In the presence of such a manager, it is unlikely that any noise that causes discomfort to other guests would be tolerated both on a personal level and from a reputational viewpoint. Clearly, it is not in the interests of the establishment or the manager to be the subject of noise complaints regardless of their origin.

Regardless, the Applicant intended to construct a "Colourbond" fence, at least 1.80 metres high, along that part of the northern boundary where such fencing does not currently exist. All "Colourbond" fencing along the northern boundary will be augmented with dense landscape plantings. Such fencing will also have a beneficial effect on neighbourhood privacy and will assist in crime prevention.

Traffic Movements, Truck Noise and Maintenance

Our original submission contained predictions of the possible increased truck movements. Conditions imposed by the Department of Transport and Main Roads limits truck access to the site to a maximum 3 axle truck – Class 4 as described in the Austroads Vehicle Classification system which is a service vehicle such as a garbage truck. It was never intended to permit site access to large vehicles. It is expected that trucks will park at the nearby decoupling facility and the drivers walk to the subject site or that the drivers decouple their loads and bring the prime mover only to the site. Maintenance of vehicles, except in emergencies, will not be permitted and vehicles such as refrigerated trucks will be discouraged from parking at the site.

It should also be noted that there will be no increase in traffic in Debel Close as a result of this development.

RV Dump Point

We attach a flyer showing a typical proprietary brand of dump point. This shows the typical arrangement of the dump site and for obvious reasons there is an emphasis on keeping it clean and odourless. The Applicant is providing this facility as a service to the travelling public and is willing to delete it from the application if necessary.

Setbacks

Please address all
correspondence to:
**P.O. Box 2347,
Mareeba, Qld 4880**



Email: admin@jpced.com.au
Mobile: 0408 770 394

Jim Papas Civil Engineering Designer

Various submitters suggested that the setbacks shown in the Application Documents need to be increased. In this regard, the Applicant will comply with all relevant statutes and codes.

Lighting

Lighting within the site will be designed and constructed in accordance with the relevant Australian Standards while having regard for the Crime Prevention Through Design criteria. One such criterion is to avoid light pollution. We also draw attention to the proposed CCTV monitoring that is to be installed.

Williams Close

The existing bitumen seal width in Williams close is between 3.6 and 4.8m. We have widened Williams Close in accordance with the requirements of FNQROC Development Manual and to permit safe movement of vehicles, cyclists and pedestrians.

We trust that this is satisfactory, however, if you have any queries or if we can be of further assistance please do not hesitate to call.

Yours faithfully,

JIM PAPAS
CIVIL ENGINEERING
DESIGNER PTY. LTD.



JIM PAPAS



DUMP-EZY

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The Dump-Ezy dump point is the entry point for all grey water portapotty and mobile toilet waste entering the waste treatment system.

It is designed to be easily identifiable, attractive and user-friendly, with simple to follow instructions.

This easy to install, innovative product includes built-in simple and effective operational signage.

The lid is lockable and strong yet light-weight and includes a moulded-in handle and a rubber seal.

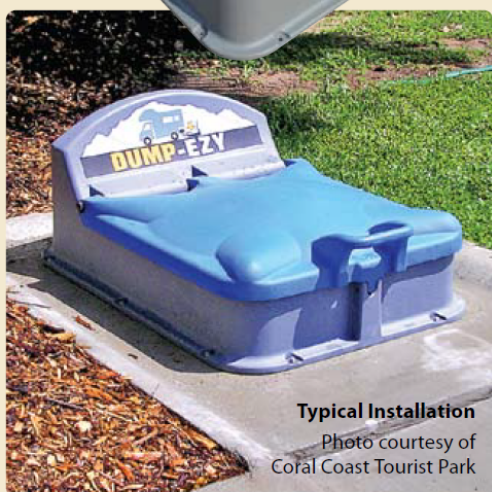
The unit is manufactured from tough, UV-stabilised, non-corroding polyethylene.

Design Registration No. 153860

Note: The Dump-Ezy unit is not a treatment system. It is only the front end of a process and needs to be installed in front of an appropriate holding tank, septic tank or sewer line.

It can be installed on top of a floor or cast into a concrete slab.

The unit allows for direct discharge to sewer and/or to a holding tank.



Typical Installation

Photo courtesy of
Coral Coast Tourist Park



547 Ingham Road, Townsville

Photos courtesy of
Coral Coast Tourist Park.



Gough Plastics would like to thank the Campervan & Motorhome Club of Australia for their invaluable help in the development of this product.



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Dump-Ezy, setting the standard in user-friendly dump points

Site Location

When selecting a site to install the Dump-Ezy, consideration should be given to traffic in and around the area. Dump-Ezy should be installed away from high traffic areas to ensure user safety. Consideration should be given to any nearby features such as toilet blocks, tables, play grounds etc. Side access roads and isolated pull-over bays are ideal.

Barriers

Physical barriers, such as concrete curbing, metal railings, treated pine stumps etc., can help prevent vehicles from coming in contact with the Dump-Ezy. These should be positioned in a way that still allow clear access for persons and hoses/cartridges.

Hose Wash Down

A tap and hose should be provided next to installations to enable wash down with each use. This ensures a clean unit is maintained.

Drainage

Adequate drainage should be provided in and around the Dump-Ezy to prevent infiltration from high rainfall, runoff etc.

Signage

Adequate signage should also be installed to make people visibly aware of the Dump-Ezy. Ask your local agent how to obtain these.



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